

Austin 2020 Bicycle Plan Update



City of Austin



Department of Public Works Neighborhood Connectivity Division Bicycle Program

June 2009 Adopted by Austin City Council on June 11, 2009



January 16, 2009

Dear Friends,

As Mayor of Austin, it is a pleasure to see Austin recognized as one of the best bike friendly cities in the United States. Biking is a key element in making this city sustainable and in creating an active lifestyle for all our citizens.

Bicycling is a great way to reducing our carbon footprint and keep our air clean. It supports the goals of the City's Climate Protection Plan, a plan that strives to make Austin a leading city in reversing the impacts of global warming.

In an effort to attain Gold-level bike friendly status from the League of American Bicyclists we have prepared the Austin 2009 Bicycle Master Plan Update. This plan has two simple goals: get more people on bicycles, and keep them safe while bicycling. We want to continue to create an environment where biking is an alternative choice for how Austinites commute in and around the city

Austin's Bicycle Master Plan is an effort to become the most bicycle friendly major city in Texas and make Austin a world-class city for cycling. The City has plans to establish new bike lanes, more signed routes, more off street paths and more biking amenities. The Lance Armstrong Bikeway and the Pfluger Bridge Extension are already underway, with new bike facilities to be built at other locations within the City.

The Bicycle Master Plan identifies the City's best cycling routes and makes it easy for Austinites to bike on the trails around Lady Bird Lake. It will help citizens plan routes to bike to retail, public libraries, schools, parks, restaurants and begin to make bicycling an integral part of daily life in Austin.

The Austin 2009 Bicycle Master Plan Update also includes the recommendations of the Street Smarts Task Force. A public input process was instrumental in soliciting public ideas in preparing for the plan. The Street Smarts Task Force, a group of bicycle advocates, planners, engineers and governmental officials, worked for a year to develop a plan that identifies specific actions that will improve bicycle infrastructure and strategies for advocacy, education, safety, and bicycle enforcement for the Austin community.

Let's work together to make Austin a better and safer place for bicyclists.

Regards,

Win Wy-

Will Wynn Mayor

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

-Mission of the Street Smarts Task Force







EXECUTIVE SUMMARY



The Austin 2009 Bicycle Plan Update (the Plan) is a set of goals, objectives, and actions to be completed over the next 10 years to transform Austin into a world-class bicycling city. Austin has always been a leader in taking steps to grow and develop in a more sustainable fashion. Bicycling is an important component of sustainability as it provides an alternative mode of transportation to the car as well as provides Austin's residents with a convenient and low cost method of recreation and exercise.

The history of bicycle planning in Austin proves that without a commitment to make bicycle transportation part of the budget process and to provide staff to carry out the plan, a multi-modal transportation system that includes bicycles will never be completed. The level of achievement in facility development, inter-departmental and interagency coordination, public education, enforcement, promotional campaigns, and the creation of supportive public policy is directly correlated to the level of staffing and project funding for the Bicycle Program.

The Austin 2009 Bicycle Plan Update is an update of the existing Austin Bicycle Plan, which was completed in two parts in 1996 and 1998. The goals defined in the previous bicycle plan are still important goals, and it is the intent of this update to achieve those goals. This update presents a holistic and practical approach to achieve the vision of becoming among the best communities for bicycling. It provides the framework and actions necessary to build a bicycle system, including the bicycle network and supporting end-of-trip facilities, to develop the educational and encouragement programs necessary to promote bicycling as a safe and convenient way to travel and exercise, and improve enforcement of bicycle-related laws to create a safe environment for bicycling.

The vision of Austin 2009 Bicycle Plan Update, as established by the Street Smarts Task Force, is to "transform Austin into a world-class bicycling city." Austin is already considered one of the country's most bicycle friendly cities, proven by its Silver level Bicycle Friendly Community status



awarded in 2007 by the League of American Bicyclists, the oldest and most prominent national bicycling advocacy group in the country. This bicycle plan will guide our City into achieving Gold, and even Platinum, the highest Bicycle Friendly Community ranking. This will require an integrated strategy of facility development, inter-departmental and interagency coordination, public education, enforcement, promotional campaigns, and supportive public policy.

The Austin 2009 Bicycle Plan Update identifies two overall goals, which are supplemented by four goals in specific implementation elements:



Bicycle System, Education & Promotion, Safety & Enforcement, and Implementation & Funding. Each element is then supported by objectives to achieve the goal and actions to accomplish each objective. Additionally, benchmarks are set for the overall goals and each objective to measure progress of implementation of the plan over time.

Goals and Objectives

Again, the vision of the Austin 2009 Bicycle Plan Update is to transform Austin into a world-class bicycling city. This will be done by achieving two overall goals:

- To significantly increase bicycle use across the city of Austin over the next decade.
- To increase bicycle safety across the city of Austin.

In order to achieve these goals, the Austin 2009 Bicycle Plan Update identifies four complementary goals. These goals are supported by objectives and specific actions to implement the objectives. A summary of each plan element and goal is described below. Additionally, benchmarks are established to measure progress of the plan implementation over the next 10 years.

- Bicycle System To provide and maintain a comprehensive bicycle system that serves all residents and neighborhoods of Austin. The Plan recommends nearly 750 miles of bicycle lanes, 9 miles of bicycle boulevards, and over 300 miles of multi-use paths, in addition to signing and marking bicycle routes on paved shoulders, wide curb lanes and shared lanes.
- Education & Promotion To improve awareness and acceptance of bicycling and increase bicycle ridership throughout Austin through promotion, education, and encouragement.
- Safety & Enforcement To reduce bicycle-related crashes through remedial efforts such as education of bicycle related laws and consistent enforcement of bicycle laws.
- Implementation & Funding To strengthen implementation efforts through funding and adopting bicycle-friendly practices and policies.

Table A on the following pages summarizes the goals, objectives, and benchmarks established in this Plan.





| Table A Summary of Goals, Objectives, and Benchmarks of the Austin 2009 Bicycle Plan Update | | | | | |
|--|---|---|--|--|--|
| Goal | Objective | Benchmark | | | |
| To significantly increase bicycle use across the City of Austin over the next decade. | - | Increase citywide workforce commuter bicycle mode to 2% by 2015 and to 5% by 2020. Increase central city workforce commuter bicycle mode to 8% by 2015 and to 10% by 2020. | | | |
| To increase bicycle safety across the city. | - | Maintain number of bicycle-motor vehicle crashes through 2015 and reduce bicycle-motor vehicle crashes 5% by 2020. | | | |
| BICYCLE SYSTEM | | | | | |
| To provide and maintain a comprehensive bicycle system that serves all residents and neighborhoods of Austin, and that provides facility options for all cycling skill | Complete the creation of a well-connected bicycle network that is safe and convenient for all bicyclists and serves all Austin residents and neighborhoods. | Complete 60% of bicycle network by 2015, 70% by 2020, and 100% by 2030. Provide connectivity at 12 network gaps by 2020. Annually contact adjacent jurisdictions to discuss bicycle system and connectivity improvements needed to realize our proposed system. | | | |
| and that provides facility options for all cycling skill levels. | Resolve parking in bicycle lanes. | Resolve parking in all bicycle lanes by 2020. | | | |
| | Provide adequate end-of- trip facilities to advance bicycle transportation. | Provide 350 new short-term bicycle parking spaces at existing developments by 2015. Begin sale of bicycle parking racks at wholesale pricing through City of Austin Bicycle Rack Program in 2010. Provide 5 long-term bicycle parking spaces at Austin-Bergstrom International Airport (ABIA) by 2015 and 5 additional long-term spaces at ABIA by 2020. Install "Share the Road" signs on all streets that are gaps in the bicycle network by 2015. | | | |
| | • Work with Capital Metro to coordinate the bicycle system with transit. | Coordinate with Capital Metro to equip all Capital Metro buses, rail cars, and van pools with bicycle racks that accommodate three bicycles by 2020, where safe. Include bicycle parking at 100% of locations meeting transit stop bicycle parking criteria to be developed by the City of Austin and Capital Metro. | | | |
| | Maintain bicycle network and facilities on a regular basis. | Include bicycle lane maintenance within the operating budget of Public Works by FY 2009-2010, and continue on an ongoing basis. Establish guidelines for maintenance of multiuse paths and bikeways that serve as bicycle commuter routes by 2015. Add bicycle lane sweeping as a stand alone item within the Solid Waste Services street sweeping program by 2015. | | | |

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Executive Summary

| Table A Summary of Goals, Objectives, and Benchmarks of the Austin 2009 Bicycle Plan Update | | | | | | |
|--|---|---|--|--|--|--|
| Goal | Objective | Benchmark | | | | |
| EDUCATION & PROMOTION | | | | | | |
| increase bicycle ridership throughout Austin through promotion, education, and encouragement. | Develop and execute education and promotional programs for the general public and targeted populations. | Educate 1,000 adult bicyclists and motorists about bicycle and motorist safety each year. Distribute 5,000 Austin Bicycle Map Brochures each year. Increase number of stakeholder contacts in the City of Austin's Bicycle Program listserve to 350 by 2015, and increase by 10% per year. Increase number of media pieces to 75 annual occurrences by 2015, then continue to increase by 10% per year. Provide a bicycle rider educational presentation to the PTA of every school served by a new bicycle facility, starting in 2010. By 2011, hire one staff member to focus on education and promotional programs. | | | | |
| | • Develop and execute promotion and encouragement programs to promote bicycling and increase awareness of bicycling among the general public. | Offer 1 annual citywide event and/or ride promoting utilitarian and recreational cycling in partnership with other public agencies, and/or non-profit groups and advocacy groups. | | | | |
| | Promote bicycling as a mode of transportation to and from school (elementary through high school). | Increase bicycle mode share of children commuting to school to 25% by 2020. Educate 90% of school-aged children about bicycle safety each year. Provide bicycle lane use education and bicycle safety information at all schools served by new or improved bicycle lane (or more conservative) facility. | | | | |
| | Promote bicycling as a means of transportation to and for work. | Increase number of Bike to Work Day participants to 1,000 participants in 2009 and by 10% for every subsequent year. Increase number of City of Austin employees who commute by bicycle to 10% by 2015 and 15% by 2020. Increase usage rate of City Cycle bicycle fleet by 100% by 2020. Implement Citywide Bike Share Program by 2020. | | | | |

| Iable A Summary of Goals, Objectives, and Benchmarks of the Austin 2009 Bicycle Plan Update | | | | | | |
|---|---|---|--|--|--|--|
| Goal | Objective | Benchmark | | | | |
| SAFETY & ENFORCEMENT | | | | | | |
| To reduce bicycle-related crashes through remedial efforts such as education of bicycle related laws and consistent | Ensure consistent interpretation of bicycle laws by Austin Police Department and the Bicycle Program. | Train 100% of APD law enforcement officers in bicyclist and motorist laws and bicycle issues in conjunction with the City Bicycle Program. | | | | |
| enforcement of bicycle laws. | • Strengthen efforts to enforce proper motorist and bicyclist behavior and reduce bicyclist-motorist collisions. | • Reduce to 3% the number of work-age (16+) bicycle-related crashes as share of bicycle commuters per US Census Bureau journey to work estimates by 2020. | | | | |
| IMPLEMENTATION & FUNDING | | | | | | |
| To strengthen implementation efforts through funding and adopting bicycle-friendly practices and policies. | • Strengthen implementation efforts to fulfill goals and objectives of this Plan. | Expand Bicycle Program staff by 1 employee by 2011, 2 by 2015, and 3 by 2020. Complete 10% of Action Items by 2015, 40% by 2020, and 100% by 2030. Create and execute a Bicycle Plan Implementation Charter by 2015 to be signed by all applicable public, private, and non-profit organizations having a stake in the realization and implementation of this Plan. | | | | |
| | Identify and secure funding to implement the Austin 2009 Bicycle Plan Update. | Submit at least one grant application per year for Plan implementation, assuming grant availability Appropriate at least \$3 million per year in funding for Bicycle Plan implementation starting in FY09- 10 until next Bicycle Plan Update or until Plan is fully implemented. | | | | |
| | Periodically monitor implementation progress and update Plan on a regular basis. | Evaluate benchmarks annually, and report them to appropriate City Boards and Commissions. Update the Bicycle Plan at least every ten (10) years, with interim updates every five (5) years. | | | | |

*A more detailed chart of performance measures is in Chapter 5, Implementation and Funding, Objective 4.2.





CHAPTER 1: INTRODUCTION



CHAPTER 1



Plan Goals:

- 1. To significantly increase bicycle use across the City of Austin over the next decade.
- 2. To increase bicycle safety across the City of Austin.

Benchmarks:

- Increase bicycle usage in the central city to 10% of all trips and 5% citywide by 2020.
- 2. Maintain number of bicycle-motor vehicle crashes through 2015. Reduce bicycle-motor vehicle crashes by 5% by 2020.



Bicycles are an efficient and inexpensive form of transportation and with increased use can reduce dependency on foreign oil, improve Austin's air quality, reduce roadway congestion, and improve the health and livability of our community. Everyday approximately 3,500 Austin residents use a bicycle as their primary mode of transportation to work (U.S. Census Bureau, 2006 American Community Survey). This plan strives to build upon current usage of the bicycle for transportation by providing a compilation of best practices that improve conditions for bicycling.

America has millions of bicyclists. Exactly how many depends on whether one is measuring bicycle ownership or frequency with which people ride. The National Sporting Goods Association estimates 37.4 million people (age 7 and older) participated in bicycle riding in 2007 in the United States (2007). People participate in bicycling for a variety of reasons – recreation, fitness, commuting to work, and to travel to non-work destinations. Most cities with a large university, such as Austin, have higher than average bicycle use for both transportation and recreation. Austin has a younger than average population associated with various institutions of higher learning, suggesting that actual rates of bicycle usage may be higher than the national average.

Bicyclists groups, such as the League of American Bicyclists, brought about the construction of roadways in the U.S. with the Safe Roads movement of the 1890s. Unfortunately, after the automobile came on the scene (using mass production techniques developed by bicycle manufacturers), the bicycle was gradually pushed out of the transportation picture. Most roadways have been designed mainly for motorized traffic for the last 60 years.

Despite the lack of inclusion of bicycle facilities, since the Intermodal Surface Transportation Efficiency Act of 1991, inclusion has been supported by federal law. Much bicycle use has shifted from the utilitarian riding of the early 20th century to mostly recreational use today. This shift is not surprising given the hurdles placed in a cyclist's way by a system designed primarily for motor vehicles. Though bicycle usage for utilitarian trips is less prevalent than recreational riding, bicycling for commuting purposes is on the rise, and is predicted to increase as fuel costs rise.

Table 1.1 illustrates bicycle mode share of commute trips to work from the U.S. Census Bureau. In the U.S., use of the bicycle as a means of transportation to work has increased slightly from 0.42% in 1990 to 0.47% in 2006. While Texas has seen a decrease in bicycle mode share, Austin has seen a significant increase in bicycle trips as a percent of





| Table 1.1 Means of Transportation to Work: Bicycle Mode Share, 1990-2006 | | | | | | | |
|--|-------|-------|-------|--|--|--|--|
| 1990 2000 2006 | | | | | | | |
| US | 0.42% | 0.39% | 0.47% | | | | |
| Texas | 0.25% | 0.24% | 0.23% | | | | |
| Austin, TX | 0.79% | 0.96% | 0.96% | | | | |
| Dallas, TX | 0.10% | 0.14% | 0.18% | | | | |
| Fort Worth, TX | 0.19% | 0.13% | 0.12% | | | | |
| Houston, TX | 0.36% | 0.47% | 0.45% | | | | |
| San Antonio, TX | 0.15% | 0.16% | 0.08% | | | | |
| Portland, OR | 1.18% | 1.84% | 4.42% | | | | |
| San Francisco, CA | 0.99% | 2.08% | 2.45% | | | | |
| Seattle, WA | 1.55% | 0.97% | 2.44% | | | | |
| <i>Source: US Census Bureau, Decennial Census, 1990, 2000; US Census Bureau, American Community Survey, 2006</i> | | | | | | | |

total commute trips, from 0.79% in 1990 to just under 1% in 2006. Cities comparable to Austin such as San Francisco, Portland, and Seattle have long histories of stronger, more successful bicycle planning and promotion, and enjoy high bicycle mode splits.

In May 2007, Austin was recognized by The League of American Bicyclists as a Silver Level Bicycle Friendly Community. This achievement recognized Austin's efforts in improving the bicycling environment and the success of the Austin Bicycle Plan completed in1996 and 1998. Bicycling in Austin has become a popular activity, as a means of recreation, exercise, and as an alternative mode of transportation.

Since the previous bicycle plan was completed, Austin's population has grown tremendously and a renewed interest in the downtown area has emerged. Transportation needs and issues have transformed the City, resulting in the recognition that bicycling is an answer to congestion and the cost of fuel.

This document combines the 1996 and 1998 Bicycle Plans into one updated Bicycle Master Plan. The first chapter outlines the history of bicycle planning in Austin, accomplishments since the 1996/1998 Plan, and an explanation of the development of this update. Chapters 2 through 5 go into detail about each of the Plan elements—Bicycle System, Education & Promotion, Safety & Enforcement, and Implementation & Funding—and outlines recommended actions to accomplish each objective and ultimately achieve the goals of the Plan. Chapter 6 concludes with a reiteration of the importance of implementing this bicycle plan and a recommendation of critical first steps the City of Austin should take to spearhead this effort. Lastly, the appendices include supplementary information related to major topics of the Plan.

KEY PLAN ELEMENTS

- 1. Bicycle System
- 2. Education & Promotion
- 3. Safety & Enforcement
- *4. Implementation & Funding*

The 2009 Bicycle Plan Update

This Plan urges that the City of Austin take its bicycle program and facilities to the next level. Austin has a chance to truly set itself apart; to continue to denote itself as a city that is a positive environmental trend-setter and as a city that looks to the future and values the quality of life that it offers its citizens. Once and for all time, bicycling should be permanently ingrained as a way of life, as a common means of getting around, and as an image of Austin as an efficient and intelligent city.





BENEFITS OF BICYCLING IN AUSTIN

Bicycling has many environmental, economical, and social benefits, making it an essential part of Austin's transportation system and its identity. The broadening of transportation options beyond those requiring an engine can help restore the environment and improve health – indeed, important aspects of urban life. The personal and societal benefits of bicycling are myriad, ranging from individual health improvement to personal and community cost savings. For every person who makes a trip by bicycle instead of by car there is less pollution, less fuel used, less space taken on the road, and less need for additional roadways.

Economic Benefits

The economic benefits of bicycling touch nearly every aspect of society, including individual transportation expenses, social costs, job creation, and tourism.

Bicycling allows for a more affordable cost of living. The League of American Bicyclists estimates that regular commuting by bicycle costs a mere \$120/year (PBIC, Economic Benefits). On the other hand, AAA estimates that the total cost for the average sedan (including fuel, insurance, and maintenance) is \$5,576 per year. In 2005, transportation costs consisted of 18% of the average household's expenditures. Gasoline has had the most notable impact on rising transportation costs. Since 1999, the share of gasoline and motor oil of total transportation expenditures has increased from 15% to 24% in 2005. Gas prices are expected to continue to rise, and as they do so, so will transportation costs. Austin can address this critical issue by continuing to strongly emphasize other modes of transportation.

Congestion is one of the most troublesome long-term problems facing our community today. It intensifies environmental problems, increases commuting times, raises vehicle operating costs (wasted fuel, excess wear on brakes, tires, and the engine), lowers worker productivity (from stress and fatigue), boosts insurance costs by increasing the risk of accidents and time spend in a sedentary position, and slows the delivery of business products. Annual U.S. motor vehicle congestion costs have been estimated at \$78 billion (Shrank & Lomax, 2007, p. 31). Additionally, the 1995 National Personal Transportation Survey found that approximately 40% of all trips are less than two miles in length, which represents a 10-minute bike ride (PBIC, Transportation Benefits). Replacing these vehicle trips with a bicycle trip could constitute a significant environmental and economic benefit.

The cost of driving has an immense economic impact on the community. The Santa Cruz County Regional Transportation Commission's Commute Solutions website estimates that the true cost of driving a vehicle is approximately \$1.38/mile per year. This includes approximately \$0.43 per mile of indirect cost to society from accidents, roadway construction, external pollution, etc. Austin drivers travel nearly 30 miles per day each way, and based on \$0.43 per mile, it costs the Austin community more than \$3.3 billion in indirect costs to support driving. Clearly, encouraging trips by bicycle benefits all taxpayers.

Bicycles are not only affordable forms of transportation and recreation, but are enjoyable and accessible to most individuals. With rising bicycle sales and cycling in the U.S., many cities have seen concomitant increases in jobs in the bicycle industry. In Portland, OR, the number of jobs created by bicycling related ventures has quadrupled in the past 10 years.

Austin is proud to play host to a multitude of sporting events each year. Events that are focused on cycling, or that include cycling are large contributors to Austin's tourism economy. The 2007 LiveStrong Challenge and Survivor Summit were estimated to bring in \$5.5 million to the city in 2007. There are a number of large scale events planned for 2009 and beyond, including an official Ironman Triathlon. Maintaining our status as a cyclingfriendly city helps foster Austin's identity as a premier destination for event promoters.



Environmental Benefits

According to the EPA, in 2003, about 81% of transportation greenhouse gas emissions came from on road vehicles (EPA, 2006, p. 7). A shift to bicycles for these trips would yield a disproportionately large pollution control benefit.

Automobiles emit about 1 pound of carbon dioxide per mile driven. Even small increases in the number of bicycle trips taken per day can have an exponential impact on the environment. If the average bicycle commuter takes two 5-mile trips per day, then at current commuter levels in Austin, bicycling is reducing carbon dioxide emissions by nearly 79,000 pounds per day. Over the course of a year, emissions are reduced by nearly 29 million pounds.

Health Benefits

In February 2004, Mayor Will Wynn challenged Austinites to become the fittest city in the country. Building upon that goal will help Austin maintain its leadership role in fitness issues in Texas and in the U.S.

The Texas Department of State Health Services reports that nearly 66% of adults and over 35% of school-aged children are considered obese or overweight. These conditions cause financial strains on the individual and on the health care system in general.

Providing for bicycling as a safe, comfortable, and reliable means of both transportation and recreation can have a direct, positive impact on the health of our citizens. For many working individuals, adhering to a regular exercise schedule is difficult. Availability of facilities is a critical component of their success. At 25 calories per mile for the average person, bicycling is an attractive exercise solution.

Quality of Life Benefits

Bicycling allows Austinites to opt out of our traffic congestion, and to multi-task fitness into their busy days. Richard Florida, author of The Rise of the Creative Class, states that bicycling provides the kind of outdoor recreational opportunities that the creative class desires (SSTF, 2007, p. 9). Off-street trails are consistently shown in surveys to be Austinites' favorite part of our parks system and a top spending priority. As a city where nearly 100% of the bicycle network is onstreet, Austin has a tremendous growth opportunity in developing off-street bicycle networks to rival the many miles on the ground in Madison, Minneapolis, Eugene, Portland, Seattle, and other cities competing with Austin for creative class identity.

Additionally, the nature of bicycling causes an inherent interaction with one's surroundings, including physical environmental features, and equally important, other individuals. Just as a diverse community of Austinites comes together on a daily basis to enjoy

the Town Lake Hike and Bike Trail, bicycling offers the same social connection to the city. In Austin, there already exists a multitude of cyclists with different cycling focuses who identify themselves as part of an overall cycling community with common goals. The maintenance of a strong community fabric is integral to maintaining Austin's reputation as one of the best places to live in the United States.

Building a Sustainable City

Across the country, bicycling has garnered the attention of many cities as a leading component of building a sustainable city. In cities like Portland and Seattle, cycling is quickly becoming a standard means of transportation. In their success, many cities across the country are in the process of developing cycling strategies, which will change how cities view the development of infrastructure for transportation.

Austin has an opportunity to be in the forefront by increasing its cycling street network, improving biking conditions, and improving infrastructure to create a viable sustainable alternative choice for transportation. The goals and objectives of this Bicycle Plan support efforts of the Climate Protection Plan, whose goal is to make Austin the leading city in the nation in the fight against climate change.





HISTORY OF BICYCLE PLANNING IN AUSTIN

Early Planning Efforts

In response to the general growth of bicycle use in Austin and the problems encountered by bicyclists, the Austin City Council adopted the Proposed Austin Bicycle Plan in 1972. The 1972 plan established the concept of a citywide bicycle system linking neighborhoods, recreational areas, shopping areas, and schools. Two pilot projects were developed in response to the 1972 plan: The University Project and the Wooldridge School Project. These resulted in the completion of bicycle lanes and signed bicycle routes in the University of Texas area. Notable bicycle projects emerging from that plan include bicycle lanes on Guadalupe Street, Berkman Avenue, Far West Boulevard, and Mary Street. Additionally, the Urban Transportation Department developed an area bicycle plan which consisted of several bicycle lanes and streets with bicycle routes.

Between 1972 and 1975 numerous planning efforts were undertaken to translate the concepts identified in the 1972 plan into an actual bicycle plan for Austin. An interim plan was developed in 1975, the Austin Area Bicycle System: Interim Report, which contained an extensive discussion of the safety, educational, and legal considerations that would be supportive of the proposed system and bicycling in general. It also provided general design standards, a possible implementation strategy, and a limited assessment of the associated construction and maintenance costs.

The 1975 plan established a firm base for transportation and recreational bicyclists. Local routes were designed with school age children in mind, and an elaborate integrated hike and bike system was envisioned with miles of scenic trails throughout the City. The proposed system included 95 miles of paths, 199 miles of bicycle lanes, and 87 miles of designated bicycle streets to be implemented over a six-year period.

As is practiced today, bicycle lanes and paths were planned and implemented by separate departments. This can have an effect on efficient connectivity coordination and is something recognized today as an area of bicycle recreational and transportation planning that needs improvement.

The 1980 Austin Bikeway Plan

The 1979 Austin Tomorrow Plan gave official recognition to the transportation role of the bicycle and resulted in the City Council's adoption of the Austin Bikeway Plan in 1980 and accompanying Bikeway Design Manual. By 1980, the City of Austin had implemented 36 miles



of the bicycle system including 4.2 miles of multi-use paths, 27.7 miles of bicycle lanes and 4 miles of designated bicycle streets.

The Bikeway Plan increased the scope of the 1975 plan to include fourteen cross-town commuter routes. The new Bikeway Plan proposed over 200 miles of bicycle facilities (paths, lanes, and streets) to be implemented over the next ten years. In September 1981, the City Council created its first Bicycle Program Manager position within the Urban Transportation Department.

In 1981 and 1984 Austin voters authorized \$825,000 and \$1,118,000 in bond funding for bicycle projects in the Austin Bikeway Plan. These funds were in addition to roadway improvement projects that included bicycle facilities. By the end of 1987, the existing bicycle system had grown to approximately 180 miles with 15 miles of bicycle paths, 52 miles of bicycle lanes, 12 miles of wide outer traffic lanes or paved shoulders, and 102 miles of bicycle-compatible streets (some signed as designated bicycle routes), despite the removal of the City Bicycle Program in 1984.

Bicycle Planning in Austin is Strengthened

The late 1980s and early 1990s saw significant accomplishments, but efforts were hindered due to a lack of a city bicycle program. The Bikeway Plan was amended in 1989 to include the 5-kilometer, 20' wide Veloway loop in the Circle C Development in southwest Austin. The Texas Parks and Wildlife Commission awarded a \$500,000 matching grant to the City of Austin for construction of the Veloway and in March 1993 the Veloway opened.

The first edition of the Austin Bicycle Map was created in 1991 by a partnership among the City of Austin, the Texas Bicycle Coalition (TBC), and several local bicycle shops. Using a volunteer team of cyclists, TBC surveyed both Austin Bikeway Plan routes and routes popularly used by cyclists. The team, riding in afternoon peak traffic, rated the routes on their ease of use by bicyclists, based on traffic speed and volume, pavement width and condition, grade, and visibility. The final map identified a 4-tiered network of recommended routes, based on the experience level of bicyclists, from "suitable for all cyclists" to "suitable for experienced cyclists [only]." The 7th edition of the Austin Bicycle Map was produced in 2008 and reflects the existing bicycle routes in the City. It also shows the level of ease of use for each bicycle lane or facility. The map is very popular, and based on feedback and demand from citizens, is a proven essential tool in promoting bicycling in Austin. The map is used by both transportation and recreational bicyclists.

In October 1991 the Austin Bicycle Safety and Mobility Task Force (BTF) was formed to improve the safety and mobility of bicyclists and motorists



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Bicycling in Austin and the Central Texas region has long been a popular activity. Here, bicyclists line up for the Tour of Texas ride in 1984.

> Photo contributed by Tom Reventas

1991 Austin Bicycle Safety & Mobility Task Force Recommendations

- 1. Maintain a Bicycle Program Manager Position;
- 2. Mandate bicycle safety education for children;
- Fund a helmet usage and safety campaign;
- 4. Pass a resolution recognizing that all streets are open to bicycle traffic; and
- 5. Create a Citizen's Advisory Committee.

in Austin. Through a series of 30 task force and committee meetings and one public hearing, the members of this task force in consultation with at least 60 Austinites sought to forge various perspectives into a plan of action to improve bicycle mobility and safety in Austin. Their final report, which was submitted to City Council on April 23, 1992, recommended five general City Council actions, stating that these actions would have an overwhelmingly positive effect on bicycling as a part of Austin's transportation mix.

City Council took no formal action after receiving a presentation on the BTF recommendations. However, on August 5, 1993, the City Council reinstated the Austin Bicycle Safety and Mobility Task Force, to be in force for one additional year (City of Austin, 1993). In 1994 the City Council re-instated the Bicycle Program Manager in the Department of Public Works and Transportation. With a new Bicycle Program Manager and a severely outdated bicycle plan, the City updated and adopted the Austin Bicycle Plan in 1996 (Part 1-Policy) and 1998 (Part 2-Facilities).

Since 1994, the Bicycle Program remained an important city program. In 1997 the pedestrian component was added to the Program. In 2009, the City experienced a major re-organization affecting the Public Works Department (where the Bicycle and Pedestrian Program resides), which included the creation of a new Transportation Department. With the creation of the Transportation Department and departure of those assets from the Public Works Department, the Child Safety Programs stayed with Public Works and became part of the Bicycle and Pedestrian Program to provide the City with a single organizational element responsible for bicycle and pedestrian safety. Therefore, in 2009 the Bicycle and Pedestrian Program, with the Child Safety Program, and Urban Trails Program, was absorbed into a newly created Division, the Neighborhood Connectivity Division.

AUSTIN'S 1996 & 1998 BICYCLE MASTER PLAN

The Austin Bicycle Plan (the "Plan") was prepared with public input and in cooperation among all City of Austin Departments. The Plan was completed in two phases, the first of which was finished in 1996, and the second in 1998. The original plan served to meet requirements set forth in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), requiring Metropolitan Planning Organizations to include bicycle and pedestrian modes in their comprehensive plans for transportation in their regions, and in the re-authorization of the Act, the Transportation Equity Act for the 21st Century (TEA-21), in 1998.

The primary purpose of Part 1 was "to significantly increase bicycling transportation options in the City of Austin" and outlined several overall





goals, including:

- To institutionalize bicycle transportation in all transportation and recreation planning, design, and construction activities in order to meet the needs of the cycling public;
- To improve bicycle safety by recommending actions which reduce bicycle related collisions and falls;
- To increase the level of commuting and utilitarian bicycling as a cost-effective and efficient transportation alternative by providing coordinated bicycle facilities, enforcement of traffic laws, and promotional campaigns for bicycling;
- To fund, create and maintain a functional system of on-street and off-street bicycle routes that will enable safe bicycle transportation until overall roadway improvements are made that allow travel on all roadways;
- To establish and maintain safe standards and guidelines for bicycle facilities, programs, and projects; and
- To integrate and coordinate multiple modes of transportation through provision of bicycle/transit interfaces on buses and light rail, and bike & ride facilities at transit stations so that bicycling can play an important role in congestion demand management.

The first phase was a policy plan. It evaluated the deterrents to bicycling through local surveys and research of surveys in other cities. The plan concluded that the most frequently mentioned obstacle to bicycling in the City was inadequate facilities. It outlined objectives and policies that sought to improve the bicycling environment through construction of bicycle facilities as well as enforcement, educational and promotional objectives.

The second part of the plan focused on building the desired infrastructure and facilities that would enable bicycling as a viable transportation option. The methodology followed that described in Selecting Roadway Design Treatments to Accommodate Bicycles by the Federal Highway Administration (FHWA) in 1992. It identified two types of routes: crosstown routes that connected east and west and north and south areas of the City, and attractor routes, which identified potential attractors, or destinations, and the desired routes serving each attractor. This process led to identifying and prioritizing recommended routes. Routes were prioritized as high priority or secondary priority based on the cost and not actual importance of the route. The Plan identified 528.4 miles of Priority 1 routes and 685.2 miles of Priority 2 routes to be implemented.

EVALUATION OF BICYCLING IN AUSTIN TODAY

In May 2007, Austin achieved a tremendous milestone: The League of American Bicyclists designated Austin as a Silver Level Bicycle Friendly Community, recognizing Austin's efforts to improve its bicycling environment. This follows previous accolades, such as a November 2001 Bicycling Magazine ranking of Austin as the #2 city for bicycling in cities with a population between 500,000 and 1 million, second to Seattle. These recognitions illustrate the success of Austin's efforts over the past decades in implementing a bicycle plan, but also point out how much further the City has to go.

Since 1998, approximately 58 miles of bicycle lanes have been added to the bikeway network. Currently, the Austin region has a 1,451-mile bicycle network, including 49.5 miles of multi-use paths, 131 miles of bicycle lanes, 287 miles of paved shoulders, and 984 miles of shared lane and wide curb lane streets. Of the shared lanes and wide curb lanes, 143 miles are signed. The chart below illustrates the growth in bicycle facilities between 1998 and 2008.



* Bike Lane includes climbing lanes. It does not include 3.7 miles of shared parking area along Shoal Creek Blvd.

** Multi-use path includes pedestrian and bicycle shared paths, including the Lance Armstrong Bikeway, Mueller trails, Ann W. Richards Congress Street Bridge, and Riverside Bikeway, as well as the Town Lake Trail, Shoal Creek Trail, and Johnson Creek Trail, which receive transportation funds. It does not include multi-use paths through city, county, or state parkland. Trails through city parks total 163.7 miles. *** Of the 983.8 miles of designated shared lanes and wide curb lanes, 143 miles are actually signed.

While some of these existing shared lanes and wide curb lanes will remain such, many of them have a different recommended facility, such as a bicycle lane or bicycle boulevard.

City of Austin

EXISTING BICYCLE NETWORK



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Lance Armstrong Bikeway



Pfluger Bicycle and Pedestrian Bridge



Climbing Lane along S. Lamar Blvd.

The Bicycle Plan has assisted in the realization of construction of several bicycle routes that have been completed or are currently underway. A few of these projects include:

E. 4th Street at IH 35 Crossing

A paved connection adjacent to the railroad tracks beneath the IH35 overpass was installed to provide a safe bicycle and pedestrian route across IH35. This project was completed with the cooperation of the Texas Department of Transportation (TXDOT) and is part of the Lance Armstrong Bikeway (LAB).

Lance Armstrong Bikeway

The LAB is made up of a combination of off-street bike path, on-street bike lanes, and signed bike routes. As of 2008, 90% of the 6-mile bikeway is complete. This bikeway runs east to west from MoPac at Lake Austin Blvd. to US 183 at the Montopolis Bridge.

Pleasant Valley Bikeway and associated Bicycle Lanes

Bicycle lanes and a separated bikeway were installed along the Pleasant Valley corridor from Roy G. Guerrero Park to Oltrof Street in southeast Austin.

Pfluger Bridge

In 2001 the Pfluger Bridge was complete as an alternative to Lamar Boulevard for bicyclists and pedestrians. The bridge, shared among pedestrians and bicyclists, crosses Lady Bird Lake, connecting Lamar Boulevard at Riverside Drive to the Town Lake Hike and Bike Trail along Cesar Chavez Boulevard.

Gracy Farms Barrier Removal

A multi-use path was constructed adjacent to a one-way eastbound ramp to provide bicycle and pedestrian access westbound across FM 1325 and MoPac. This project was completed with the cooperation of TXDOT.

Stratford-Barton Springs Road Connection

The multi-use path along Loop 1 (MoPac) running between Zilker Botanical Gardens and the Austin Nature Center connects Stratford Drive with Barton Springs Road. The paved path is approximately one quarter mile long. The path has appropriate signs indicating turns, stops, and steep hills. The path was completed with the cooperation of TXDOT and funded in partnership with Capitol Metro.

Metric Blvd Bicycle Lanes

Bicycle lanes have been added to Metric Boulevard. From Kramer Lane to Rutland Drive the road is not wide enough to accommodate a bicycle lane. "Share the Road" signs were installed in this "gap" section.

Barton Springs Road Bicycle Lanes

In 2002 bicycle lanes between Lamar Boulevard and Robert E. Lee Road along restaurant row were completed as part of a road reconstruction project. In fall 2008, the City of Austin completed those bicycle lanes west of Robert E. Lee Road to MoPac.

South Lamar Climbing Lane

In August 2008, a bicycle climbing lane along south bound Lamar Boulevard, between Barton Springs Road and Treadwell Street, was installed.





The Bicycle Program has received financial support both from the general fund as well as bonds and grants since 1998. Funding to implement the current Bicycle Plan has occurred through varying sources since the bicycle program was reinstated in 1994. Since adoption of the current Bicycle Plan in 1998, there has been \$17 million in bond funding allocated exclusively to bicycle transportation. Implementation of the Austin Bicycle Plan beyond the \$17 million is due to supportive public policies, the existence of the Bicycle Program, the integration of bicycle facilities into relevant City projects and and by private developments. Additionally, the City has leveraged the bond funding by using it to match federal and state grant opportunities. Lastly, funding through general operational budgets of relevant departments also plays a role in implementing the Austin Bicycle Plan, but to date has not been thoroughly coordinated. Specifics on how this source can be strengthened are described in the action items of this plan. HALFF

The end-use facilities portion of the bicycle system, such as bicycle parking, has also progressed over the last decade. Through a successful Bicycle Rack Program (BRP), the City has installed approximately 3,600 bicycle racks throughout the City. The focus of the BRP is to provide bicycle parking to serve buildings that were built prior to the bicycle parking City Code requirements. Also, through City Council initiatives, such as the Commercial Design Standards and the City Green Building Program, there now exist shower and locker room facility incentives for new developments.

CONDITIONS IN AUSTIN IN 2008

Population and Employment Demographics

Bicycle planning is a key element of a multi-modal transportation system that supports evolving land use patterns. The urgency to implement the infrastructure, educational, and promotional goals of this Bicycle Plan is supported by shifting demographics, a high level of projected growth, and changing development patterns favoring bicycling.

Austin has several features that make it a good candidate for significantly increased bicycle use. There is a major university and several smaller post secondary educational institutions, which correlate with high bicycle use. The climate is mild enough to encourage year round bicycle use. There is a significant portion of the population supportive of actions which protect the environment and sustain the community who view bicycle riding as a sound alternative to the automobile. And, the planned density associated with the expansion of public transit to include rail supports both walking and cycling.

Austin has been successful in attracting a variety of employers in different employment sectors. Government is the largest employment sector in the Central Texas region, including jobs from federal, state, and local governments, accounting for 20.4% of the workforce. Other major industries in the Austin area include Trade, Transportation, and Utilities (18.2%), and Professional and Business Services (14.7%). With a median population age of 29.6 and several higher education institutions, companies are attracted to Austin's young, intelligent workforce. Among private sector employers, the largest include Dell, IBM, Seton Healthcare Network, and St. David's Healthcare, all of which employ over 6,000 employees (Austin Chamber of Commerce). The influx of high-tech businesses has earned Austin the moniker of "Silicon Hills."



Austin's strong and diverse employment opportunities described above have sustained stable population growth in the City and Central Texas region, maintaining a high number of persons in the age range likely to bike (20 to 49). Since 2000, the population of the City of Austin has grown from 656,562 in 2000 to 735,088 in 2007 (Austin Chamber of Commerce). The growth of 53,331 persons represents an 8.1% growth rate over the six year period, and an average capture rate of 49% of growth

Austin has a very young population, as shown by this pyramid chart. The 20-49 population cohort represents a significant portion (56.22%) of Austin's population.

in Travis County during the same period. Population projections created by the City of Austin Demographer suggests that the City of Austin will grow to 942,544 people by 2020 and 1,253,606 by 2038 (City of Austin, 2008).

Key Drivers of Bicycling in Austin

The 1998 Bicycle Plan identified destinations that had the potential to attract bicyclists, which it called attractors. Many of the attractors the plan identified included universities or colleges, employment centers such as downtown, shopping centers, and recreation areas.

Since 1998, much has changed in Austin, as have the key drivers of bicycling in Austin. Today, the four primary drivers of bicycling in Austin include The University of Texas (UT), revitalization of downtown Austin,

the prospect of rail, and Austin's fitness community. UT represents a significant destination among students, professors, and other employees of the University. In 2007 UT drafted a campus bicycle plan to address the increasing number of bicyclists on campus and to implement measures that would prevent conflict between bicyclists and motor vehicles, and bicyclists and pedestrians. This action taken by UT represents a growing interest in bicycling transportation integration and safety.

The University of Texas as an Attractor

According to the National Bicycling and Walking Study, Case Study No. 1, the most significant variable affecting the bicycle community is the presence of a major university. The University of Texas at Austin is only one of several higher education institutions in Austin that have the potential to increase bicycling. The population base for all local universities combined is over 90,000 students, faculty, and staff. All of these colleges and universities, including Austin Community College, Concordia University, Huston-Tillotson University, and St. Edward's University, represent a major destination for a significant portion of Austin's population.

A Transforming Downtown

Another driver of bicycling in Austin is the transforming downtown. A renewed interest in the downtown Austin area has resulted in development that mixes commercial, residential, and employment uses. Since 2000 several residential and mixed use projects have been built in downtown, with several more planned, and over 2,000 people moved into the downtown area between 2000 and 2007 (Downtown Austin Alliance, 2000). With people living in close proximity to their jobs and shopping, these developments have the potential to encourage walking and bicycling as alternatives to driving. Austin's downtown is projected to be home to over 12,000 residents by the year 2027 (Downtown Austin Alliance, 2008).

The Advent of Commuter Rail

Similarly, the Capital Metro MetroRail is also a key driver of bicycling in Austin. Public transit is an alternative transportation mode to the car, but it should still be supplemented with modes to get from the station to the ultimate destination. Bicycling is one of those modes, and thus the link between mass transit and bicycling must be taken into consideration. Moreover, the mixed use development pattern occurring in downtown has also been identified as the preferred pattern around commuter rail stations throughout Austin. These future activity centers have the potential to be easily accessible by bicycle, and should be planned accordingly.

A Climate for Riding

Yes, it's hot at times, but climate should not be a deterrent to bicycling in Austin. Some of the best bicycling cities around the world have more hostile climates for bicycling than Austin. Despite hot summers, Austin offers an appealing climate for bicycling throughout the year. According to the National Oceanic and Atmospheric Administration Austin's climate is classified as humid subtropical, with hot summers and mild winters (NOAA, 2004). Most of the winter is mild with daytime temperatures in the 40s to 60s, and freezing temperatures on average 25 days each year. Summer temperatures reach upper 90s for a majority of days, with lows at night typically in the low to mid 70s. Sunshine is predominant in Austin, ranging from 50% in winter to 75% in summer.

Comparatively, Tucson, AZ, a city similar to Austin in terms of population, land area, and climate, has a bicycle mode split of 2.28%, despite the hot climate of this region. This illustrates that climate is not a major deterrent to bicycling when considering bicycle transportation. The factors of weather can easily be overcome with the right amenities, education on appropriate clothing and equipment, and the availability of end of trip showers and changing facilities.



Interest in Fitness

Finally, Austin has a history of being one of the fittest cities in the country. It's no wonder, given the abundance of outdoor, affordable, passive recreational opportunities coupled with a health conscious population. In 2004 Mayor Will Wynn established the Mayor's Fitness Council in an effort to encourage physical fitness and improved nutrition among Austin residents and make Austin the fittest city in America. This environment creates a strong potential for increasing bicycle use for recreation as well as commuting purposes.

Increasing the Use of Bicycles for Transportation

In FHWA National Bicycling and Walking Study, Case Study No. 1, levels of bicycle commuting in twenty cities were compared relative to a number of objective physical, environmental, and infrastructure features. The most significant variable appears to be the dominating presence of a major university. These

cities have considerably higher rates of bicycling than other cities. In fact, no other factor correlates so consistently with high levels of bicycle commuting. Shorter commute distances and widespread primary bicycling facilities also appear to correlate with high levels of bicycle commuting, though the relationship is not as strong as for the presence of a university. Cities with a higher proportion of the population commuting five miles or less tend to have more bicycle commuters, though when university towns are removed from this group, the relationship also is somewhat weaker. Considerably more important is the ratio of bicycle facilities to road mileage. Even when university towns are excluded from consideration, cities with higher levels of bicycle commuting have on average 70% more bicycle facilities per roadway mile and six times more bicycle lanes per arterial mile. Thus the presence of on-road facilities is a highly significant factor even given the considerable difference in the levels of bicycle commuting between the two groups (Goldsmith, 1992, p. 1).

This study implies three things for bicycling in Austin:

- 1. There is a latent potential for dramatically increased bicycle usage in Austin,
- 2. There are barriers to increased bicycle use from low density land use and a road network for motor vehicles alone, and
- 3. The latent potential for increased cycling can be at least partly realized with increased facilities.

A commuter on North Lamar Boulevard.



The proposed bikeway network includes a significant growth in the mileage of bicycle lanes. The chart to the right illustrates that currently 4% of the roadways in the City of Austin have a bicycle lane. The proposed network of bicycle lanes, including bicycle boulevards and climbing lanes, constitutes 21% of the roadway network. Additionally, these proposed bicycle lanes constitute two-thirds of the mileage of the entire bicycle network. The proposed total bikeway network represents a small portion of the entire City of Austin roadway network, but has the potential to have a large, positive impact on the City.

Current markets for bicycling transportation have not been adequately tapped. For example,



more effort should be expended in targeting specific demographic markets; for instance, all university towns and university districts in larger cities should be able to achieve very high levels of bicycle usage (Goldsmith, 1992, p. 3). The University of Texas as well as the smaller colleges and universities provide a large base of potential bicycle transportation system users (approximately 90,000 people) in areas where automotive transportation is limited by the need for parking. Improved bicycle facilities (both on/off street and end-use facilities), combined with promotion and increased enforcement and training for cyclists and motorists, would likely increase bicycle use for utilitarian purposes in central Austin. Additionally, women tend to bicycle commute less than men, suggesting that targeting that market would be successful in increasing bicycle commute numbers.

Workforce Commuting Habits

The City of Austin has made tremendous progress since the adoption of the 1996 and 1998 Bicycle Plans in expanding the bicycle network. In the past decade the City's bicycle network has expanded and bicycling has become an important part of daily life for many Austinites. Between 1990 and 2006, bicycle commuting to work has increased noticeably; however, this still only captures a very small portion of potential bicycle trips. Table 1.2 illustrates the commuting mode split for bicyclists between 1990 and 2006. As the table illustrates, while the total number of commuting trips made by bicycle has increased, these trips still encompass less than 1% of the total commuting trips.

| Table 1.2 Means of Transportation to Work, City of Austin | | | | | | |
|---|---------|---------|---------|---------|---------|---------|
| | 1990 | | 2000 | | 2006 | |
| | Total | % Share | Total | % Share | Total | % Share |
| Total Workforce (16+) | 244,258 | | 353,109 | | 379,540 | |
| Commuting Workforce* | 237,329 | | 341,080 | | 360,297 | |
| Car; truck; van | 212,415 | 89.50% | 309,036 | 90.61% | 325,479 | 90.34% |
| Drove alone | 179,851 | 75.78% | 259,905 | 76.20% | 276,875 | 76.85% |
| Carpooled | 32,564 | 13.72% | 49,131 | 14.40% | 48,604 | 13.49% |
| Public Transp. | 12,417 | 5.23% | 15,743 | 4.62% | 15,952 | 4.43% |
| Bicycle | 1,885 | 0.79% | 3,280 | 0.96% | 3,468 | 0.96% |
| Walked | 8,058 | 3.40% | 8,995 | 2.64% | 7,901 | 2.19% |
| Other Means** | 3,107 | 1.31% | 4,381 | 1.28% | 7,497 | 2.08% |
| Worked at home | 6,929 | 2.84% | 12,029 | 3.41% | 19,243 | 5.07% |

*Note: Commuting Workforce is Total Workforce, less those who Worked from Home. Bicycle Mode Share is calculated as percent of Commuting Workforce.

**Other Means includes taxi, ferry, motorcycle, and other means not listed.

Source: U.S. Census Bureau, Decennial Census, 1990, 2000; American Community Survey, 2006

The increase in bicycle ridership is likely due to increasing environmental awareness, rising gasoline prices, and growth and maintenance of bicycling facilities. A study conducted by the Humphrey Institute of Public Affairs on behalf of the Minnesota Department of Transportation showed that bicycle commute mode share was higher and increased more significantly in proximity to new and improved bicycle routes than elsewhere in the City (Cleaveland and Douma, 2003, p. 8). Austin now has more than 1,200 miles of bicycle facilities, a 60% increase from 1998 (including 688 miles of shared lanes).



Additionally, areas closer to and within the central area¹ represent a larger share of the bicycle journey to work transportation mode. The census tracts with the highest level of bicycle commuting are concentrated around the downtown and university areas, generally the central area.

| Table 1.3 Transportation to Work: Travis County, City of Austin, CentralAustin Areas, 1990 and 2000 | | | | | | |
|---|------------|-------|------------|-------|--------|--|
| A 10 0 | 1990 | | 2000 | | Change | |
| Alea | Bicyclists | Rate | Bicyclists | Rate | Change | |
| Travis County | 1,951 | 0.66% | 3,341 | 0.80% | 1,390 | |
| City of Austin* | 1,885 | 0.79% | 3,280 | 0.96% | 1,395 | |
| Central Area** | 1,254 | 2.12% | 2,368 | 3.23% | 1,114 | |
| | | | | | | |

* City of Austin jurisdiction extends beyond Travis County boundary ** Central Area defined as the area roughly bound by Oltorf St., Pleasant Valley Rd., FM 2222, and MoPac (Loop 1)

Source: U.S. Census Bureau, 1990 Summary Tape File 3 Table P049. Means of Transportation to Work; 2000 Summary Tape File 3 Table P30. Means of Transportation to Work for Workers 16+ Years.

In the central area, bicycling accounted for an average of 3.23% of commuting trips, and ran as high as 9.24%. Today, bicyclists in the central area represent 64.3% of bicycle commuters in Travis County. Furthermore, growth in bicycle commuting in the central area represents approximately 80.1% of the growth in bicycle commuting countywide and 79.9% of growth citywide. Proximity to downtown; the employment center; university; abundance of bicycle facilities; higher density; and bicycle-friendly gridded street pattern all contribute to the higher bicycle commute rates. This supports the argument that people living farther away from work are less likely to commute by bicycle than those living closer to work, suggesting that urban sprawl or low-density development patterns can negatively impact efforts to increase bicycle commuting (Stinson and Bhat, 2003, p. 122-130).

This analysis not only points out the influence that development composition (including density and mixed use) and a well-connected street pattern have on promoting bicycle use; it also illustrates a geographic equity issue. While the central area is well supplied with bicycle facilities, there are many neighborhoods throughout Austin that lack or are poorly served with bicycle supporting infrastructure. Thus, bicycling is not considered a viable mode of transportation or recreation. Even in areas where the street pattern is well connected and uses are mixed, bicycling is hindered by the lack of facilities. In these and other

Central Area is defined as the area bound by Oltorf St., FM 2222, Pleasant Valley Rd., and MoPac, which includes census tracts 1.01, 2.01, 2.03, 2.04, 3.01, 3.02, 3.03, 4.01, 4.02, 5, 6.01, 6.03, 6.04, 7, 8.02, 8.03, 8.04, 9.01, 9.02, 10, 11, 12, 13.03, 13.05, 14.01, 14.02, 14.03, 16.03, 16.05, 19.01, 19.11, 21.04, 21.05, 21.06, 23.15, and 23.16.


areas, changes to the street patterns and cross sections should be considered.

This trend echoes the findings of Fay Cleaveland and Frank Douma of the University of Minnesota Humphrey Institute of Public Affairs, who researched the impact of bicycling facilities on commute mode share in several cities, including Austin. This research found that bicycle commuting was higher close to the central business district, where gridded streets are more bicycle friendly and create a well-connected bicycle facility network (Cleaveland and Douma, 2008, p. 9).

The map on page 20 illustrates bicycle mode share by census tract. This shows the distribution of bicycle commuters in Austin while also indicating areas of the City where bicycle commuting is not a common mode of transportation and where bicycle facilities should be evaluated for improvement. It is clear that areas outside the central area need bicycle facilities.

Finally, it should be noted that the Census data captures only the commute trip to work, and does not reflect bicycle trips for non-work purposes, such as shopping, visiting friends or relatives, or other leisure trips. The Census figure may also represent trips to school by college and university students; however, that depends on whether the student views school as their work. Therefore, the Census commute trip to work does not accurately reflect trips to school by college and university students. Additionally, the Census only reflects commute trips by the workforce (age 16 and older), so it does not capture trips made by grade-school children to school. According to the 2001 National Household Travel Survey, only 11% of bicycle trips are commute trips, indicating that 89% of bicycle trips are not being represented by the census data (City of Seattle, 2007, p. iii). Considering these things, it is highly probable that overall bicycle usage is higher than what the Census represents.

Still, Austinites face many challenges to bicycling. Gaps in the network caused by freeways, intersections, and disconnected facilities, as well as a lack of awareness and acceptance of bicyclists has created barriers. These major barriers deter even the most active bicyclists from riding more often and many people that could from bicycling at all.

There are many people who have stated in surveys that they would enjoy riding to work, but have serious concerns about real and perceived safety problems, lack of bicycle facilities, large commute distances, lack of bicycle parking, and inadequate support facilities such as showers and/or changing rooms.

Major barriers and problems exist which deter people, including active recreational cyclists, from using the bicycle as a regular means

According to the 2001 National Household Travel Survey, only 11% of bicycle trips are commute trips, indicating that 89% of bicycle trips are not being represented by the census data (City of Seattle, 2007, p. iii). Considering this, it is highly probable that bicycle usage is higher than what the Census represents. of transportation. Many of these barriers and problems have been identified by the Bicycle Program and by the community:

- Gaps in the system: the need to complete the bicycle route system and connect destinations
- Separated Facilities: the need to provide a network of off-street multiuse paths, protected bicycle lanes, and/or bikeways in addition to, or in conjunction, with a completed on-street route system
- Shower & Parking Facilities: the need to provide end-use facilities that allow bicyclists to freshen-up and lock their bicycles securely
- Enforcement: the need to discourage motorists and bicyclists from committing moving violations which compromise their respective safety and that of others
- Education: the need to teach bicyclists good riding habits and advanced skills, and motorists how to drive with bicycles in mind
- Culture: the need for bicycling to become more widely accepted as a viable mode of transportation
- Promotion: the need to promote bicycle use in order to affect change in behavior

Surveys and others sources of comment show that attitudes toward the bicycle are generally positive and a majority of people seem to recognize the contribution bicycle transportation can make to the community. However, use of the bicycle as a travel mode lags far behind stated willingness to consider or try it. Part of this stems from the failure of most communities to address the major impediments to utilitarian cycling - distance and safety. The aim of this Bicycle Plan is to increase use and safety. Increasing use and safety requires an integrated approach involving facility development, public education, enforcement, promotional campaigns, and supportive public policy.



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Chapter 1 :: Introduction

Austin's Bicycle Program Compared to Other Bicycle Programs

During the planning process for this plan, staff persons of bicycle programs in cities comparable to Austin were interviewed and the programs were evaluated based on their administrative qualities, governmental structure, and staffing. Cities were selected based on their population size and their rating as a Bicycle Friendly Community by the League of American Bicyclists (the "League"). Cities selected include Portland, Oregon; San Francisco, California; Seattle, Washington; and Tucson, Arizona. This evaluation is discussed on the following pages.

| Table 1.4 Characteristics of Cities Comparable to Austin | | | | | | | | | | |
|--|--|---|---------------------|------------------------|-------------------------|---------------------------|----------------------------------|--|--|--|
| | Citywide Bicycle Commute Mode Share* | LAB Bicycle Friendly Rating, Year** | 2007 Population* | Persons per Sq. Mi. | Land Area (Sq. Mi.)* | Miles of Bicycle Lanes | Bicycle Lanes per 10,000 Pop. | | | |
| Austin, TX | 0.96% | Silver, 2007 | 743,074 | 2,610.4 | 251.52 | 155.5 | 2.09 | | | |
| San Francisco, CA | 2.45% | Gold, 2006 | 764,976 | 16,636.0 | 46.69 | 34 | 0.44 | | | |
| Seattle, WA | 2.44% | Gold, 2008 | 594,210 | 6,717.2 | 83.87 | 25.5 | 0.43 | | | |
| Portland, OR | 4.42% | Platinum, 2003 | 550,396 | 3,939.3 | 134.32 | 170.6 | 3.10 | | | |
| Tucson, AZ | 2.28% | Gold, 2004 | 525,529 | 2,500.1 | 194.67 | 325 | 6.18 | | | |
| *US Census Bureau | | | | | | | | | | |

**League of American Bicyclists, Bicycle Friendly Community

Austin, Texas

The City of Austin was recognized as a Bicycle Friendly Community by the League of American Bicyclists in 2007, at the Silver level. The Bicycle Program coexists with the Pedestrian Program, Child Safety Program, and Urban Trails Program within the Neighborhood Connectivity Division of the Department of Public Works, and contains 13 full time employees, approximately 3 of which are dedicated full time to bicycling. Its bicycle plan is being updated in 2008, approximately 10 years after its adoption.

The Program focuses primarily on infrastructure planning and implementation, while recently (2006-2008) broadening into more promotion and educational efforts. It encourages strong coordination of existing street maintenance and re-construction programs for opportunities to implement new facilities inexpensively, while also sponsoring and implementing large scale Capital Improvement Projects with the \$17 million in voter approved bond funding received

'Round the World Practices

The key policies and innovations used in Dutch, Danish, and German cities to promote safe and convenient cycling focus on:

- Extensive networks of separated cycling facilities
- Intersection modifications
 and priority traffic signals
- Traffic calming
- Traffic education and training
- Bike parking
- Coordination with public transport
- Traffic laws

Together with these explicitly pro-bike initiatives, it is noted that land-use policies encourage compact cities that generate shorter, more bikeable trips, and where car use is made expensive, less convenient, and less necessary through taxes and restrictions on ownership, use, and parking (Pucher & Buehler, 2008). since 1998. The Program also seeks grants and receives funding from the Transportation Fund, an enterprise fund established in 1991 and supported by transportation fees. A more detailed discussion of funding opportunities in Austin is discussed in Chapter 5.

Portland, Oregon

The City of Portland was recognized as a Bicycle Friendly Community by the League in 2003 and is currently rated Platinum, the highest rating. The current Bicycle Plan was adopted in 1996, and is currently being updated. Portland's Department of Transportation (PDOT) handles bicycle planning in the City; however, the Office of Transportation Options (OTO) also plays an important role in implementing programs for bicycle promotion. There are 12 full time employees in the Office of Transportation Options.

Between 2000 and 2007 the OTO spent approximately 0.7% of PDOT's capital budget on bicycling. They target improvements at key locations, piggybacking effectively onto other projects, and searching for as much grant funding as possible. They have also relied on Portland Parks, the Bureau of Environmental Services, the Port of Portland, Multnomah County, Trimet, Oregon Department of Transportation and Portland Development Commission to fund improvements in targeted areas. With partners at the Bicycle Transportation Alliance and the Community Cycling Center they have also developed what are perhaps the nation's best encouragement and youth education programs.

San Francisco, California

The City of San Francisco was recognized as a Bicycle Friendly Community by the League in 2006 and is currently rated Gold. The City of San Francisco Municipal Transportation Agency has a Bicycle Program committed solely to planning for bicycle transportation. The program has 9 full time employees and 1 intern. The City's Bicycle Plan was last adopted in 1997. The plan was updated in 2005, but it has not been adopted due to an environmentally related lawsuit.

Historically, funding for the bicycle program and program implementation comes via a grant that is supported by a sales tax. The program leverages those funds to obtain regional air quality funds and state bicycling transportation funds.

Seattle, Washington

In 2008, the City of Seattle received a Gold level Bicycle Friendly Community by the League. Seattle's Department of Transportation has a Bicycle and Pedestrian Program with 8 employees. About half of the employees are fully committed to bicycle planning. The current Bicycle





Plan was adopted in 2007.

The 2008-2013 Capital Improvements Program allocates approximately \$22 million toward implementing the Bicycle Master Plan. These funds are provided as part of the Bridging the Gap funding package, a property tax levy approved by voters in November 2006. These funds are in addition to other Capital Improvement Project funds that implement other bicycle-related projects and programs.

Tucson / Pima County, Arizona

The City of Tucson was recognized as a Bicycle Friendly Community by the League in 2004 and is currently rated Gold. Tucson's Bicycle and Pedestrian Program is in the Department of Transportation. Transportation planning in Tucson is done at the regional level by the Pima Association of Governments Regional Transportation Authority (RTA). The RTA's transportation plan, which was last adopted in 2006, has a component on bicycle planning. Locally, the City has one full time and one part time planner for bicycle planning. Pima County also has a Bicycle and Pedestrian Program with 5 full time employees; who split their time between bicycle and pedestrian planning. Pima County focuses primarily in unincorporated areas of the County, but it is common for the County, cities in Pima County (including Tucson), and the RTA to collaborate to implement programs, such as the League Safety Program or Safe Routes to School.

Bicycle projects in both the City of Tucson and Pima County are most significantly funded by federal Surface Transportation Program (STP) funds, passed down from the Pima Regional Transportation Authority. The City and region also apply for Transportation Enhancement grants and grants available for Safe Routes to School. Additionally, a regional 1/2 cent of the sales tax has been committed to alternative modes of transportation, including bicycling, that is available to both the City of Tucson and Pima County. This tax typically brings in approximately \$130,000 per year for bicycle and pedestrian projects (in the City of Tucson). Additionally, the gas tax is available for bicycle facilities when they are built within highway right-of-way.

PLAN DEVELOPMENT

The Austin 2009 Bicycle Plan Update (the Plan) was prepared with public input and in cooperation with all City of Austin Departments. The original plan served to meet requirements set forth in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), requiring Metropolitan Planning Organizations to include bicycle and pedestrian modes in their comprehensive plans for transportation in their regions. That plan accomplished that requirement. This updated plan serves to identify qualifying projects for funding under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the most recent reauthorization.

This Plan is also part of the Transportation component of the City's Comprehensive Plan, *Austin Tomorrow*, and serves to guide implementation of multiple Comprehensive Plan policies. This Plan outlines its own vision, goals, and objectives as well as identifying specific bicycle corridors (routes) and bicycle facility recommendations for those routes (for example, bicycle lanes, bikeways, multi-use path, shared lanes, wide curb lanes, bicycle boulevards, traffic calming, etc). Lastly, the appendices include supplementary information related to the major topics of the Plan.

By including this Plan as part of the Austin Tomorrow Comprehensive Plan, the City of Austin recognizes that bicycling is an important part of the Austin transportation system and its role in realizing other goals and objectives related to the environment and quality of life.

| Major Public Meetings of the 2009 Bicycle Plan Update Planning Process | | | | | | | | | | | |
|--|--|----------------------|---|---|---|--|--|--|--|--|--|
| March 2007 | - July 2007 | . Occoper 2007 | . A Dril 2008 | . May 2008 | February 2009 | March 2009 May 2009 June 2009 | | | | | |
| tts ed | L St | ut gs | ci ce a si ce | it at | e ci e e | | | | | | |
| Street Smar Task Force forme Bicycle Plc | presentation to SS Technical Adviso Committee Kick-c | Public Inp meetin | BAC Bicycle Plan Subcommitte reports findings to BAC and submic comments to the Bicycle Progra Street Smarts Task Forc Report adopted by City Count | Bicycle Plan Presentation of the Austin Bike/Ped Summ | Bicycle Plan presentation to th Austin Neighborhoods Cound Bicycle Plan presented to th public at an Open Hous | Presented to Boards ar Commissio Adopted by City Counc | | | | | |

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This plan includes many concrete steps to improve bicycling in Austin. However, a continuing Bicycle Program and citizen involvement will be necessary after the Plan is adopted by the City Council to bring about the goals of the Austin 2009 Bicycle Plan Update. Additionally, implementation will require extensive internal and external coordination and possibly City Code amendments. The plan also requires an ongoing commitment to funding to ensure that appropriate bicycle facilities are installed in a timely manner (as with inclusion with other Capital Improvement Projects).

Citizen Input

This plan is the result of significant public input, inter-agency coordination, and detailed field work. The issues that emerged during this process helped shape the development of this Plan.

In March 2007, Austin Mayor Will Wynn and 7-time Tour de France winner, Lance Armstrong, joined forces to empower a task force to look at ways to increase bicycling in Austin. The task force was named the Street Smarts Task Force (SSTF). The SSTF, along with numerous other public outreach efforts outlined below, facilitated and shaped the public input needed to make this a uniquely Austin Bicycle Master Plan.

The Street Smarts Task Force

The Street Smarts Task Force played an important role in the creation of the Austin 2009 Bicycle Plan Update. The SSTF was formed to implement the goals of the Austin Bicycle Plan and the Mayor's Fitness Council. It addressed and examined causes of recent bicycle fatalities and injuries in Austin and looked at ways to improve bicyclist and motorist safety in the community (City of Austin, n.d.e).

Three subcommittees were formed to research policies and techniques regarding bicycle policies, infrastructure, law enforcement, and education and promotion. Over the course of a year, the SSTF held open meetings, and in April 2008 presented their findings and recommendations to City Council. The SSTF's findings and recommendations have been integral in identifying key steps that the City needs to take to implement the Austin Bicycle Plan and has proven to be a useful tool in updating the Bicycle Plan.

The SSTF recommendations are categorized into four elements: infrastructure; education and promotion; safety and enforcement; and board





The SSTF recommends that the Bicycle Advisory Committee be established as a permanent council, appointed by City Council, and make on-going recommendations regarding bicycle and pedestrian issues, based on citizen input, to the Mayor and City Council (SSTF, 2008, p. 11).

Street Smarts Task Force

and commission. A summary of the recommendations in these elements is described below:

• Infrastructure

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 (SSTF, 2008, p. 11).

The conclusion and recommendations of the SSTF report has significant influence over the objectives and recommended actions included in this Plan.



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Citywide Public Meetings

In late-March, early-April 2008 the Bicycle and Pedestrian Program and their consultant held four citywide public meetings to get input from the community. These public meetings were not only to provide information to the interested citizens, but also to solicit their input and needs to identify priorities for the Bicycle Plan Update. Over 1,000 comments by citizens of Austin were received during these meetings. Appendix C describes the public input process in more detail.

In February 2009, a final series of public meetings were held by the Bicycle and Pedestrian Program and their consultant to showcase the newly updated Plan and assure the community was ready to move forward with the formal adoption of the Plan.

A questionnaire was distributed at the Bicycle Plan Public Meetings to collect information from participants regarding their riding habits and their opinions on priorities for the bicycle system. A notable comment made during the meetings was that while a majority of bicycle trips are made for commuting purposes (57.7%), respondents showed that recreation, fitness, and neighborhood trips are other popular reasons for bicycling. The results illustrate that a significant share of bicyclists ride for reasons other than commuting to work or school. A bicycle program that focuses primarily on commuters is overlooking a large portion of the bicycling community. Therefore, efforts to improve the bicycle network and encourage bicycling should recognize and address the needs of those who cycle for recreational and other utilitarian purposes. Additional survey results are discussed in Appendix C.



Held in Austin in May 2008 and sponsored by the Capital Area Metropolitan Planning Organization (CAMPO), the 2008 Bicycle and Pedestrian Summit was held to promote improvements in bicycle and pedestrian transportation in the region by sharing ideas and bridging disciplines. The City of Austin's Bicycle Program was an active participant in the 2008 Austin Bicycle Summit. Information on existing facilities in Austin, this plan, and strategies for the future were presented to participants to obtain feedback. Austin City Council Member Brewster McCracken was the keynote speaker.





Bicycle Advisory Council

The Bicycle Advisory Council (BAC) is a citizen group whose purpose is to "advise the Bicycle and Pedestrian Program and all other departments of the City, and other jurisdictions which address transportation issues, on all matters relating to the use of the bicycle" (Austin BAC, 2007). They function much like a neighborhood association in that they have elected members and by-laws. Their existence implements a stated objective of the previous Austin Bicycle Plan which was to "Establish and continue a Bicycle Citizens' Advisory Council." The BAC formed a subcommittee specifically to review and comment on this plan.

Austin Neighborhoods Council

The Austin Neighborhoods Council (ANC) was formed in 1973 and was created to be the citywide umbrella organization to support neighborhood interests. The ANC's motto is "Strength through Unity" and reflects the successful collaboration fostered between a wide range of separate associations. In the last 35 years the ANC has participated at all levels of government, and many ANC officers have gone on to serve on the City Council and on numerous Boards and Commissions. Included in the eight stated purposes of the ANC, one is to "Research those plans, resolutions, ordinances, and legislation which affect neighborhoods in the Austin area and to make specific recommendations where and when wanted," and another is "To Provide it's members information and education through forums, seminars, etc., on those subjects related to neighborhood concerns" (ANC, 2005). On February 25, 2009 the City of Austin Bicycle Program presented this Plan in its draft form to the ANC, and the ANC then posted to its membership information about how to access the DRAFT Bicycle Master Plan update.



U.S. mail notification of the Planning Commission and City Council public hearing dates for adoption of this Plan were sent to over 550 stake holder's in Austin, including but not limited to neighborhood associations, businesses, land developers and agents, and partner governmental and quasi governmental agencies.

Other Outreach Efforts

The Bicycle and Pedestrian Program used serveral different methods to inform the public of the Bicycle Plan Update and public meeting dates and times. Notices for public meetings were printed in the Austin American Statesman in the Public and Special Notices sections, as well as in the Community Calendar and the XL section. The Austin Chronicle printed a story about the meetings and included the meetings in their



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Calendar section. Additionally, the Bicycle and Pedestrian Program contracted with Motorblade (a car-free poster distribution company, operated on rollerblades) to post 170 fliers and posters around town.

On-line efforts included a banner on Austin360.com, posting on the Austin Parks Foundation webpage, the Neighborhood Planning and Zoning Department on-line community calendar, and the BicycleAustin on-line forum.

E-mails were sent to existing e-mail addresses in the Capital Area Metropolitan Planning Organization's (CAMPO) contact list and 200 postcards were sent to bicycle-related stakeholders from the CAMPO list. E-mails were also sent to the Bicycle Advisory Council, the Street Smarts Task Force, and the Bicycle and Pedestrian Program's bicycle stakeholder list of over 400 interested parties.

The Need for Ongoing User and Citizen Input

The Plan will thrive on ongoing active participation from bicyclists and other interested parties. One forum for public input is a subcommittee of the Urban Transportation Commission (UTC), dealing with pedestrian and bicycle transportation issues. This subcommittee could provide regular public hearings on proposed bicycle issues, including exemption requests and changes to the bicycle network. Without compelling reasons to omit them, bicycle and pedestrian access should be included in all transportation projects. The Commission should ensure that the bicycle network is completed as planned in order to promote bicycle transportation in Austin. This would emphasize the integration of bicycling into the regular transportation system in Austin. This subcommittee and the UTC in general serve to advise the City Council on transportation items, different from the Bicycle Advisory Council (described below), which serves to advise City staff on bicycling items. Additionally, other Boards and Commissions, such as the Environmental Board and Parks Board, should periodically be updated on the progress of implementing the Plan.

The Bicycle Advisory Council (BAC), created in response to an objective in the previous plan, should continue to provide guidance and advice to the Bicycle Program manager on issues of importance to the cycling community. Membership on this council should be informal, but have regular members and bylaws, and be open to all interested citizens of Austin. In 2007 the BAC adopted by-laws and voted in official members. The group's next step in 2008-2009 will be to list themselves within the City of Austin Community Registry to receive notification of ongoing activities related to development that affect the bicycle network and system.

It is recommended that the Bicycle and Pedestrian Program staff meet







annually with the Austin Cycling Association (ACA) to discuss issues, status of implementation of this Plan, and to maintain open lines of communication. This meeting could be a combined meeting of the ACA and other bicycle stakeholder groups in Austin.

Jurisdiction of the Plan

The Austin 2009 Bicycle Plan Update covers the City of Austin and its extraterritorial jurisdiction (ETJ). The City of Austin and surrounding areas should coordinate their efforts to ensure a strong local bicycle network and fulfillment of a well-connected and comprehensive, regional bicycle network.

Austin 2009 Bicycle Plan Update Methodology

The vision of the Austin 2009 Bicycle Plan Update is for Austin to become a world-class bicycling city. The goals defined in the previous bicycle plan are still important goals, and it is the intent of this update to achieve those goals; this plan serves to update those goals and revise them as needed per best practices and new information. The Austin 2009 Bicycle Plan Update has redefined the overarching goals to accomplish the plan's vision. The two overall goals of the Austin Bicycle Master Plan are:

- To increase bicycle usage in the central city to 10% of all trips and 5% citywide by 2020.
- To increase bicycle safety by maintaining (at current level) the number of bicycle-motor vehicle crashes by 2015 and reduce bicycle-motor vehicle crashes 5% by 2020.

In support of these overall goals, a set of complementary facility improvement, education and promotion, safety and enforcement, and implementation strategies are recommended. Within these four principle areas, specific and strategic goals, objectives, and actions are identified. They are:

• Bicycle System

Addresses the network itself including on-street and off-street facilities, and connectivity within the network and among various modes of transportation. It also addresses supporting facilities such as bicycle parking, shower facilities, and signage.

• Education & Promotion

To make Austin a safer city in which to bicycle, bicyclists should be familiar with and practice safe bicycling skills. Motorists should learn the rights of bicyclists and how to drive safely in the presence of bicyclists. Promoting bicycling as a healthy and safe way to travel





will encourage use. More bicyclists on the road make it safer for all modes, as bicyclists and drivers become more aware of each other's needs and habits the more they interact.

Safety & Enforcement

Enforcing traffic laws is a key component of improving safety and educating motorists and bicyclists about the rules of the road. By holding bicyclists and motorists accountable for their actions, they will be more inclined to follow the rules to create a safe and inviting environment for both modes of transportation.

Implementation

Finally, identifying a strategic action plan, responsibilities, and funding sources will support the implementation of the Austin 2009 Bicycle Plan Update.

Benchmarks are then established for each goal and objective to monitor progress of plan implementation over time.

Relationship to Other Plans, Regulations, & Guidelines

Below are documents and plans that will be used to implement this plan. To create a complete network and garner support from several levels of government collaboration among these plans and policies is necessary. If they are not aligned, an incomplete system may be implemented, and the goals of this plan would not be accomplished. Through action items in this plan, these documents should be amended as necessary to achieve excellence in bicycle facility planning, design, and operation. To realize this plan, amendments to local and regional documents shall consider impacts to bicycle facility planning and design (both positive and negative). National and state documents should consider the impact of their regulations and guidelines on bicycle facility planning. The documents and plans listed below do not represent each and every document or plan which could have an affect on this plan. Many existing plans are not listed here, but that does not diminish the coordinating efforts between this Bicycle Plan and those plans, and any future plan that may be created. Documents or other plans that impact the Bicycle Plan include, but are not limited to:

U.S. Department of Transportation Manual on Uniform Traffic Control Devices (MUTCD)

The MUTCD is published by the Federal Highway Administration and defines standards to install and maintain traffic control devices on streets and highways. Standardizing traffic control devices ensures uniformity across the nation, helps to reduce crashes and



Summary of Bicycle Policies within the CAMPO Mobility 2030 Plan:

- 1. Improve connections to bicycle, transit and roadway systems.
- 2. Provide bicycle facilities with construction and reconstruction of roads unless bicycles are prohibited from the roadway, or the constructing jurisdiction has demonstrated that providing the bicycle facility is not feasible due to excessive cost.
- 3. Provide bicycle connections across controlled access facilities as part of construction or reconstruction unless the constructing jurisdiction has demonstrated that providing the connection is not feasible due to excessive cost or not warranted due to insufficient demand. If not currently warranted, preserve an option for providing a future connection. Connections should be coordinated with locations of transit stops and activity centers.
- 4. Enhance bicycle facilities in higher intensity mixed-use areas.
- 5. Complete the 2030 regional bicycle system.
- Coordinate transportation and recreational bicycle facilities, especially where recreational facilities are destinations.
- 7. Increase public awareness and involvement in bicycle planning.
- 8. Encourage minimum design criteria for new bicycle facilities and ensure that existing facilities are adequately maintained.
- Allocate at least 15 % of available Federal Surface Transportation Program-Metropolitan Mobility dollars to bicycle and pedestrian projects through the CAMPO TIP process.

congestion, improves efficiency of the transportation system, and reduces the cost of traffic control devices (USDOT, 2003). The most recent edition of the MUTCD is 2003, with revisions in 2004 and 2007. To adapt to changes in travel patterns, needs, and technology, the MUTCD is updated periodically to reflect the best and most effective devices and practices being implemented. Changes are based on experimentation of new traffic control devices, recommendations by jurisdictions or other parties, and/or research. Amendments to the MUTCD receive extensive review by the FHWA.

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO is a non-profit non-partisan group that represents transportation departments across the United States and provides guidelines for the design of five modes of transportation: air, highways, public transit, rail, and water. These guidelines are reviewed and updated periodically. The primary goal of AASHTO is to foster development, operation, and maintenance of an integrated national transportation system (AASHTO, 2007).

Texas Transportation Code

The Texas Transportation Code establishes the transportation laws in Texas. Chapter 551 of Title 7 addresses the operation of bicycles, mopeds, and play vehicles.

Texas Department of Transportation Manual on Uniform Traffic Control Devices (TMUTCD)

Title 23 of the Code of Federal Regulations (23 CFR) required that states either adopt the National MUTCD or a State MUTCD by December 2005. The State MUTCD is reviewed by the FHWA for conformance with the National MUTCD. Additionally, Texas State Transportation Code §544.001 requires that the Texas Transportation Commission adopt a "manual and specifications for a uniform system of traffic-control devices consistent with this chapter that correlates with and to the extent possible conforms to the system approved by the American Association of State Highway and Transportation Officials." The TMUTCD outlines the standards for traffic control devices such as signs, signals, markings, and other traffic control devices installed in the right of way, or places open to public travel. The most recent edition of the TMUTCD was adopted in 2006.

Capital Area Metropolitan Planning Organization Mobility 2030 Plan

The Capital Area Metropolitan Planning Organization (CAMPO) was organized in 1973 and is authorized by the Federal Highway



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Administration as the regional transportation planning agency in the Central Texas region, including Hays, Travis, and Williamson Counties. The CAMPO Mobility 2030 Plan is the regional transportation plan, and includes policies and recommendations for bicycle and pedestrian travel and integrates bicycle planning into its regional transportation planning efforts. Bicycle planning at this regional level is necessary to best coordinate individual municipal efforts.

It is CAMPO's policy that bicycle accommodations are provided with all new construction and reconstruction of roadways in the Mobility 2030 plan (CAMPO, 2007, Policy BP-3). The City of Austin should work closely with CAMPO to retrofit state roads with bicycle facilities and to provide the required bicycle facilities on new roadways.

Austin Tomorrow Comprehensive Plan (ATCP)

The ATCP was adopted in 1979. The Transportation System component of the ATCP identifies several goals, objectives, and policies promoting and planning for the use of bicycles. The 1996 and 1998 Bicycle Plans were adopted as amendments of the ATCP transportation component (The Austin Metropolitan Area Transportation Plan).

In 2008, the Planning Commission reviewed and created an interim update of the ATCP, which was approved by City Council on November 6, 2008. The purpose of the update was to remove obsolete policies and replace them with existing adopted policies and plans. The Interim update reflects the goals and objectives of the 1996 and 1998 Bicycle Plans. In January 2009, the City will begin the planning process for a new comprehensive plan. When adopted, the 2009 Bicycle Plan Update will continue to be a component of the ATCP.

Austin City Code

The Austin City Code establishes the laws in Austin, including transportation laws and land development regulations. Title 12 of the Austin City Code addresses traffic regulations, including those applicable to bicyclists. Title 25 addresses land development regulations that affect installation of bicycle system network infrastructure.

Land Development Code (LDC)

The (LDC) is the legal portion of the City Code that contains the code of ordinances that regulates development in Austin and the extraterritorial jurisdiction, including, but not limited to, buildings, subdivision, and park development. While land in the ETJ is not



Excerpt from the City of Austin Parks and Recreation Department Long Range Plan

New Goals and Standards: Current targets for parkland acauisition have shifted more to the inner city. The trend in Austin is towards a more dense residential population in the urban core of the City. This is particularly evident in downtown Austin, especially around Lady Bird Lake. Concurrent urban plans in this direction include "Transit Oriented Development", "Traditional Neighborhood Development", and "Vertical Mixed Use". As a result of these efforts, the City has shifted its parkland acquisition program to include "infill" or pocket parks within already developed areas of the City that have little or no parkland. This effort has been guided by the Department's Gap Analysis. Additonally, targeting linear parks or trails will assist with the goal of providing parkland in the urban core, while also enhancing alternative transportation choices.



Country Club Creek Trail

subject to the zoning code, it is subject to subdivision regulations. Regulations pertaining to bicycle facilities in the LDC include, but are not limited to, improving connectivity, provision of bicycle facilities, and bicycle parking, Section 25-6 of the LDC pertains to Transportation and includes bicycle-specific sections.

Austin Metropolitan Area Transportation Plan (AMATP)

The AMATP is the City of Austin's long range transportation plan and coordinates with other regional transportation plans, such as the CAMPO Mobility Plan. Like the regional transportation plan, bicycle and pedestrian transportation is an important component of the AMATP.

Austin Transportation Criteria Manual (TCM)

The TCM includes standards for the design of transportation facilities in the City of Austin and its extraterritorial jurisdiction. The standards are based largely upon the guidelines of the Institute of Transportation Engineers and American Association of State Highway and Transportation Officials (AASHTO). Section Seven (7) of the TCM addresses standards for bicycle facilities.

Austin Parks and Recreation Long Range Plan for Land and Facilities

In 1998, the Austin City Council adopted the Park and Recreation Department's (PARD)

Long Range Plan for Land and Facilities as the City's Master Plan for parks and recreation (City of Austin, Parks and Recreation Department). Because recreational and utilitarian bicyclists tend to utilize park trails and paths, planning for bicycle use on off-street multi-use trails through and on parkland should be consistent with the goals of this Plan. The following multi-use trails have received Federal alternative transportation funds for either improvements or new construction, requiring their role in the City's multi-modal network. These multi-use trails are:

- Town Lake Trail
- Waller Creek Trail
- Shoal Creek Trail
- Colorado River Park Trail
- Barton Creek Trail
- Northern Walnut Creek Trail
- Southern Walnut Creek





Neighborhood Plans

City Council approved the neighborhood planning process in 1996 to achieve the goals of the ATCP and to serve to update portions of the ATCP. Neighborhood plans provide guidance to City departments in influencing Capital Improvement Program expenditures and policy decisions. Neighborhood planning plays an important role in updating and executing the ATCP and provides an important foundation for implementing bicycle planning throughout the City. Neighborhood planning facilitates a process where further, detailed bicycle facility planning can occur. Planners, designers, and engineers should refer to Neighborhood Plans for further specifics regarding bicycle facility location and design.

For example, The North Burnet/Gateway (NB/G) neighborhood plan, adopted by City Council on November 1st, 2007, contains a detailed bicycle network plan. Similar to the overarching goals of this plan, the bicycle circulation plan for the NB/G area aims to increase the use of bicycles for transportation by providing appropriate bicycle facilities for all levels of bicyclists. A network of interconnected bicycle facilities which provide access to and within a multitude of destinations in the area is important to the sustainability of the area. Existing and future major bicycle destinations include rail stops, the University of Texas JJ Pickle Research Center, Austin Community College, Walnut Creek Trail, and the Domain, a large scale mixed used development.

Transit Station Area Plans

In response to future commuter rail service, the City of Austin created transit-oriented development (TOD) districts around each of the planned Capital Metro MetroRail stations to encourage development that will promote the use of transit. Each TOD district will have a Station Area Plan (SAP) that establishes a vision and plan for the TOD. Each SAP will contain a land use strategy, urban design standards, zoning recommendations, and implementation strategy. Like neighborhood plans, SAPs may identify preferred transportation plans and bicycle networks within the planning area and detailed street cross sections to which the planning and designing of bicycle facilities should refer.

Downtown Austin Plan (DAP)

The DAP began its planning process at the same time as this plan update and encompasses the area from Town Lake to the south, MLK Boulevard to the north, IH-35 to the east, and Lamar Boulevard to the west. The DAP is a comprehensive plan that contains

Elements of a Neighborhood Plan

- Represent the views of the stakeholders in a community
- Identify neighborhood strengths and assets
- Identify neighborhood
 needs and concerns
- Establish goals for improving the neighborhood
- Recommend specific actions to reach those goals



Capital Metro Red Line Vehicle

recommendations for bicycle facilities that are integrated with other modes of transportation and will affect the Bicycle Plan. These recommendations include, but are not limited to, conversion of many one-way streets to a two-way street system, rail, and priority modes per street.

The top five priorities that evolved from the Downtown Austin planning process were: (1) improve downtown's competitive position in the region. To accomplish this, there needs to be improved access to and mobility within downtown. The downtown transit plan should be a part of the regional and citywide system. Improved pedestrian and bicycle mobility throughout the downtown area is essential; (2) make downtown a stronger place, not just a series of projects, by establishing districts and priority use zones to achieve critical mass and a stronger sense of place; (3) keep downtown authentic and diverse by maintaining the entertainment venues, developing an affordable housing master plan, and working with the state to create a redevelopment plan for underutilized state lands and parking garages; (4) re-invest in the public realm by developing a downtown public parks master plan and maintenance program, and preparing a downtown utility master plan; and (5) dedicate leadership, capacity and funding to implement the Downtown Austin Plan (City of Austin, 2008c). With part of the number one priority to improve bicycle mobility throughout downtown, the Austin Bicycle Plan will play a significant role in helping the DAP to achieve this priority.

While the DAP specifies bicycle priority streets, bicycle lanes should also be considered on secondary bicycle streets as identified in the DAP. This recommendation is consistent with this Plan's focus on accommodations for B/C design bicyclists.

At adoption date of the 2009 Bicycle Plan Update, the study of the DAP was still underway. Therefore, recommendations of that plan may trigger amendments to this plan. Also, because of the more detailed analysis and planning put into the DAP, planners, designers, and engineers should refer to the DAP for further specifics regarding bicycle facility location and design.

Corridor Studies

In 2001 the City of Austin began a planning process called Corridor Planning in order to address the commercial corridors and enhance how they fit into Austin neighborhoods (City of Austin, n.d.c). It is the effort of this program to "reestablish or enhance corridors as the physical and cultural pathways that link people to each other, to local institutions, and to daily destinations." It is a method of coordinating land use, transportation, and infrastructure planning to



affect how a corridor should look and function (City of Austin, 2001b). Because corridors are seen as a major connection between origin and destination, corridor planning offers an opportunity to plan further and more specifically for bicycle infrastructure along these corridors.

Austin Climate Protection Plan (ACPP)

The goal of the ACPP is to make Austin the leading city in the nation in the fight against global warming. This will be accomplished through actions that reduce greenhouse gas emissions and reducing Austin's carbon footprint. Because bicycling for transportation will help achieve many of the objectives of the ACPP, both plans serve to complement one another and provide support for implementation of action items in both plans.

Austin Safe Routes to School (SRTS) Plan

In May 2007, the Health and Human Services Department of the City of Austin produced a Safe Routes to School Plan to improve and increase bicycling and walking to school for 10 elementary and middle schools. The Austin Bicycle Plan can help implement the goals of the Austin SRTS Plan for these schools, and vice versa. The SRTS Plan seeks to achieve its goals by addressing physical infrastructure improvements as well as the need for education, encouragement, and enforcement.

Austin Trails Master Plan

In April 2008, the Austin City Council passed a resolution mandating the creation of a comprehensive and coordinated urban trails map for the City, to serve as an interim Trails Master Plan. The map includes existing trail networks, as well as potential new additions and gap completions to the network. The Austin Bicycle Plan will serve to compliment and/or implement the trails map and City vision for developing a trails network, which is: To create an interconnected non-motorized network of on-road routes and off-road trail corridors that provides transportation, environmental and historic resources preservation, recreation, socialization and health benefits.

In addition to the expansive system envisioned by the Trails Master Plan, the City's geography, land use patterns, and street layout offer ample opportunity for the development of supplemental trails that could significantly enhance mobility and safety for both cyclists and pedestrians. Such connections might be as simple as trails between streets that dead end close to one another or public access along private roads or parking lots that link existing bicycle facilities. The Trails Master Plan planning process would seek to identify such connection and work with appropriate stakeholders to achieve them.

Appendix J contains the conceptual trail map which was presented to City Council on March 26th, 2009. The map included is conceptual in nature but is also a rich interactive tool, dependent upon scale (i.e. at citywide extent large swaths of conceptual greenways become apparent, and at on a larger scale, more detailed corridors are identified with relation to existing and planned on-street and off-street bicycle and pedestrian facilities). Current versions are kept with the Neighborhood Connectivity Division within the Department of Public Works, or its successor, until a Trails Master Plan is completed.

Great Streets

In December 2000, Council passed a resolution directing City staff to finalize and implement the Downtown Great Streets Master Plan -- to ensure that each emerging project throughout Downtown have consistent streetscape and public right-of-way improvements. In December 2002, the Council adopted the Great Streets Master Plan streetscape standards.

The Great Streets streetscape standards are implemented primarily through two methods. First, through downtown Capital Improvement Program (CIP) street projects. And second, through the "Great Streets Development Program" to assist private development projects with cost of streetscape improvements consistent with the Great Streets concepts. Funding for this program comes from a dedication of 30% of parking meter revenue within the Great Streets boundaries.

The utmost care should be taken to assure Great Street projects are consistent with the Downtown Austin Plan and this Plan, to assure the construction of complete streets and efficient downtown circulation routes for all modes of transportation.

University of Texas Bicycle Plan

In 2007 The University of Texas at Austin (UT) completed a campus bicycle plan, The University of Texas Bicycle Plan – Integrating Bikes into a Pedestrian Campus. UT's plans have historically envisioned a pedestrian core campus, and the UT Bicycle Plan sought to establish bicycle access and circulation through campus while maintaining pedestrian priority areas. The plan considers several issues, including access, circulation, parking, vehicular interaction, safety and enforcement, education, and bicyclist amenities (Bowman-Melton, 2007, p. 7). Because the UT Bicycle Plan makes recommendations on State property, coordination with UT is imperative to achieve maximal connectivity to, from, and within the UT campus.





Capital Metropolitan Transit Authority Rails with Trails Plan

Recognizing that the railroad rights-of-way can be utilized for bicycle and pedestrian facilities, in 2007 Capital Metro created a plan for bicycle and pedestrian trails along its commuter rail red line. The plan consists of off-street, multi-use paths as well as on-street facilities extending from Leander to the Lance Armstrong Bikeway. Fully implemented, the Rails with Trails system could include approximately 30.9 miles of paved, multi-use paths, 1.7 miles of sidewalks, and 8.4 miles of marked on-street bicycle lanes (Capital Metro, 2007). HALFF

Surrounding Jurisdictions

The City of Austin is surrounded by several other cities, and maintenance and creation of roadways may fall into another jurisdiction's control. To allow bicyclists to cross these jurisdictional boundaries, it is important to be aware of the transportation plans of adjacent jurisdicitons and coordinate with other jurisdictions to build a regional bicycle network.







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CHAPTER 2: BICYCLE SYSTEM





CHAPTER 2 BICYCLE SYSTEM



BICYCLE SYSTEM GOAL:

To provide and maintain a comprehensive bicycle system that serves all residents and neighborhoods of Austin, and that provides facility options for all cycling skill levels.



The most fundamental element of increasing bicycle use is to ensure the facilities are in place to support bicycling. This includes wellconnected on-street and off-street facilities for bicycle travel as well as the support facilities such as parking, shower facilities, and wayfinding along the network. The City of Austin should be creative in constructing and maintaining 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.

This plan identifies five elements of a strong, comprehensive bicycle system, which are discussed on the following pages:

1. The Bicycle Network

Objective 1: Complete the City's Bicycle Network

Establishing a convenient and safe place to ride is the first step to encouraging bicycle use, whether for utilitarian or recreational purposes. In order to provide a network that serves all of Austin, the needs and preferences for each type of potential bicyclist—children and adults, advanced riders and novice riders, and utilitarian and recreational riders, whether discretionary or non-discretionaryneeds to be considered. This plan outlines how the bicycle network and the various facility treatments should be identified, prioritized, designed, and ultimately built.

2. On-Street Parking And Bicycle Lanes Objective 2: Resolve Parking in Existing Bicycle Lanes

Several miles of bicycle lanes in Austin have unrestricted automobile parking in the bicycle lane. On-street parking in bike lanes is incompatible. In 2007, the City of Austin established guidelines to resolve parking in bicycle lanes, by evaluating existing conditions, and determining, with neighborhood input, which use has the greatest priority. This portion of the plan summarizes the efforts of these guidelines, establishes them as the preferred method of resolving parking in bicycle lanes per this Plan, and identifies locations where parking in bicycle lanes still needs to be resolved.

3. End-of-Trip Facilities Objective 3: Increase Availability of End-of-Trip Facilities

While the bicycle network, including bicycle lanes, multi-use paths, bicycle boulevards, wide shoulders, designated wide curb lanes, and designated shared lanes, are considered an important element of facilitating bicycle use, a more comprehensive approach to improving the bicycle system is necessary. Citizen input continues



to point to the need for support facilities, such as secure bicycle parking or storage and shower facilities at the end of the trip. Additionally, the use of loan vehicles for daytime business related trips can also contribute to overall bicycle use. Other supporting facilities include wayfinding and signage along the route to help guide bicyclists to their destination. Providing these items will help promote bicycling as an easy, convenient way to travel and exercise.

 Integration of Cycling with Transit Objective 4: Fully Integrate Cycling with Transit

It is hard to separate bicycling and transit, as the two methods of transportation strongly support one another. For those who live too far to feasibly bicycle commute to their job, a possible option is to bike to a bus or rail stop, park, and complete the trip by transit, or take the bike and continue from where they disembark and continue to their destination. With the prospect of commuter rail and a growing mass transit system in Austin, adequate facilities and connections should be made to link the two modes of transportation. Safe and secure bicycle parking at key transit stops for regular transit, rapid bus, and rail should be coordinated and implemented. Additionally, bicycle accommodation on all bus and rail transit and van pool vehicles should be provided.

5. Bicycle Facility Maintenance Objective 5: Provide Superior Bicycle Facility Maintenance

Finally, maintenance of the bicycle system, including the network and supporting facilities will ensure a comfortable and predictable bicycle trip, similar to that provided for other modes of transportation. Bicycles are more sensitive to irregularities and road debris than cars due to their smaller and lighter weight tires. Roadway features that cause minor discomfort to motorists, such as potholes and improper drain grates, can cause serious problems for cyclists.

EVALUATION OF EXISTING BICYCLE INFRASTRUCTURE

As of February 28, 2009, the Austin region has a total of 1,450.9 miles of bicycle facilities. This includes 49.5 miles of multi-use paths (not including primarily recreational trails), 131 miles of bicycle lanes, 287 miles of paved shoulders, and 984 miles of shared lanes and wide curb lanes, of which 143 are signed. On a per capita basis, Austin has 9 miles of bicycle facilities for every 10,000 residents of the city. The Austin

- 1. Complete the City's bicycle network.
- 2. Resolve parking in existing bicycle lanes.
- 3. Increase the availability of end-oftrip facilities.
- 4. Fully integrate cycling with transit.
- 5. Provide superior bicycle facility maintenance.







Street Smarts Task Force Seven Rating Criteria of Barriers in Austin (endorsed by the City Bicycle Program)

- 1. Barrier danger / difficulty level
- 2. Distance required to avoid barrier
- Proximity to "green" route (easy-use route)
- 4. Proximity to major attractor
- 5. Proximity to mass transit, bus, park and ride, rail plan
- 6. Current level of route use
- Difficulty of solution (cost magnitude to implement)



bicycle route network currently consists of a variety of facilities, including shoulders, bicycle lanes, wide curb lanes, signed bicycle routes, and multi-use paths.

The first step in identifying the needs and goals for the bicycle system is to evaluate the existing system. This analysis, which includes public input as well as detailed field research, identifies the barriers in the system, guiding recommendations for new facilities throughout the city. This analysis also evaluates the process of how the system is currently being implemented and offers recommendations and new tools to facilitate future completion of bicycle facilities.

A key issue raised during the planning process involved barriers along existing routes throughout the city. These barriers often make otherwise useful routes more difficult to use and unattractive to less confident riders. The Street Smarts Task Force (SSTF) was instrumental in identifying barriers in the bicycle network. Through the process, 101 infrastructure related recommendations were made that will improve the bicycle network by connecting gaps and removing barriers in the network. These recommendations include 92 miles of new bicycle network or improvements to existing system routes. The city and their consultant identified another 45 barriers citywide. Key barriers in Austin include:

- Crossing of major highways such as MoPac, IH-35, US 183, and US 290
- Crossing of the Colorado River at Pleasant Valley Road, US 183, MoPac, and Airport Boulevard

The Infrastructure and Facilities Subcommittee of the SSTF created a Barrier Categories and Rating Criteria to categorize and prioritize these 101 barriers based on seven rating criteria, for which each barrier is ranked as High, Medium, or Low priority. These recommendations are integrated into the recommendations of this Plan. The location of existing facilities, gaps, and key barriers in Austin are shown on the maps on the following pages. A combined list of barriers is found in Appendix G. Costs and potential solutions for addressing the barriers were performed by the Bicycle Program and will be used to create future project packages for funding opportunities. Addressing the barriers throughout the city should be one of the highest infrastructure actions of this plan.

Street Smarts Task Force Infrastructure Recommendations

The recommendations established by the SSTF address the gaps and barriers in the bicycle network; using signage and pavement markings for wayfinding; recommendations for on and off-street bicycle facilities; incorporating bicycle planning into the planning and development process; integrating bicycles and mass transit; and administrative recommendations. A common theme among the SSTF recommendations is coordination with other departments and agencies to implement the recommendations. Examples of other recommendations include: addressing maintenance issues and on-going review of the network to ensure quality facilities; using signage for wayfinding; improving construction detour guidelines and signage as they relate to bicyclists; exploring innovative facility uses, such as bike boxes, colored lanes, and sharrows; and coordinating with other agencies and jurisdictions to implement a regional bicycle network (SSTF, 2008, pp. 12-16).



BARRIERS AND GAPS IN EXISTING NETWORK



City of Austin 47

2009 Bicycle Plan Update



EXISTING BICYCLE LANES



EXISTING WIDE SHOULDERS





Sector Map















EXISTING BICYCLE NETWORK: SECTOR B1






EXISTING BICYCLE NETWORK: SECTOR B3





EXISTING BICYCLE NETWORK: SECTOR B4



EXISTING BICYCLE NETWORK: SECTOR C1





EXISTING BICYCLE NETWORK: SECTOR C3





EXISTING BICYCLE NETWORK: SECTOR C4



EXISTING BICYCLE NETWORK: SECTOR D1







EXISTING BICYCLE NETWORK: SECTOR D3







EXISTING BICYCLE NETWORK: SECTOR E1





EXISTING BICYCLE NETWORK: SECTOR E2



EXISTING BICYCLE NETWORK: SECTOR E3



EXISTING BICYCLE NETWORK: SECTOR E4



EXISTING BICYCLE NETWORK: SECTOR DT



Complete the creation of a well-connected bicycle network that is safe and convenient for all bicyclists and serves all Austin residents and neighborhoods.

Benchmarks

Complete 60% of bicycle network by 2015, 70% by 2020, and 100% by 2030.

Provide connectivity at 12 network gaps by 2020.

Annually contact adjacent jurisdictions to discuss bicycle system and connectivity improvements needed to realize our proposed system.

Objective 1.0 **BICYCLE NETWORK**

Nationally and locally, surveys show that the lack of the provision of bicycle facilities is the primary reason more people do not bicycle regularly. In 1991, the Bicycling Magazine Harris Poll surveyed active cyclists regarding what would encourage them to ride a bicycle to work. The most commonly cited inducement to bicycling to work is safe bicycle lanes (49%) (FHWA, 1992, p. 21). A Seattle survey provides additional evidence that people believe inadequate facilities are the key impediment to expanding ridership. When respondents (bicyclist and non-bicyclist alike) are asked to rank three sets of policy options in order of importance, improved or expanded facilities easily came out on top with 67% of the respondents selecting it as the most important. A local survey conducted as part of the 1992 Austin Bike to Work Day, reveals many similarities to these studies. Each person surveyed was asked what would encourage them to commute by bicycle more often. The top three most frequently mentioned facility improvements included bicycle lanes, street routes, and multi-use paths, suggesting that if Austin had more and better bicycle facilities, more people would use bicycles for transportation. Finally, a study conducted by Jennifer Dill and Theresa Carr reviewed the top 50 cities with high bicycle commuting rates found that the percentage of people commuting by bicycle is significantly associated with bicycle infrastructure, and the miles of on-street bicycle lanes per square mile (i.e., higher densities of bicycle lanes) is positively associated with bicycle commuting (Dill & Carr, 2003, p. 116-123).

Bicycling is a legal mode of transportation with considerable economic, environmental, and social benefits. People who choose to bicycle should not be placed in areater danger than those using any other legal mode of transportation. To varying extents, bicycles will be ridden on all roadways, making all arterials and collectors part of the bicycle network. All new roadways, except those where bicyclists will be legally prohibited, should be designed and constructed under the assumption that they will service a variety of transportation modes including bicycles (AASHTO, 1991, p. 11). Incorporating accommodations for bicycles in urban planning and development greatly increases the chances for superior bicycle infrastructure, which reduces the risk to cyclists. All new development and construction should therefore be designed to be "bicycle friendly." (See Appendix A and sidebar on page 69 for Definition.)

Bicycle lanes and road markings contribute to increased sense of safety of bicycling. Not only do bicyclists know where they are supposed to be and feel they have a safe place to bicycle, motorists are also aware of the presence of bicyclists and know where they are going to be (Hallett, Luskin, and Machemehl, 2006).





The building of bicycle facilities can be simple when planned for and implemented with other transportation projects. While significant improvements have been made, many planning and construction efforts in Austin do not adequately consider bicyclists' needs. Parks and roadways are often built without the simple considerations that would allow bicycle access and parking, causing bicycle provisions to be either excluded or hindered. To accommodate bicycles after construction often requires costly retrofitting, sometimes resulting in a non-standard and inferior design solution. Lack of review for bicycle facilities can result in retrofit facilities that are inadequate. Designing the facilities in coordination with those who maintain them can avoid expensive maintenance in the future and assure a design which will better assure the intended use.

For this reason, bicycle facilities shall be considered at the inception of all new projects and incorporated into the total design of each project. Retrofitting bicycle facilities in completed roadways and development is more costly and generally leads to less desirable results. Planning for bicycles must include recommended routes and facilities that are direct, safe, efficient, and convenient (Oregon DOT, 1992, p. 23). Moreover, because roadways are often built in phases, this plan requires that the interim version of all new or improved roadways also include adequate bicycle access, as approved by the Bicycle Program, using guidelines set forth in this section regarding roadway type and classification of bicyclists, along with consideration of the recommendation in this plan for the segment or considering the abutting segments and their existing and/ or planned facilities.

In addition to implementing bicycle facilities in coordination with other transportation projects, the city should be aggressive in developing the bicycle system independently. The reality is that streets are not rebuilt often enough to keep up with the demand for bicycle facilities. If implementation was to rely solely on other transportation projects, then the bicycle system will not be completed by 2020.

Each set of construction documents is held to specific standards. Some of these standards are unique to the particular authority involved. Other standards, handicapped access for example, are applied to all projects by federal regulation. Added to the inherent complication of design documents, consideration of bicycle provisions as a routine design procedure and construction documents is difficult to ensure. As a result, bicycle facilities are not provided uniformly, and even existing bicycle facilities do not comply consistently with established standards. Therefore, the City of Austin shall be aggressive in coordinating design and construction standards to promote uniformity and consistency throughout the transportation system.

"Bicycle Friendly" means (adapted from Mixed Use Matters, Envision Central Texas Oct. 2008, Page 18):

- Education and encouragement programs that teach motorists to share the road with cyclists and cyclists to ride with motorists.
- Evaluation and modification of roadway treatments for effectiveness in promoting cycling.
- Evaluation and modification of roadway crossings to make them safer, especially at key intersections.
- Bicycle route signage that indicates distances to major destinations.
- Varying bicycle facilities per land use characteristics, rightof-way, traffic volume, speed and composition, on-street parking, and roadway grade.
- Design for level of experience: off-road multi-purpose trails or neighborhood streets for new/young riders and on-road facilities for experienced riders.
- A network of bicycle facilities on designated arterial streets.
- Employee bicycle parking in a garage or other covered, safe area. Short term bicycle parking located close to the front door.
- End-use facilities for cyclists that become pedestrians that minimizes conflicts with others. Includes provision of adequate space and signage.
- Management of buildings and campuses in a style which promotes bicycling.

Park Planning and Bicycle Routes Planning - The Lessons of Butler (Town Lake) Park

In 2005, the City of Austin gave final approval to the construction of Butler Park, after a long delay owing to a downturn in the economy. There were several pieces to the project which resulted in a reduction of bicycling facilities related to the park development, namely:

- The reduction of Riverside Drive between South Lamar Boulevard and South First Street (an east/west bicycle route) from two lanes in each direction to one lane in each direction without the addition of bicycle lanes.
- The elimination of Dawson Street between Riverside Drive and Barton Springs Road (a north/south bicycle route) for a parking lot.
- The posting of "No Bicycling" signs in portions of the park that had increased pedestrian uses, namely the Butler interactive fountain.

These elements were missed during the public input and design process. As a result, as construction took place and bicycling advocates as well as the City Bicycle and Pedestrian Program were alerted to the removal of facilities, the following facilities were added into the project:

- A wide multi-use path running along the south side of Riverside Drive.
- Bicycle and pedestrian crossings at several points, including the Z crossing at the old intersection of Dawson Street and Riverside Drive.
- The "No Bicycling" signs placed at various sites around the park were removed and bicycle mobility was restored in key areas.

The good news is that some changes were made around Butler Park to accommodate bicycling and that other projects; namely, the Sandra Murida Way, Pfluger Bridge Extension, and the Sand Beach park have proceeded with a lot more input from a broader group of stakeholders as well as input from multiple City departments in regards to the integration of bicycle access.

Adapted from input from Charlie McCabe, Austin Parks Foundation Executive Director and 2007-2008 Chair of the City of Austin Bicycle Advisory Council



An analysis of the existing bicycle network shows that many of the City's existing bicycle network is disconnected. The action items in this section aim to create a comprehensive, connected bicycle network.

Types of Bicycle Facilities

Bicycle network facilities include the infrastructure on which bicyclists travel. There are several facility treatments that can be classified into nine types of bicycle network facilities: bicycle lane, sidewalk, multiuse path, bicycle boulevard, bikeway, protected bicycle lane, wide shoulder, wide curb lane, and shared lane. Below, each bicycle facility category is briefly described. Further information regarding bicycle facility design and a list of documents containing best practices in bicycle facility design are include in Appendix F.



"The bicycle **netWork** is more than iust bike lanes: **innovative solutions** are the key to solving some of the gaps in the **Austin** bicycle network."

-Street Smarts Task Force, Final Report, p. 11

Bicycle Lane

Bicycle lanes delineate the right-of-way assigned to bicyclists and motorists (AASHTO, 1999). They are designated by a lane stripe, pavement markings, and signage. Bicycle lane stripes are intended to promote the orderly flow of traffic by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles. Typically, the solid stripe of the bike lane is either dropped or dashed prior to and through intersections, to allow for both bicyclist and motorist turning movements.

Two variations of a bicycle lane include a bicycle/bus/taxi shared lane and a climbing lane, described below:

Bike/Bus/Taxi Shared Lane

A travel lane that is restricted to the use of bicycles, buses, or taxis.

Climbing Bicycle Lane

A climbing bicycle lane is marked on one side of the road and benefits cyclists going up hill at slower speeds.

Sidewalks

Sidewalks may be useful as bicycle facilities when: bicycle access is needed and bicycle volumes and/or pedestrian volumes are expected to be low, right-of-way is constrained or there are traffic safety concerns (high speeds, high volumes, heavy truck traffic). Bicyclists should not travel faster than the design speed of the sidewalk (approximately 5-10 mph). Sidewalk bike routes should not result in bicyclists riding opposed to motor vehicle traffic. Due to limited opportunities for alternative facilities and other considerations, this plan recommends considering the use of sidewalk facilities with special attention required in the design process to ensure user safety.

Multi-use Path/Trails Designated for Bicycle Use

A multi-use path or trails designated for bicycle use is a path physically separated from motorized vehicular traffic by an open space or barrier and is located either within the road right-of-way, within an independent right-of-way, or accommodated in another way, such as parkland. It is shared by multiple users including, but not limited to,

Intersections

Designing intersections to accommodate bicycles is one of the biggest challenges in retrofitting streets for bicycle transportation.

Bicycle lanes can complicate turning movements at intersections as they encourage bicyclists to keep right and motorists to keep left, regardless of their turning intentions.

Bicyclists turning left from a right side bicycle lane and motorists turning right from a position to the left of the bicycle lane are both maneuvering contrary to the normal rules of the road. This problem can be addressed by ending bicycle lanes in advance of intersections, or by striping the lane with a broken, rather than a solid white line in advance of the intersection.



Chapter 2 :: Bicycle System

Bicycle Facilities



Bikeway



Bicycle Boulevard



Bicycle Lane



Protected Bicycle Lane



Multi-Use Path



Sidewalk



Wide Shoulder

Wide Curb Lane

Shared Lane

pedestrians, skaters, wheel chair users, and bicyclists.

Surface type is a critical component of multi-use paths. Generally, two types of surface treatments are used: crushed granite and hard surface pavement. Although decomposed or crushed granite can make a reasonable surface in good conditions, it is not suitable for all applications and can be hazardous or difficult for narrow bicycle tires. Depending on the anticipated use and its location, one surface treatment may prove to be preferred over the other.

Bicycle Boulevard

Bicycle boulevards are not just signed bicycle routes, but are streets on which bicycles have preference over cars and designed in a way to effectively divert motorized traffic. Design elements that may





be included are diverters, reconfiguration of stop signs to favor the bike boulevard, traffic calming and shared lane markings, as well as crossing improvements at high traffic crossings. Automotive traffic still has access to residences or businesses, but traffic control devices are used to control automobile traffic speeds and access while supporting through bicycle traffic.

Bikeway

A bikeway is defined as a road, path or way, not necessarily within the roadway that in some manner is specifically designated for the exclusive use of bicycles.

Protected Bicycle Lane

A bicycle lane that is separated from traffic with a row of parked cars, a curb, or other physical separation.

Wide Shoulder

A shoulder is defined by AASHTO as "the portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of the subbase, base, and surface courses" (AASHTO, 1999). A shoulder can accommodate bicyclists if it is adequate in width and pavement surface and has few driveways or other crossings. Texas legal code allows continuous use of the shoulder only by bicycles, emergency vehicles, and maintenance crews.

Shared Lane

Shared lanes are the right-most through traffic lanes that are 14 feet wide or less, measured from the lane stripe to the edge of the gutter pan.

Wide Curb Lane

Wide curb lanes are the right-most through traffic lanes that are greater than 14 feet wide, measured from the lane stripe to the edge of the gutter pan.

The University of Texas and Bicycling

The UT campus is an important connection among downtown and the north campus student center, making it an ideal place for a heightened awareness for bicyclists. Vehicle movements are restricted through UT campus and UT has pedestrian/bicycle only zones. On-campus streets and bicycle facilities will continue to be planned in a way that minimizes conflict for all possible modes of travel without compromising safety of the facilities.

The City of Austin Bicycle and Pedestrian program will work closely with the University of Texas and student organizations to ensure that accessibility to the UT campus via bicycle is enhanced as much as possible and that campus streets remain accessible and safe for both pedestrians and bicyclists.

Shared Roadway

A shared roadway is any roadway upon which a bicycle lane is not designated, is not a bicycle boulevard, and that may be legally used by bicycles regardless of whether such a facility is specifically designated as a bicycle route. Shared roadways can be described in three ways: shared lane, wide curb lane, and paved shoulder.

Shared Lane Markings

Shared lanes, wide curb lanes, and paved shoulders have limited pavement or right-of-way widths that prevent the feasibility of installing a bicycle lane in the short term, or ever.

To address this issue, several cities across the U.S. are using shared lane markings, or "sharrows," to indicate where within the shared lane a bicyclist should be positioned. Sharrows encourage bicyclists to not ride on sidewalks and to ride away from parked cars. Like signage, they notify motorists that bicyclists may be present.

At adoption of this Plan, the National MUTCD has not yet adopted sharrows as an accepted traffic control device. The FHWA is anticipated to approve the use of the Shared Lane Marking in 2009, based on NCUTCD Technical Committee recommendations on their use. Currently, cities and states are allowed to use them experimentally; standards for their use are described below.

The Preferred Shared Lane Pavement Marking



Source: FHWA, 2006, p. 234

National Committee on Uniform Traffic Control Devices (NCUTCD)

The Bicycle Technical Committee of the NCUTCD, suggests the following guidelines for use of shared lane markings:

"If used in a shared lane with on-street parallel parking, Shared Lane Markings shall be placed so that the centers of the markings are a minimum of 3.3 m (11 ft) from the curb face, or from the edge of pavement where there is no curb.

"Shared Lane Markings shall not be used on shoulders or in designated bicycle lanes.

"The shared Lane Marking should not be placed on roadways with a speed limit above 55 km/h (35 mph).

"When used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 75 m (250 ft) thereafter."

California MUTCD

According to the California MUTCD (CMUTCD), "shared roadway bicycle markings shall only be used on a roadway (Class III Bikeway (Bike Route)) or Shared Roadway (No Bikeway Designation) which has on-street parallel parking. If used, shared roadway bicycle markings





shall be placed so that the centers of the markings are a minimum of 3.3 m (11 ft) from the curb face or edge of paved shoulder. On State highways, the shared roadway bicycle marking shall be used only in urban areas.

"If used, the shared roadway bicycle marking should be placed immediately after an



intersection and spaced at intervals of 75 m (250 ft) thereafter.

"If used, the shared roadway bicycle marking should not be placed on roadways with a speed limit at or above 60 km/h (40 mph).

"Where a shared roadway bicycle marking is used, the distance from the curb or edge of paved shoulder may be increased beyond 3.3 m (11 ft). The longitudinal spacing of the markings may be increased or reduced as needed for roadway and traffic conditions" (California DOT, p. 9C-5).



Shared-lane markings

Other Tools for Installing and Improving Bicycle Facilities

In conjunction with installing bicycle facilities, road diets and traffic calming are two techniques that can be utilized to install and/or improve bicycle facilities.

Road Diets

A road diet is a type of roadway conversion project where travel lanes are removed from a roadway and the space is utilized for other uses and travel modes, including bicycle lanes. Road diets have other benefits beyond improving the bicycling environment of a street. According to the *Road Diet Handbook: Setting Trends for Livable Streets*, "the resulting benefits [of a road diet] include reduced vehicle speeds; improved mobility and access; reduced collisions and injuries; and improved livability and quality of life" (Rosales, 2006, p. 3).

Potential road diet conversion projects should be evaluated on a caseby-case basis. Criteria has been identified of "best model projects" for road diet conversions, identified on page 79. Recent research identifies other factors that affected the success of a road diet project.

Literature and case study research has established guidelines for selecting road diet conversion projects (Rosales, 2006). These factors include:

- Roadway function and environment. What is the existing and intended function of the roadway? What are the roadway constraints (e.g., right-of-way)?
- Overall traffic volumes and flow. Evaluate peak hour and average daily traffic volumes. According to Dan Burden and Peter Lagerway, "the ideal road diet locations have four lanes and carry 12,000 to 18,000 trips, potentially up to 25,000 trips" (Burden & Lagerway, 1999, p. 3). An acceptable level of change in operations should be determined locally (Rosales, 2006, p. 105).
- **Turning volumes and patterns.** Turning volumes and patterns can affect operational characteristics of a road and should be evaluated.
- Frequent stops and slow-moving vehicles. The presence of slow-moving vehicles, such as buses, trucks, or delivery vehicles, can significantly slow traffic and impact traffic flow of a roadway. According to Rosales, "approximately 50% of speed reduction when comparing speeds on three-lane to four-lane roadways occurs at or above 20% heavy vehicles" (Rosales, 2006, p. 106).
- Weaving, speed, and queues. The need to decrease the weaving (lane changing) and speed of a roadway can affect the decision to implement a road diet project. Additionally, the operational impact a conversion has on vehicle delay may also impact this decision and

Graphical Representation of a Road Diet



Street before a road diet



Converted street after a road diet



should be reviewed.

- Crash types and patterns. Several studies have found that "road diets can reduce crash rates and the number and severity of crashes" (Rosales, 2006, p. 106). Therefore, a road diet conversion could be a potential solution for roads that have high crash rates.
- Pedestrian and bicycle activity. By decreasing motor vehicular speed and reducing the number of lanes, the roadway environment is improved for pedestrian activity. The potential for road diets to result in the installation of bicycle lanes improves the bicycle environment as well. The effects of a roadway conversion on pedestrian and bicycle activity may influence a road diet's feasibility.
- Right of way availability, cost, and acquisition impacts. When rightof-way, costs, and acquisition are constraints for a roadway project, a road diet could be a more feasible solution since road diet projects can be designed and implemented by simple re-striping.
- Presence of parallel routes. Road diets have the potential to divert traffic onto alterative routes and streets. According to Rosales, "road diet studies have shown traffic diversion ranging from 2 to 15%, which has not been reported as a problem in most jurisdictions" (Rosales, 2006, p. 108). The impact that a road diet project may have on parallel routes should be evaluated.

Traffic Calming

When it is not possible to install a bicycle lane, traffic calming may improve the bicycling environment. Traffic calming devices are used

to reduce motorized vehicle speeds, improve the environment and livability of a street, and provide real and perceived safety for non-motorized users of a roadway. The City of Austin Neighborhood Traffic Calming Program utilizes a variety of traffic calming devices, including: speed cushions; traffic circles; chicanes; semi-diverters; and curb extensions. The Federal Highway Administration (FHWA) identifies other traffic calming devices, such as roundabouts, bulb-outs, center islands, and median barriers. Bicycle boulevards may also serve as a traffic calming device.

It is questionable whether traffic calming benefits bicyclists or causes more problems. According to the Pedestrian and Bicycle Information Center,

bicyclists are concerned that some traditional traffic calming techniques (narrowing streets and speed cushions) have a negative impact on bicyclists: narrowing streets force motorists

Roadway Characteristics for Road Diet Conversion Projects

The following indicate characteristics of best practice road diet conversion projects:

- Moderate motor vehicle volumes (approximately 20,000 ADT)
- Roads with existing safety
 issues
- Streets with residential frontage
- Commercial reinvestment areas
- Without frequent bus traffic
- Economic enterprise zones
- Entertainment districts
- Historic streets
- Scenic roads
- Main streets

Adapted from: Burden & Lagerway, 1999, p. 7 and Rosales, 2007



An FHWA illustration of traffic calming devices. Source: FHWA, 2006, p. 325

to drive closer to bicyclists when passing and speed humps are uncomfortable to bicyclists and may cause drivers to swerve around to the edges (possibly into a bicyclist) to avoid the speed hump (PBIC, Traffic Calming, para. 5).

However, a report written by Andrew Clarke and Michael Dornfeld in 1994 as part of the National Bicycling and Walking Study concluded that "the experience from Europe clearly shows that bicycle use has been encouraged by traffic calming" (PBIC, Traffic Calming). If designed and implemented properly, with consideration for the impacts on bicyclists, traffic calming devices can have beneficial impacts for bicyclists and pedestrians.

The Bicycle Program shall work closely with the Traffic Calming Program regarding the application of traffic calming devices on bicycle routes in this Plan.

Lane Diets

Lane diets occur through the narrowing of existing lanes to accommodate a bicycle facility.

Bicycle Network Users

Establishing the bicycle network of on and off-street facilities depends on who's riding and where they are riding. There are two categories of bicycling purpose: utilitarian and recreational. Within each of these, bicyclists are classified based on their skill level: Class A – Advanced; Class B – Beginner or Novice; Class C – Children. Depending on the purpose of the bicycle trip or the expertise of the cyclist, needs of the network change. Recreational bicyclists may be content riding on separated multi-use paths through parks and greenbelts, while utilitarian bicyclists require direct access between their points of origin and destination. Also, both advanced utilitarian and recreational bicyclists may be comfortable riding on streets with the traffic (however, their comfort and safety may be enhanced by improved markings and signage), while Class B and C riders prefer a designated bicycle lane, a protected bicycle lane, or even a facility completely separated from vehicular traffic. However, in many instances bicycle facilities that are designed for recreational use are used for commuting, and vice versa. Therefore, on and off-street facilities should be connected to facilitate movement of all bicyclists, and the needs of all users must be considered when building the bicycle network.

The directness provided by arterial and collector roadways is vital to providing an efficient multi-modal system. Roadways providing facilities for all classifications of bicyclists (child to advanced), such as an off-road multi-use path, bikeway, or separated bicycle lane, coupled with at



A new multi-use path in Mueller Development.





least a wide curb lane, is the best facility to strive for. If there are many destinations connected by the roadway and/or along the roadway, where the assumption is that Class B bicyclists will be present, bicycle lanes should be provided in lieu of wide curb lanes (in addition to the separated facility). Separated bicycle facilities are the entry point for many bicyclists, making them an important tool in increasing bicycle use.

Lastly, forcing cyclists to take circuitous routes through neighborhoods takes away from the attractiveness of choosing a bicycle for transportation. When a separated facility and/or bicycle lane is not feasible on an arterial or collector roadway, or when it is necessary to complete gaps in the system, routing through neighborhoods, using singed and/or marked bicycle streets, is an option. These types or routes, or portions of routes, can complement the arterial/collector network, and provide for completion of routes in areas where route gap solutions are extremely complicated and likely not to be completed in the near future. Figure 2.1 illustrates preferred bicycle facilities for each class of cyclist

Bicycle Planning: The Lessons of the Robert Mueller Municipal Airport Redevelopment

In May 1999, Robert Mueller Municipal Airport (RMMA) was closed and the transfer of civilian aviation functions was moved to Austin-Bergstrom International Airport. This allowed for the opening of 700 acres of land situated less than three miles from the downtown core. Redevelopment of RMMA, now called "Mueller," offered Austin a unique opportunity to create a mixed-use, transit-oriented community, employment centers, a variety of residential types and optimal conditions for bicycling and walking. All streets within Mueller are designed to calm traffic, creating comfortable conditions for all levels of bicyclists. The Mueller Plan establishes a network of on-street bicycle facilities on key connector streets and an extensive network of off-street multi-use paths, providing good connectivity and alternative routes for all levels of bicyclists.

Since the redevelopment has started, some lessons have been learned that can be applied to similar future developments within the City of Austin and possibly other cities/jurisdictions:

- New developments should integrate bicycle and pedestrian facilities with existing communities to provide seamless access for bicyclists and pedestrians. Given Mueller's value as a regional destination, the City recognizes the priority of opening up connectivity on all bordering roads, specifically Airport Boulevard, 51st Street, Manor Road, and IH 35. Recommendations in the Austin Bicycle Plan provide for improved bicycle access to Mueller.
- New developments should consider ongoing bicycling and pedestrian access. Despite a multi-phased plan that shows very good non-motorized access in the final phase, this access should be provided as soon as motorized access is constructed, even at the initial phases. For example, the first phase of Mueller Boulevard included only one side of the divided roadway, and did not include final phase bike lanes. Once the roadway is complete, Mueller Boulevard will allow for two way bicycle lanes, but until this point, bicycle access and the provided access is constructed.



Billboard Advertising bicycling at the Mueller Development

will allow for two-way bicycle lanes, but until this point, bicycles are not accommodated.

• Bicycle parking should be as convenient as motor vehicle parking, per City Code Section § 25-6-477. To address this point, the Mueller Design Book was amended to require twice the number of bicycle parking spaces currently required by City Code, and to provide explicit guidelines for locating and selecting bike racks. In addition, the Bicycle Program will review the current Code language and offer amendments to improve bicycle rack location requirements

With input, coordination, and collaboration among City departments, the bicycle community, adjacent neighborhood associations and the developer, Mueller's bicycle and pedestrian mobility potential has already improved and will continue to do so.

Adapted from input from ROMA Austin and Mr. Tom Wald, 2008-2009 Bicycle Advisory Council Vice-Chair, Cherrywood Neighborhood Association Transportation Committee Chair, and League of Bicycling Voters Board Member.



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and general purpose (utilitarian or recreational).

Selecting On-Street Bicycle Facilities

Bicycle facility selection for the recommendations in Appendix D of this Plan was done by using a combination of methodologies. Field analysis, study of alternate routes, consideration of potential future roadway changes, and public input influenced facility recommendations. A main influence on the recommendation was the Federal Highway Administration (FHWA) "Design Bicyclist" methodology (Tables 2.1-2.6), which identifies traffic operation characteristics that influence the preferred facility. This method is described later in this section.

First, roadway cross sections were evaluated to determine how the existing roadway could be modified to provide space for the bicycle facility. This evaluation incorporates traffic characteristics, such as on-street parking, traffic volume and speed. Secondly, if an existing roadway could not feasibly accommodate a bicycle facility given the FHWA methodology, potential alternates were identified and evaluated. Future road projects were also considered, including the prospect of widening a road based on the AMATP 2025 Plan, proposed Capital Improvement Projects, and where growth might put pressure on roadway expansion.

Also, facility recommendations identified by the Street Smarts Task Force represent the preferred routes and recommendations by the bicycling community in Austin. Therefore, these recommendations were considered heavily when determining the recommendations in this Plan.

Lastly, public input received during the planning process was also heavily considered and incorporated into the recommendations of this Plan.

FHWA Design Bicyclist Facility Recommendation Methodology

The FHWA methodology suggests a two-tiered approach:

Group A riders are best served by making every street "bicycle friendly" and adopting roadway design standards that include wide curb lanes and paved shoulder to accommodate shared use by bicycles and motor vehicles.

Group B/C riders are best served by identifying key travel corridors (served by arterial and collector streets) and by providing designated bicycle facilities on selected routes through these corridors.

The 1998 Bicycle Plan created a two-level bicycle system whereby the Group A bicycle system was established on arterial streets and the Group B/C bicycle system was established on collectors, with bike lanes, with separated path connections, or on residential streets (shared roadways). This philosophy was also used for network and





facility selection of the 2009 Bicycle Plan Update.

To determine the appropriate roadway design treatment to accommodate bicyclists, several factors associated with the specific route or project must be assessed:

What types of bicyclists is the route most likely to serve? As discussed, preferred facility recommendations will vary depending on the type of bicyclist, (See Figure 2.1).

What type of roadway project is involved (new construction, reconstruction, or retrofit)? Bicycle facilities are most easily installed with new construction or reconstruction of roadways. Retrofitting an existing roadway typically involves re-striping the existing lanes to accommodate bicycles. When working with existing roadways, planners should investigate the opportunity to make at least minor or marginal improvements. However, where the need is to serve group B/C bicyclists, it is essential to commit the resources necessary to provide facilities that meet the recommended design treatments. Only then can facilities be designated for bicyclists to provide the desired access, increased use, and benefit to the community.

What are the current and anticipated traffic operations and design characteristics of the route that will affect the choice of a bicycle design treatment? There are six factors of traffic characteristics that affect bicycle use and preferred facility:

- Traffic volume. Higher motor vehicle traffic volumes represent greater potential risk for bicyclists and more frequent overtaking situations are less comfortable for group B/C bicyclists unless special design treatments are provided. Recommended ranges for annual average daily traffic volume (AADT) are: 2,000 AADT; 2,000 - 10,000 AADT; and over 10,000 AADT.
- 2. Average motor vehicle operating speed. Average operating speed is more important than the posted speed limit, and better reflects local conditions. Motor vehicle speed can have a negative impact on risk and comfort unless mitigated by special design treatments (traffic calming). Four ranges of average speeds are used: Less than 30 mph; 30-40 mph; 40-50 mph; and over 50 mph.
- 3. Traffic mix. The regular presence of trucks, buses, and/or recreational vehicles can increase risk and have a negative impact on comfort for bicyclists. All types of bicyclists prefer extra roadway width to accommodate greater separation from such vehicles. The recommendations suggest different design treatments and widths depending on whether or not the volume of trucks, buses, and/or recreational vehicles is likely to have a negative impact on bicycle use.



- 4. On-street parking. The presence of on-street parking increases the width needed in adjacent travel lane or bike lane to accommodate bicycles. This is primarily a concern associated with streets and roadways built with an urban section. It is addressed in the recommendations by including a separate set of tables for urban sections with on-street parking.
- 5. Sight distance. "Inadequate sight distance" relates to situations where bicycles are being overtaken by motor vehicles and where the sight distance is likely less than that needed for a motor vehicle operator to either change lane positions or slow to the bicyclists speed. This problem is primarily associated with rural highways, although some urban streets have sight distance problems due to poor design and/or sight obstructions.
- 6. Number of intersections. Intersections pose special challenges to bicycle and motor vehicle operators, especially when bicycle lanes or separated multi-use paths are introduced. The AASHTO Guide includes general guidelines for intersection treatments. While not included as a selection factor in the tables, the number and/or frequency of intersections should be considered when addressing the use of bicycle lanes, sidewalks, or multi-use paths.

Intersections and the Bicycle Network

Intersections can be intimidating to beginner and child cyclists. For that reason, care should be taken when designing intersections on bicycle routes to assure adequate guidance of the bicyclist through the intersection. The following are issues that should be considered:

- Assurance that traffic signal loops are programmed to detect bicycles, and where bicycle lanes are continued at intersection, provide a signal loop detector in the bicycle lane.
- Carry bicycle lanes as close to the stop bar as possible, or provide guidance to an alternate facility (such as onto a shared use sidewalk).
- Innovative design is encouraged to continue to improve bicycle flow through intersections.

FHWA Recommended Treatment Tables

Tables 2.1 through 2.6 on the following pages indicate the appropriate design treatment given various sets of traffic operations and design factors. They do not include any specific recommendations for separated multi-use paths, which should always be considered (see p. 71) especially along corridors with average operating speeds over 50 mph, regardless of the design cyclist.

Recommendations are provided for the width of the various recommended design treatments. These recommended dimensions are considered to be *desirable* widths. They should be treated as minimum widths unless special circumstances preclude such development. The AASHTO Guide for the Development of Bicycle Facilities should also be consulted, as well as any other credible reports or guidelines regardless of the bicycle facility selection.

Finally, these recommendations reflect the current state of the practice in design of bicycle-friendly roadways and should be tested and refined over time. It is anticipated that this section of the plan will be revised, under the direction of the Bicycle Program, to reflect the continuing evolution of the state of the practice in selecting design treatments for roadways to accommodate shared use by bicycles and motor vehicles and will ultimately rely on good engineering and design and good judgement.



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| Table 2.1: Group A bicyclists, urban section, no parking | | | | | | | | | | | | |
|--|--|-------------------|------------------------------|----------|----------------------------|----------|------------------------------|----------|-------------------------|----------|------------------------------|----------|
| | Annual average daily traffic volume (AADT) | | | | | | | | | | | |
| Average motor vehicle operating speed | | Less thc | ın 2,000 | | | 2,000- | 10,000 | | Over 10,000 | | | |
| | Adequa dista | ate sight ance | Inadequate sight distance | | Adequate sight distance | | Inadequate sight distance | | Adequate sight distance | | Inadequate sight distance | |
| | | truck, bus, RV | | | | truck, k | bus, RV | | | truck, | | |
| Less than 30 mph | sl 12 | sl 12 | wc 14 | wc 14 | sl 12 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 |
| 30-40 mph | wc 14 | wc 14 | wc 15 | wc 15 | wc 14 | wc 15 | wc 15 | wc 15 | wc 14 | wc 15 | wc 15 | wc 15 |
| 40-50 mph | wc 15 | wc 15 | wc 15 | wc 15 | wc 15 | wc 15 | sh 6 | sh 6 | wc 15 | wc 15 | sh 6 | sh 6 |
| Over 50 mph | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 |

WC and SL numbers represent "usable widths" of outer travel lanes, measured from lane stripe to the edge of the gutter plan, rather than to the face of the curb. If no gutter pan is provided, add 1 foot minimum for shy distance from the face of the curb.

| Table 2.2: Group A bicyclists, urban section, with parking | | | | | | | | | | | | |
|--|-----------------|--|-------------------|------------------------------|----------|----------------------------|----------|------------------|-------------------------|----------|------------------------------|----------|
| | | Annual average daily traffic volume (AADT) | | | | | | | | | | |
| Average motor vehicle operating speed | | Less tho | an 2,000 | | | 2,000- | 10,000 | | Over 10,000 | | | |
| | Adequa dista | ate sight ance | Inade sight di | Inadequate sight distance | | Adequate sight distance | | quate istance | Adequate sight distance | | Inadequate sight distance | |
| | | truck, k | ous, RV | | | truck, k | bus, RV | | truck, k | | ous, RV | |
| Less than 30 mph | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 15 | wc 15 | wc 14 |
| 30-40 mph | wc 14 | wc 14 | wc 15 | wc 15 | wc 14 | wc 15 | wc 15 | wc 15 | wc 14 | wc 15 | wc 15 | wc 15 |
| 40-50 mph | wc 15 | wc 15 | wc 15 | wc 15 | wc 15 | wc 15 | wc 16 | wc 16 | wc 15 | wc 15 | wc 16 | wc 16 |
| Over 50 mph | na | na | na | na | na | na | na | na | na | na | na | na |

WC numbers represent "usable widths" of outer travel lanes, measured from left edge of the parking space (8 to 10 feet minimum from the cub face) to the left stripe of the travel lane.

wc=wide curb sh=shoulder sl=shared lane bl=bicycle lane na=not applicable

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|---------|----|---------|--------|
|---------|----|---------|--------|

| Table 2.3: Group A bicyclists, rural section | | | | | | | | | | | | |
|--|--|-------------------|------------------------------|----------|----------------------------|----------|------------------|------------------------------|----------|-------------------------|---------|------------------------------|
| | Annual average daily traffic volume (AADT) | | | | | | | | | | | |
| Average motor vehicle operating speed | | Less tho | | 2,000- | 10,000 | | Over 10,000 | | | | | |
| | Adequo disto | ate sight ance | Inadequate sight distance | | Adequate sight distance | | Inade sight d | Inadequate sight distance | | Adequate sight distance | | Inadequate sight distance |
| | | truck, k | ous, RV | | | truck, k | ous, RV | | truck, l | | ous, RV | |
| Less than 30 mph | sl 12 | sl 12 | wc 14 | wc 14 | sl 12 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | sh 4 | sh 4 |
| 30-40 mph | wc 14 | wc 14 | sh 4 | sh 4 | wc 14 | wc 15 | sh 4 | sh 4 | sh 4 | sh 4 | sh 4 | sh 4 |
| 40-50 mph | sh 4 | sh 4 | sh 4 | sh 4 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 |
| Over 50 mph | sh 4 | sh 6 | sh 6 | sh 4 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 | sh 6 |

WC and SL numbers represent "usable widths" of outer travel lanes, measured from lane stripe to the edge of the pavement if a smooth, firm, level shoulder is adjacent. If rough or dropped pavement edges or a soft shoulder exists, add 1 foot minimum for shy distance from the edge of the pavement.

| Table 2.4: Group B/C bicyclists, urban section, no parking | | | | | | | | | | | | |
|--|--|-------------------|-------------------|------------------------------|----------|----------------------------|----------|------------------------------|-------------|-------------------------|---------|-----------------|
| | Annual average daily traffic volume (AADT) | | | | | | | | | | | |
| Average motor vehicle operating speed | | Less thc | an 2,000 | | | 2,000- | 10,000 | | Over 10,000 | | | |
| | Adequa dista | ate sight Ince | Inade sight di | Inadequate sight distance | | Adequate sight distance | | Inadequate sight distance | | Adequate sight distance | | quate stance |
| | | truck, k | ous, RV | | | truck, k | ous, RV | | | truck, k | ous, RV | |
| Less than 30 mph | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | bl 5 | bl 5 | bl 5 | bl 5 |
| 30-40 mph | bl 5 | bl 5 | bl 5 | bl 5 | bl 5 | bl 6 | bl 6 | bl 5 | bl 5 | bl 6 | bl 6 | bl 5 |
| 40-50 mph | bl 5 | bl 5 | bl 5 | bl 5 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 |
| Over 50 mph | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 |

All routes in the City of Austin system are identified as Class B/C bicycle facilities and the facility recommendations in Appendix D should reflect Class B/C recommendations.

WC numbers represent "usable widths" of outer travel lanes, measured from left lane stripe to the edge of the gutter plan, rather than to the face of the curb. If no gutter pan is provided, add 1 foot minimum for shy distance from the face of the curb. BL numbers indicate minimum width from the curb face. The bicycle lane strip should lie at least 4 feet from the edge of the gutter pan, unless the gutter pan is built with adequate width to serve as the bicycle lane itself.

wc=wide curb sh=shoulder sl=shared lane bl=bicycle lane na=not applicable

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| Table 2.5: Group B/C bicyclists, urban section, with parking | | | | | | | | | | | | |
|--|-----------------|--|------------------------------|----------|----------------------------|----------|------------------------------|----------|-------------------------|---------|------------------------------|---------|
| | | Annual average daily traffic volume (AADT) | | | | | | | | | | |
| Average | | Less thc | ın 2,000 | | | 2,000- | 10,000 | | Over 10,000 | | | |
| motor vehicle operating speed | Adequa dista | ate sight ance | Inadequate sight distance | | Adequate sight distance | | Inadequate sight distance | | Adequate sight distance | | Inadequate sight distance | |
| | | truck, k | ous, RV | | truck, b | | ous, RV | | truck, I | | ous, RV | |
| Less than 30 mph | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | wc 14 | bl 5 | bl 5 | bl 5 | bl 5 |
| 30-40 mph | bl 5 | bl 5 | bl 5 | bl 5 | bl 5 | bl 6 | bl 6 | bl 5 | bl 6 | bl 6 | bl 6 | bl 6 |
| 40-50 mph | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 | bl 6 |
| Over 50 mph | na | na | na | na | na | na | na | na | na | na | na | na |

All routes identified in the City of Austin system are identified as Class B/C bicycle facilities and the facility recommendations in Appendix D should reflect Class B/C recommendations.

WC numbers represent "usable widths" of outer travel lanes, measured from left edge of the parking space (8 to 10 feet minimum from the cub face) to the left stripe of the travel lane.

| Table 2.6: Group B/C bicyclists, rural section | | | | | | | | | | | | |
|--|----------------|--|----------------|----|----------------|--------|----------------|----|----------------|----------|----------------|----|
| | | Annual average daily traffic volume (AADT) | | | | | | | | | | |
| Average | | Less tho | an 2,000 | | | 2,000- | 10,000 | | Over 10,000 | | | |
| motor vehicle | Adequate sight | | Inadequate | | Adequate sight | | Inadequate | | Adequate sight | | Inadequate | |
| operating speed | distance | | sight distance | | distance | | sight distance | | distance | | sight distance | |
| | | truck, k | ous, RV | | truck, b | | ous, RV | | | truck, ł | ous, RV | |
| Less than 30 | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh |
| mph | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 30-40 mph | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh |
| | 4 | 4 | 4 | 4 | 4 | 6 | 6 | 4 | 6 | 6 | 6 | 6 |
| 40-50 mph | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh |
| | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Over 50 mph | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh | sh |
| | 6 | 6 | 6 | 6 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |

All routes identified in the City of Austin system are identified as Class B/C bicycle facilities and the facility recommendations in Appendix D should reflect Class B/C recommendations.

wc=wide curb

sh=shoulder sl=shared lane bl=bicycle lane na=not applicable

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Priorities

The recommended bicycle network of the 2009 Bicycle Plan Update includes nearly 900 miles of bicycle lanes, 9 miles of bicycle boulevards, and 107 miles of shared use paths. Implementation of the network will be phased over time based a priorities.

Promotion of existing adequate barrier crossings and improvement to and removal of current barriers to continuous travel by bicycle is the first priority for improving the network. Barriers such as gaps in the network, controlled access highways with few crossing streets, intersections, and arterials with inadequate space to accommodate both bicycles and automobiles should be modified to allow safe access or crossing by bicycle. The Street Smarts Task Force identified 101 gaps in the bicycle network that hinder connectivity and ease of bicycle use. (See Appendix G.)

Another top priority for the system is to provide more complete facilities in areas with current or latent demand, such as employment centers, transit-oriented development areas, schools, and residential areas. There are currently partial links to many of these areas (Kramer Lane, St. Johns Avenue, and William Cannon Drive for example), but cyclists are forced into inadequate roadways in order to complete the trip. Connections should be made to complete the network in these areas.

Because of the opportunities afforded, a priority shall be to include bicycle facilities in all new construction both public and private as described below.

It is assumed that bicyclists want and need to travel in the same corridors as motor vehicles. Therefore, the bicycle network should be convenient, complete, direct, and safe. This plan proposes a one mile grid for the bicycle network, comparable to the city's arterial network spacing. This spacing reduces the distance to the nearest bicycle route to 1/2 mile and will allow convenient access without long detours. In order to create this network, bicycle facilities shall be included in all reconstruction of arterials and collectors in already developed areas of Austin and all new roadway construction in areas under development (City of Austin, 2002, City Council Resolution #20020418-40.) Implementation of this Plan also requires that the development of large land parcels provide bicycle facility connections within the parcels and to the abutting bicycle network (either existing or planned).

Because the planned network will provide only the minimum spacing and number of facilities to provide basic mobility for bicyclists, the deletion of any roadway from the network should be done with the utmost care and only if alternative facilities can be provided. For this reason engineeronly approved "deviations" should not be allowed. Changes to the recommended network facilities shall require input from the City Bicycle

Plan Amendment Process

All amendments shall follow the amendment process described in Appendix H of this Plan. A summary of amendment requirements is provided here:

City Council Amendments are those require approval by City Council, with input from City Staff, the Environmental Board, the Urban Transportation Commission, the Planning Commission and the public. A City Council amendment is required if

- A new bicycle route is to be added,
- A bicycle route or portion of a bicycle route is to be deleted, or extended
- The classification, rights-ofway, or cross-section of a road or portion of a road in the Austin 2009 Bicycle Plan Update is to be changed, or
- The alignment of a road in the Austin 2009 Bicycle Plan Update is to be moved in excess of 1500 feet.
- Per objective 1.0.2b of this Plan, a development or redevelopment seeks to not provide continuity of an existing or planned route through or within their property.




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Program and ultimately be the responsibility of the City's Transportation Department Director. See Appendix H - Amendment Process.

Objective 1.0 Benchmarks

- Complete 60% of bicycle network by 2015, 70% by 2020, and 100% by 2030.
- Provide connectivity at 12 network gaps by 2020.
- Annually contact adjacent jurisdictions to discuss bicycle system and connectivity improvements needed to realize our proposed system.

Objective 1.0 Action Items

- 1.0.1 Fund and implement the Bicycle Network Infrastructure Recommendations.
- 1.0.2 Eliminate gaps in the existing bicycle network to allow continuous bicycle travel in the Austin area.
 - 1.0.2a Coordinate bicycle transportation into all roadway and park land design, planning, and construction manuals, standards documents, and projects.
 - 1.0.2b New development that abuts or includes existing or planned City of Austin bicycle routes shall provide continuity of that route (and existing or planned bicycle facility) through the property, or seek an appropriate amendment to the Bicycle Plan as defined in this Plan (See Appendix H).
 - 1.0.2c Annually contact adjacent jurisdictions to discuss bicycle system and connectivity improvements needed to realize our proposed system.
- 1.0.3 Require interim, first phase of roadway construction to provide bicycle facilities.
- 1.0.4 Require public process for certain deviations from this Plan.
- 1.0.5 Make key operational improvements to the existing and recommended Bicycle Network.
 - 1.0.5a Explore new technologies or techniques to detect bicycles at traffic signals – retrofit signals as appropriate with pavement markings instructing bicyclists where to stop to activate detection.
 - 1.0.5b Improve bicycle accommodations on bridges.
 - 1.0.5c Improve intersections to facilitate bicycle use through them.
 - 1.0.5d Utilize innovative options to implement this plan, such as bicycle climbing lanes, lane diets, shared lane markings, colored bicycle lanes, advanced stop lines/bike boxes, road diets, etc.



Process

- important component:
- Downtown Plan
- Transit-Oriented Development Station Area Plan

An Integrated Planning

The SSTF recognized that

including bicycle facility

planning during the planning and development process

- Waller Creek Plan
- North Burnet/Gateway Plan
- Green Water Treatment Plant Redevelopment

Source: SSTF, 2007, pp. 14-15

A bike box at an intersection in Portland, OR directs where automobiles should stop and where bicyclists should wait when stopped at an intersection.





- 1.0.6 Amend Land Development Code and Subdivision Regulations to reflect goals and objectives of this Plan.
 - 1.0.6a Establish more detailed criteria for providing bicycling facilities on new streets, including driveways where the driveway serves as a continuation of an existing or planned bicycle route.
 - 1.0.6b Establish and provide incentives for bicycle network facilities and end-use facilities in private developments.
- 1.0.7 Use consistent standards to identify and design bicycle facilities.
 - 1.0.7a Amend Transportation Criteria Manual and Land Development Code as necessary as it pertains to street design to accommodate bicycle use in the Austin region.
 - 1.0.7b Use the Texas Guide for Retrofit and Planned Bicycle Facilities.
- 1.0.8 Coordinate with other city departments and public agencies to implement Recommended Bicycle Network
 - 1.0.8a Authorize City Bicycle Program Manager to review all City and applicable private development plans (zoning, subdivisions, site plan, etc.) that add to or affect the operation of the bicycle network. Include Bicycle Program Manager in the review process for applications to vacate rights-of-way and exceptions or variances to these.
 - 1.0.8b Coordinate with Parks and Recreation Department, and other relevant departments, public agencies and nonprofits to provide a network of off-street facilities integrated with the on-street system.
 - 1.0.8c Coordinate with Texas Department of Transportation, CAMPO, Travis, Williamson, and Hays Counties and other jurisdictions and agencies to ensure appropriate bicycle connections are planned, constructed, and maintained to promote a regional on-and off-street bicycle network.
 - 1.0.8d Coordinate with Austin Energy to incorporate bicycle facilities in utility rights-of-way and in conjunction of installation of utilities.
 - 1.0.8e Coordinate with The University of Texas and other higher education institutions on improving bicycle access to, from, and within campuses and other major properties owned by those institutions.
- 1.0.9 Establish guidelines for the street selection and use of shared lane markings.
- 1.0.10 Update City Council Resolution 02-0418-40 so that it serves as the City's Complete Streets policy.



Burke-Gilman Trail is a 14+ mile separated multi-use path that is jointly maintained by Seattle Department of Transportation and Seattle Parks and Recreation.

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Chapter 2 :: Bicycle System

Integrating Area TXDOT Roads and Intersections into the Bicycle Network

Highways and arterial roads that are operated and maintained or funded by the Texas Department of Transportation (TXDOT) criss-cross (bisect) the City of Austin and its ETJ. These roads are the spine connectors between key destinations in central Texas and often carry significant volumes of vehicular traffic. Austin area bicycle riders recognize that accommodating the heavy vehicular traffic volumes experienced in Austin in a safe manner is TXDOT's primary concern. However, they are also correct in noting that Austin's bicycle usage differs from every other metropolitan area in Texas. Austin has double the percentage of frequent bicycle riders of any other city in Texas, and has a much more complete network of bicycle lanes. With the advent of commuter rail, Austin is very close to becoming a true multi-modal city where viable alternatives to travel by car are real options. But the City of Austin cannot achieve this goal without TXDOT actively helping to integrate its facilities into the citywide bicycle network.

TXDOT engineers and designers in Austin should be praised for their existing accommodations for bicyclists along area freeways. However, Austin's bicycle community has long declared the difficulty that TXDOT facilities pose to less experienced riders. Many roadways in Austin create significant barriers throughout the City. If Austin's bicycle network is going to be elevated to the next level to truly create a system that actively encourages use by more riders, a higher degree of integration of TXDOT controlled roadways with the City's bicycle network is critically needed.

In Fall 2007, TXDOT embarked on a process which provides a mechanism that could address these problems. The Urban Thoroughfares Committee was created by the Texas Transportation Commission on October 25, 2007, Minute Order Number 111107. Created as an informal team, the Committee was tasked with the goal of creating and encouraging cooperative partnerships, context sensitive solutions (CSS)*, and design flexibility with respect to planning and developing appropriate transportation projects. Below is a graphic representation of the goals and areas the Committee is examining:





A bicyclist utilizing the sidewalk on the Far West Blvd Bridge over MoPac.



The bicycle lane along Berkman Dr at US Hwy 290 W ends before the intersection, requiring bicyclists to merge with heavy traffic along Berkman Dr.



The City of Austin and TXDOT are collaborating to extend the bicycle lanes along the Steck Ave bridge over MoPac to eliminate a bicycle route gap.

The key results of the Committee's work include the revision of the TXDOT Project Development Process Manual to require TXDOT to recognize local plans and

community objectives when designing and modifying TXDOT facilities in urban areas. In addition, the Manual for Walkable Urban Thoroughfares by the Institute for Transportation Engineers (ITE) and the Congress for the New Urbanism (CNU), a bicyclefriendly approach, has been formally recognized as a valid set of street design criteria as recommended by the Committee. This CSS approach provides an opportunity for transit-friendly and bicycle-friendly design.

It is recognized that this integration and a greater degree of user friendliness for bicycle riders on TXDOT roadways will take time, however progress continues daily. A strong partnership with TXDOT and other jurisdictions will assure that the maximum potential for the implementation of the best possible City of Austin Bicycle system is realized

Adapted from input from Scott Polikov of the Gateway Planning Group and the Texas Department of Transportation.

*CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. Source: FHWA, http://www.fhwa.dot.gov/context/what.cfm



Chapter 2: Bicycle System

Bicycle Network Infrastructure Recommendation 1: Address top 25 barriers along existing routes.

Improve crossings of major barriers, including IH 35, US 183, Loop 1 (MoPac) and Highway 71, as well as crossings of the Colorado River and Lady Bird Lake. The location of these key 25 barrier improvements are shown on the map on the following page. Coordination and agreement from TXDOT will be necessary.

Total Estimated Cost: \$1,900,000 to \$ 5,160,000

Benchmark: Complete at least 12 locations by 2020.

| | Table 2.7 Key Barrier Improvements | | | | | | |
|------------|------------------------------------|---|--------|--------------------------|--|--|--|
| Map No. | Location | Solution | Sector | Projected Cost Range | | | |
| 1 | 12th St. @ IH-35 | Key connection into downtown, add striping for bike lanes on east bound side of 12th Street. West bound needs existing sidewalk widening, or bicycle bridge. | С | \$250,000-\$700,000 | | | |
| 2 | Pleasant Valley @ Longhorn Dam | Improve lane markings and signage, with the addition of shared lane markings; high cost option to create separate bridge solution | С | \$50,000- \$2,000,000 | | | |
| 3 | Manor Rd. @ IH-35 | Key connection to UT campus, widen outside curb lane, with the addition of signage and shared lane markings | С | \$50,000-\$75,000 | | | |
| 4 | 51st St. @ IH-35 | Widen outside curb lane, with the addition of signage and shared lane markings | С | \$85,000-\$110,000 | | | |
| 5 | Steck @ Loop 1 | Re-stripe right turn lane at ramp, striping for bike lane and improve signage. Alternative solution: road reconfiguration (cost not included) | NW | \$50,000-\$75,000 | | | |
| 6 | Shoal Creek @ US 183 | Off-street facility along rail corridor. Key connection to Shoal Creek route terminus | NE | \$150,000-\$250,000 | | | |
| 7 | Berkman @ US 290 | Key route to Reagan HS, improvements include signage, striping for bike lanes, and painted lanes at intersections | NE | \$80,000-\$100,000 | | | |
| 8 | Springdale @ US 183 | Widen outside curb lane, with the addition of signage and shared lane markings | NE | \$45,000-\$65,000 | | | |
| 9 | Farwest @ Loop 1 | Widen outside curb lane, with the addition of signage and shared lane markings | NW | \$50,000-\$75,000 | | | |
| 10 | St. John's @ IH-35 | Key connection to Lamar Station, road diet from 4 lanes to 3 lanes, cost includes re-striping and signage | NE | \$75,000-\$125,000 | | | |
| 11 | Hancock @ Loop 1 | Existing narrow travel lanes, improvements would include, road diet from 4 lanes to 3 lanes, striping for bike lanes, signage, and painted lanes at intersection | С | \$100,000-\$150,000 | | | |
| 12 | 32nd St. @ IH-35 | Widen outside curb lane, add signage and shared lane markings; off-street facility needs to added along north bound IH-35 frontage road to connect to 32nd street | С | \$150,000-\$250,000 | | | |
| 13 | Great Hills @ US 183 | Widen outside curb lane and improve signage. Alternate for Loop 360 @ US 183 crossing | NW | \$40,000-\$75,000 | | | |
| 14 | Riverside @ IH-35 | Widen outside curb lane, with the addition of signage and shared lane markings | С | \$65,000-\$90,000 | | | |
| 15 | Duval @ Loop 1 | Improve intersection with shared lane markings, signage, and signals. Connect to PARD Walnut Creek Trail | NE | \$95,000-\$150,000 | | | |
| 16 | Duval @ US 183 | Signage and Painted Lanes at intersections | NW | \$40,000-\$70,000 | | | |
| 17 | Todd Ln. @ US 71 | Widen outside curb lane to add bicycle lanes, with the addition of signage and shared lane markings | SW | \$40,000-\$70,000 | | | |
| 18 | Braker Ln. @ Loop 1 | Widen outside curb lane, with the addition of signage and shared lane markings | NE | \$50,000-\$75,000 | | | |
| 19 | Northcrest @ US 183 | Widen outside curb lane, with the addition of signage and shared lane markings | NE | \$50,000-\$75,000 | | | |
| 20 | Burnet @ US 183 | Improvement to proposed Cap-Metro Rail-Trail. Widen outside curb lane, with the addition of signage and shared lane markings | NE | \$60,000-\$80,000 | | | |
| 21 | Montopolis @ US 71 | Widen outside curb lane, with the addition of signage and shared lane markings | SW | \$45,000-\$75,000 | | | |
| 22 | Congress @ Ben White | Key connection to the urban core area. Widen outside curb lane, with the addition of signage and shared lane markings | SW | \$75,000-\$150,000 | | | |
| 23 | Woodward @ US 71 | Improve lane markings and signage, with the addition of shared lane markings | SW | \$80,000-\$100,000 | | | |
| 24 | Westover @ Loop 1 | Widen outside curb lane, with the addition of signage and shared lane markings | С | \$50,000-\$75,000 | | | |
| 25 | McNeil Dr. @ US 183 | Widen outside curb lane, with the addition of signage and shared lane markings | NW | \$75,000-\$100,000 | | | |

This is a preliminary estimate of probable construction costs, and was prepared prior to actual design. Actual design may require additional or different improvements that may change the estimated cost shown. This estimate is intended only to provide an order of magnitude cost for projection of potential future funding requirements. All such estimates should be reviewed and updated periodically to reflect the most current cost information. Costs are based on 2008 unit prices, and do not include inflation.

City of Austin



KEY BARRIER IMPROVEMENTS



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Bicycle Network Infrastructure Recommendation 2: Complete Improvements to Key Existing and Proposed Routes in the City of Austin

Improve routes in the City of Austin, where a large number of trips made via bicycle is already happening and where a significant further increase is possible. Recommended facility improvements in the city are shown in the table below.

Total Estimated Cost: \$7,748,000 to \$12,364,000

Benchmark: Complete 80% of the recommended improvements within five years from adoption of the plan and 100% by 2020.

| | Table 2.8 Key City of Austin Gap Improvements | | | | | | | |
|------------|--|----------------------------|-------------------|-------------------|-------------------------------|---|---------------------------|--|
| Map No. | Route- Segment # | Street | Segment From | Segment To | Recom- mended Facility | Solution | Projected Cost Range | |
| 1 | 6.05 | DUVAL RD | Santa Cruz | AMHERST | BIKE LANE | Widen outside lane to accommodate bike lane, and improve signage | \$50,000 - \$80,000 | |
| 2 | 10.06- 10.08 | W BRAKER LN | JOLLYVILLE RD | METRIC BLVD | BIKE LANE | Narrow median to widen pavement width and install bike lane | \$4,000,000 - \$5,000,000 | |
| 3 | 20.06 - 20.09 | MORROW | HARDY | TISDALE | SHARED LANE/ BIKE LANE | Remove on-street parking and stripe bicycle lane; section between Tisdale & Lamar would have 3.5' bicycle lanes | \$105,000 - \$130,000 | |
| 4 | 27.01- 27.02 | MANCHACA RD | LAMAR | BEN WHITE | WIDE CURB / BIKE LANE | Low estimate is for road diet and stripe for bicycle lanes; high end is for parallel off-street facility | \$150,000 - \$800,000 | |
| 5 | 31.01- 31.05 | Shoal Creek | FOSTER | 38TH ST W | Shared Use Parking Area | As directed by City Council* | | |
| 6 | 33.02- 33.06, 347.18, 47.31- 47.32 | guadalupe St | 51ST ST | 24TH ST | BIKE LANE | Stripe bike lane in both directions; some areas require parking removal, while some can accommodate parking; Some areas will require road widening. | \$908,000 - \$1,972,000 | |
| 7 | 36.15- 36.18 | E 38TH HALF ST / ANCHOR | RED RIVER | MANOR | BIKE LANE | Stripe bike lane and signage | \$101,000 - \$155,000 | |
| 8 | 39.22- 39.24 | AIRPORT BLVD | MLK | SPRINGDALE | BIKE LANE | Off-street facility due to high traffic volumes | \$300,000 - \$900,000 | |
| 9 | 42.15- 42.17 | MANOR RD | AIRPORT | EM FRANKLIN | BIKE LANE | Road diet with striping for a bike lane and signage | \$40,000 - \$90,000 | |
| 10 | 43.30- 43.35 | lamar blvd S | BARTON SPRINGS | BEN WHITE BLVD | BIKE LANE | Lane diet and stripe bicycle lane and signage | \$1,000,000 - \$1,250,000 | |

Chapter 2: Bicycle System

| Map No. | Route- Segment # | Street | Segment From | Segment To | Recom- mended Facility | Solution | Projected Cost Range |
|------------|------------------------|--|-------------------|--------------------|--|---|----------------------------|
| 11 | 47.22, 47.24 | GEORGIAN / NORTHCREST | ELLIOT | PRINCE | BIKE LANE | Road diet to accommodate bike lane; see Table 2.7, No. 19 for recommendation for intersection at US 183 | \$37,000 - \$47,000 |
| 12 | 47.33, 300.01 | 46TH ST | SPEEDWAY | GUADALUPE | SHARED LANE / WIDE CURB / BICYCLE BLVD | Low end for wide curb, improved signage; high estimate for bicycle boulevard | \$20,000 - \$60,000 |
| 13 | 51.18- 51.23 | RED RIVER ST / DAVIS ST / RAINEY ST / CUMMINGS ST / EAST AVE | e cesar Chavez | IH 35 | SHARED LANE / BIKE LANE | Stripe bicycle lane and install traffic calming and signage; portion of route requires widening for bicycle lane | \$222,000 - \$425,000 |
| 14 | 55.03- 55.04 | CHICON ST | MLK | ROSEWOOD | BIKE LANE | Stripe bike lane and signage | \$85,000 - \$115,000 |
| 15 | 59.28 | PARKER LN | GLENN SPRINGS | WOODWARD | BIKE LANE | Stripe bike lane and signage | \$55,000 - \$75,000 |
| 16 | 60.05- 60.07 | RIVERSIDE DR | S. 1ST | IH 35 | BIKE LANE | Widen road to accommodate bike lane or design off-street facility | \$250,000 - \$600,000 |
| 17 | 62.01- 62.02 | s lakeshore blvd | RIVERSIDE | PLEASANT VALLEY | BIKE LANE | Stripe 5 ft. bike lane and signage | \$55,000 - \$80,000 |
| 18 | 64.22- 64.24 | BARTON SPRINGS RD | BOULDIN | CONGRESS | BIKE LANE | From Bouldin to Riverside Dr., lane diet and stripe bicycle lane; between Riverside and Congress, remove parking and stripe bicycle lane | \$115,000 - \$125,000 |
| 19 | 76.01 | w stassney Ln | WESTGATE | MANCHACA | BIKE LANE | Lane diet, add bike lanes and signage in both directions | \$125,000 - \$300,000 |
| 20 | 150.03- 150.05 | BOLM RD | SPRINGDALE RD | US 183 | BIKE LANE | Stripe bicycle lane and signage | \$130,000 - \$160,000 |
| | | | | | | Total | \$7,748,000 - \$12,364,000 |

This is a preliminary estimate of probable construction costs, and was prepared prior to actual design. Actual design may require additional or different improvements that may change the estimated cost shown. This estimate is intended only to provide an order of magnitude cost for projection of potential future funding requirements. All such estimates should be reviewed and updated periodically to reflect the most current cost information. Costs are based on 2008 unit prices, and do not include inflation.

Recommendations in Table 2.8 will be implemented only after further technical and feasibility analysis is completed by all City departments and other governmental agencies to determine the potential impact to transportation and public safety response as a whole. If it is determined that a specific bicycle facility is infeasible due to its impact on transportation and public safety response as a whole, an alternate route or facility should be pursued and shall follow amendment process if criteria for amendment is met.

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KEY CITY OF AUSTIN GAP IMPROVEMENTS







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Bicycle Network Infrastructure Recommendation 3: Develop "super-routes" throughout the city.

Develop a series of "super routes" that are intended to serve as attractors to less experienced bicyclists. These routes are intended to provide superior (real and perceived) comfort and sense of safety for the bicyclist as well as provide the most direct route to major destinations. Super routes will link sectors of the city together, provide routes to downtown and to the University of Texas, and provide stronger connectivity to Austin's rail and transit systems. The total estimated cost to construct the entire super route network is approximately \$22 to \$36 million.

Listed here are the key super routes to be focused on in the next 10 years. These routes should be offstreet and/or separated or protected from motor vehicle traffic, as much as possible. In some cases, the shared use of the roadway is sufficient, such as roads with low traffic volumes and speeds and are super routes identified as an alternative to parallel arterials. Some of these routes may be required to be constructed in park land and should be conceived and developed in concert with the Parks and Recreation Department (see City of Austin City Council Resolution 20080424-064).

The first phase includes implementing the "spine" super routes that provide the most direct connectivity from each of the sectors into the central core area.¹ Subsequent phases of the super route network includes construction of those routes that connect to the primary sector spines.

Total Estimated Cost: \$4,884,500 to \$9,635,000

Benchmark: Complete the initial phase of "super route" improvements within five years from adoption of the plan, or by the beginning of 2020. Complete the remaining second phase improvements by the year 2030.

| Table 2.9 Key Super Route Improvements | | | | | | | | | |
|--|----------------------------|--------------|------------------------------|--|-----------------------|--|--|--|--|
| Route- Segment # | Street | Segment From | Segment To | Recommended Facility | Projected Cost Range | | | | |
| Lance Arm | Lance Armstrong Bikeway | | | | | | | | |
| 54.07- 54.08 | W 3RD ST | NUECES | TRINITY ST | BIKE LANE | \$55,000 - \$85,000 | | | | |
| 54.09 | E 4TH ST | TRINITY | IH 35 | PROTECTED BICYCLE LANE | \$100,000 - \$125,000 | | | | |
| 54.11- 54.13 | E 4TH ST | IH 35 | COMAL ST | PROTECTED BIKE LANE / BIKE BOULEVARD | \$100,000 - \$125,000 | | | | |
| 54.20- 54.21 | E 5TH ST | TILLERY | SHADY LN | BIKE BOULEVARD | \$85,000 - \$120,000 | | | | |
| 954.02 | LANCE ARMSTRONG BIKEWAY | LAMAR | CONNECTOR TO CESAR CHAVEZ | MULTI-USE PATH | \$65,000 - \$90,000 | | | | |
| 954.22 | LANCE ARMSTRONG BIKEWAY | Shady | BASTROP HWY | MULTI-USE PATH | \$175,000 - \$315,000 | | | | |
| Downtown & UT Super Routes | | | | | | | | | |
| 48.18- 48.20 | E 12TH ST | TRINITY ST | BRANCH ST | BIKE LANE | \$105,000 - \$190,000 | | | | |
| 48.27 | E 12TH ST | SPRINGDALE | WEBBERVILLE | BIKE LANE | \$15,500 - \$30,000 | | | | |

1 Bounded by Highway 71 to the south, MoPac and US 183 to the east and west, and to US 183/290 to the north.

Chapter 2: Bicycle System

| Table 2.9 Key Super Route Improvements | | | | | | | | |
|--|-------------------------------|------------------|------------------|-------------------------|-------------------------|--|--|--|
| Route- Segment # | Street | Segment From | Segment To | Recommended Facility | Projected Cost Range | | | |
| 49.09- 49.10 | SAN JACINTO BLVD | DEAN KEETON ST E | MLK BLVD E | BIKE LANE | \$76,000 - \$115,000 | | | |
| 49.18 | TRINITY ST | SAN JACINTO | MLK BLVD E | BIKE LANE | \$10,000 - \$25,000 | | | |
| 49.26- 49.28 | TRINITY ST | 5th STREET E | CESAR CHAVEZ E | BIKE LANE | \$52,000 - \$105,000 | | | |
| 31.09- 31.12 | RIO GRANDE ST | 29TH ST W | MLK BLVD W | BIKE BOULEVARD | \$125,000 - \$150,000 | | | |
| 31.14- 31.16 | NUECES ST | GUADALUPE ST | MLK BLVD W | BIKE BOULEVARD | \$125,000 - \$150,000 | | | |
| 31.18; 31.20- 31.24 | NUECES ST | MLK BLVD W | 3rd st w | BIKE BOULEVARD | \$230,000 - \$280,000 | | | |
| 40.08 | 29TH ST W | rio grande st | EAST DR | BIKE BOULEVARD | \$55,000 - \$75,000 | | | |
| 40.09 | EAST DR | 29TH ST W | 30th st w | BIKE BOULEVARD | \$30,000 - \$50,000 | | | |
| 40.11- 40.12 | 30TH ST | EAST DR | SPEEDWAY | BIKE BOULEVARD | \$60,000 - \$90,000 | | | |
| 47.33 | 46TH ST W | GUADALUPE | SPEEDWAY | BIKE BOULEVARD | \$60,000 - \$90,000 | | | |
| 47.34- 47.37 | SPEEDWAY | 46TH ST W | 31ST ST E | BIKE BOULEVARD | \$150,000 - \$180,000 | | | |
| 47.38 | 31ST ST E | SPEEDWAY | WALLING | BIKE BOULEVARD | \$30,000 - \$50,000 | | | |
| 47.39- 47.41 | SPEEDWAY | 31ST | dean keeton st e | BIKE BOULEVARD | \$35,000 - \$55,000 | | | |
| Northeast , | Austin and Mueller Supe | er Routes | | | | | | |
| 57.17 | BERKMAN DR | CORONADO HILLS | 51ST ST E | BIKE LANE | \$120,000 - \$165,000 | | | |
| 57.18 | BERKMAN DR | 51ST ST E | MANOR RD | BIKE LANE | \$75,000 - \$100,000 | | | |
| 57.19 | PERSHING DR | MANOR RD | EM FRANKLIN | BIKE LANE | \$15,000 - \$35,000 | | | |
| 57.20- 57.21 | E M FRANKLIN AVE | PERSHING | 12TH ST E | BIKE LANE | \$55,000 - \$90,000 | | | |
| 59.20- 59.22 | PLEASANT VALLEY RD | 7TH ST E | LAKESHORE | BIKE LANE | \$162,000 - \$235,000 | | | |
| 61.02 | S PLEASANT VALLEY RD | RIVERSIDE | WILLOW HILL | BIKE LANE | \$40,000 - \$60,000 | | | |
| 61.04 | S PLEASANT VALLEY RD | OLTORF | END OF ROAD | BIKE LANE | \$45,000 - \$65,000 | | | |
| 63.10* | SPRINGDALE RD | CAMERON RD | US 183 | BIKE LANE | \$225,000 - \$315,000 | | | |
| 63.11- 63.12 | MANOR RD/ SPRINGDALE | US 183 | MLK BLVD E | BIKE LANE | \$195,000 - \$2,750,000 | | | |
| 63.16 | SPRINGDALE RD | 7TH ST E | 5TH ST E | BIKE LANE | \$7,000 - \$20,000 | | | |
| Southwest | Southwest Austin Super Routes | | | | | | | |
| 31.29 | S 5TH ST | ANNIE | MARY | WIDE CURB | \$5,000 - \$10,000 | | | |
| 64.23 | BARTON SPRINGS RD | LAMAR | BOULDIN | BIKE LANE | \$35,000 - \$55,000 | | | |

| Table 2.9 Key Super Route Improvements | | | | | | | | |
|---|-------------------|-------------------|------------|-------------------------|---------------------------|--|--|--|
| Route- Segment # | Street | Segment From | Segment To | Recommended Facility | Projected Cost Range | | | |
| 131.15- 131.16 | DAWSON/S 5TH ST. | BARTON SPRINGS RD | ANNIE | BIKE LANE | \$57,000 - \$80,000 | | | |
| 154.01- 154.05 | E 5TH ST | COMAL ST | TILLERY ST | BIKE LANE | \$110,000 - \$160,000 | | | |
| Northwest Austin Super Routes | | | | | | | | |
| 907.01 | Shoal Creek trail | 40TH ST W | 3RD ST W | MULTI-USE PATH | \$2,000,000 - \$3,000,000 | | | |
| | | | | Total Projected Cost: | \$4,884,500 - \$9,635,000 | | | |
| This is a preliminary estimate of probable construction costs, and was prepared prior to actual design. Actual design may require | | | | | | | | |

This is a preliminary estimate of probable construction costs, and was prepared prior to actual design. Actual design may require additional or different improvements that may change the estimated cost shown. This estimate is intended only to provide an order of magnitude cost for projection of potential future funding requirements. All such estimates should be reviewed and updated periodically to reflect the most current cost information. Costs are based on 2008 unit prices, and do not include inflation.

Recommendations in Table 2.9 will be implemented only after further technical and feasibility analysis is completed by all City departments and other governmental agencies to determine the potential impact to transportation and public safety response as a whole. If it is determined that a specific bicycle facility is infeasible due to its impact on transportation and public safety response as a whole, an alternate route or facility should be pursued and shall follow amendment process if criteria for amendment is met.



SUPER ROUTES: CITYWIDE











City of Austin 107 2009 Bicycle Plan Update

HALFF





A

SUPER ROUTES: SECTOR A4



City of Austin 109 2009 Bicycle Plan Update









SUPER ROUTES: SECTOR B3









Super Route Downtown (DT) Austin City Limits Outside Austin City Limit // Capital Metro Park & Ride (P&R) & Rail Stations 0.5



SUPER ROUTES: SECTOR C2







SUPER ROUTES: SECTOR C4







SUPER ROUTES: SECTOR D2





























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Recommended Bicycle Network Facilities

The maps on the following pages show recommended facility changes for the bicycle network. For more detail, refer to Appendix D: Bicycle Network Recommendations. The diagram below illustrates the sectors of the City of Austin and surrounding jurisdictions.

SECTOR MAP


RECOMMENDED BICYCLE NETWORK: SECTOR A1







City of Austin (130) 2009 Bicycle Plan Update

RECOMMENDED BICYCLE NETWORK: SECTOR A3







City of Austin 132 2009 Bicycle Plan Update

RECOMMENDED BICYCLE NETWORK: SECTOR B1





RECOMMENDED BICYCLE NETWORK: SECTOR B2



City of Austin 134 2009 Bicycle Plan Update

RECOMMENDED BICYCLE NETWORK: SECTOR B3



City of Austin 135 2009 Bicycle Plan Update





City of Austin (136) 2009 Bicycle Plan Update

RECOMMENDED BICYCLE NETWORK: SECTOR C1





RECOMMENDED BICYCLE NETWORK: SECTOR C3





RECOMMENDED BICYCLE NETWORK: SECTOR C4



RECOMMENDED BICYCLE NETWORK: SECTOR D1



City of Austin 141 2009 Bicycle Plan Update





City of Austin 142 2009 Bicycle Plan Update

RECOMMENDED BICYCLE NETWORK: SECTOR D3







RECOMMENDED BICYCLE NETWORK: SECTOR E1









RECOMMENDED BICYCLE NETWORK: SECTOR E3





RECOMMENDED BICYCLE NETWORK: SECTOR DT



City of Austin (149) 2009 Bicycle Plan Update



Chapter 2 :: Bicycle System

Recommended Multi-Use Path Bicycle Network Facilities

The maps on the following pages shows the recommended multi-use path network. This network includes approximately 90 miles of urban trails. An additional 150 miles of greenways, as identified in the *Parks and Recreation Land and Facilities Plan*, could also incorporate trails that supplement the bicycle network. While shown in maps and tables in the Bicycle Plan Update, those corridors are in early stages of planning and their feasibility for use as potential bicycle corridors has not been confirmed. For more detail, refer to Appendix D: Bicycle Network Recommendations and Appendix J: Trail Master Plan Map.

MULTI-USE PATH NETWORK: CITYWIDE



RECOMMENDED MULTI-USE PATH NETWORK: SECTOR A1





RECOMMENDED MULTI-USE PATH NETWORK: SECTOR A2



City of Austin (152) 2009 Bicycle Plan Update

RECOMMENDED MULTI-USE PATH NETWORK: SECTOR A3 SHY CREEK A APITAL METRO RAIL-TRAIL •••• Existing Multi-Use Path **Alignment of proposed multi-use paths are general and for illustrative purposes only. Actual alignments to be determined in design phase of trail planning. A3 Proposed Multi-Use Path** Potential Multi-Use Path Alignment Area** Downtown (DT) Austin City Limits

Outside Austin City Limit

& Rail Stations

Trails

0.5





RECOMMENDED MULTI-USE PATH NETWORK: SECTOR B1













RECOMMENDED MULTI-USE PATH NETWORK: SECTOR C1





City of Austin 160 2009 Bicycle Plan Update





City of Austin 161 2009 Bicycle Plan Update





RECOMMENDED MULTI-USE PATH NETWORK: SECTOR D1



City of Austin 163 2009 Bicycle Plan Update





Austin City Limits

0.5
RECOMMENDED MULTI-USE PATH NETWORK: SECTOR D3





RECOMMENDED MULTI-USE PATH NETWORK: SECTOR D4



RECOMMENDED MULTI-USE PATH NETWORK: SECTOR E1





RECOMMENDED MULTI-USE PATH NETWORK: SECTOR E3





RECOMMENDED MULTI-USE PATH NETWORK: SECTOR DT





Resolve parking in bicycle lanes.

Benchmark

Resolve parking in all bicycle lanes by 2020.

Objective 1.1 PARKING AND BICYCLE LANES

A roadway's primary function is to move people and goods, not to store stationary vehicles. While on-street parking is a useful component in traffic calming, it can be dangerous to bicyclists. On-street automobile parking on top of bicycle lanes creates a dangerous condition because the parked cars essentially prevent the use of the lane. Parking should not be permitted in bicycle lanes.

On-street parking in (on top of) bike lanes is incompatible. The Bicycle Program Manager will evaluate existing and proposed bike lanes, to determine, with stakeholder input, which use has greatest priority. To the extent possible, the evaluation of parking in bicycle lanes should be considered on a corridor basis and not block-by-block.

Currently 54 miles of bicycle lanes have unrestricted motor-vehicle parking in them, or approximate 35% of total existing bicycle lanes. In 2008, the City of Austin Bicycle Program established auidelines to address removing parking from within bicycle lanes. This document, On-Street Parking Modification Guidelines, discusses research, the evaluation of and process for modifying on-street parking, and several possible solutions (see Figure 2.1), including but not limited to:

Back-In/Reverse Angle Parking



Source: San Francisco Bicycle Plan, Appendix A: Bikeway Design Guidelines, 2005, p. 25.

- 1. Parking removal on one side, with bicycle lanes
- 2. Parking removal on both sides
- 3. Time restricted parking
- 4. Parking both sides, no bicycle lanes (may require bicycle plan amendment)

The On-Street Parking Modification Guidelines are kept within the City of Austin Bicycle Program.

Bicycle Lanes And Diagonal Parking

Vehicular movement in and out of diagonal parking presents a danger to bicyclists. Therefore, bicycle lanes are not advisable where angled parking is present. Where diagonal parking is absolutely necessary, back-in (reverse angle) parking should be used. This requires motorists to pull in front of a parking space and reverse into it, as is done with parallel parking. This requires motorists to look behind them before crossing the bicycle lane. It also improves the motorists' visibility of oncoming bicycle and motor traffic when exiting the parking space.



Benchmarks

• Resolve parking in all bicycle lanes by 2020.

Objective 1.1 Action Item

1.1.1 The Bicycle Program Manager will work on a case-by-case basis with residents, neighborhood associations, and the bicycle community to determine local needs for parking and bicycle lanes. The Bicycle Program Manager will work to accommodate both the local needs and the needs of area bicyclists.

Bicycle facilities that currently allow parking in the bicycle lane are shown on the following page. Any street that does not appear on this list does not exclude any bicycle lane with unrestricted parking from the need to have the problem resolved.





Source: City of Austin. On-street parking modification guidelines







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| Table 2.10 Unrestricted Parking in Bicycle Lanes | | | | |
|--|------------------|-------------------|-----------------|-------------|
| Route # | Street Name | Segment From | Segment To | Length (ft) |
| 5.04 | BECKETT RD | CONVICT HILL | KIVA | 1,791 |
| 5.05 | BECKETT RD | KIVA | NEW HORIZONS | 2,004 |
| 6.01 | FLORAL PARK DR | MISTING FALLS | JOLLYVILLE | 1,004 |
| 6.04 | Santa Cruz Dr | DUVAL | BALCONES WOODS | 3,614 |
| 10.01 | FLORAL PARK DR | RAIN CREEK | MISTING FALLS | 4,716 |
| 11.01 | BARTON HILLS DR | ROBERT E LEE | BARTON SKYWAY | 6,317 |
| 11.02 | BARTON SKWY | BARTON HILLS | RAEDELL | 2,453 |
| 11.03 | BARTON SKWY | RAEDELL | LAMAR | 1,258 |
| 11.08 | BARTON HILLS DR | FARNSWOOD CIR | BARTON SKYWAY | 1,557 |
| 16.03 | STECK AVE | MESA | BENT TREE | 4,209 |
| 16.10 | OHLEN RD | BOWLING GREEN | SPEARMAN | 2,623 |
| 18.01 | LOST HORIZON DR | RAINCREEK PKWY | RAINCREEK PKWY | 5,916 |
| 18.02 | BLUEGRASS DR | LOST HORIZON | BLUFFSTONE | 5,712 |
| 18.03 | BLUEGRASS DR | LOST HORIZON | BLUFFSTONE | 1,166 |
| 18.22 | NORTHEAST DR | WILLIAMETTE DR | BETTY COOK | 1,723 |
| 19.13 | LAKE AUSTIN BLVD | ENFIELD | REDBUD TRAIL | 1,679 |
| 20.03 | FOSTER LN | GREAT NORTHERN | SHOAL CREEK | 1,027 |
| 21.15 | ARBORETUM BLVD | GREAT HILLS | LOOP 360 | 5,166 |
| 22.01 | JESTER BLVD | BRICKLEBUSH CV | ARTERIAL 8 | 3,198 |
| 22.02 | JESTER BLVD | HALBERT | BRICKLEBUSH | 5,345 |
| 22.13 | FAR WEST BLVD | MESA | CHIMNEY CORNERS | 1,983 |
| 22.14 | FAR WEST BLVD | CHIMNEY CORNERS | HART | 3,173 |
| 22.20 | JUSTIN LN | BURNET | WOODROW | 3,933 |
| 22.21 | JUSTIN LN | WOODROW | GROVER | 975 |
| 23.18 | MESA DR | DOMINION | GREENMOUNTAIN | 1,537 |
| 23.19 | MESA DR | JOLLYVILLE | DOMINION | 345 |
| 23.20 | MESA DR | HYRIDGE | STECK | 2,632 |
| 23.22 | MESA DR | SPICEWOOD SPRINGS | FAR WEST | 5,312 |
| 23.23 | MESA DR | FAR WEST | SIERRA | 2,161 |
| 23.24 | SIERRA DR | MESA | HIGHLAND | 2,588 |
| 23.35 | PECOS ST | 35TH | GREENLEE | 4,147 |
| 23.36 | PECOS ST | GREENLEE | WINDSOR | 1,536 |
| 25.11 | ROBERT E LEE RD | BARTON HILLS | MELRIDGE PLACE | 1,269 |
| 25.12 | MELRIDGE PL | ROBERT E LEE | BLUE BONNET | 883 |
| 25.13 | BLUEBONNET LN | MELRIDGE / ASHBY | RUNDELL | 1,413 |
| 25.14 | BLUEBONNET LN | HETHER | LAMAR | 2,386 |
| 26.06 | NORTHEAST DR | BRADLEY | WILLAMETTE | 529 |
| 28.15 | ROGGE LN | BERKMAN | MANOR | 5,237 |
| 28.16 | ROGGE LN | MANOR | REICHER | 1,368 |





| Table 2.10 Unrestricted Parking in Bicycle Lanes | | | | |
|--|-------------------|----------------|----------------|-------------|
| Route # | Street Name | Segment From | Segment To | Length (ft) |
| 28.17 | ROGGE LN | REICHER | Springdale | 267 |
| 31.02 | SHOAL CREEK BLVD | FOSTER | HANCOCK | 13,671 |
| 31.03 | SHOAL CREEK BLVD | HANCOCK | 40TH ST W | 5,676 |
| 31.04 | SHOAL CREEK BLVD | 40TH ST W | 39TH HALF ST W | 371 |
| 31.09 | RIO GRANDE ST | 29TH | 28TH | 182 |
| 31.10 | RIO GRANDE ST | 28TH | 26TH | 1,735 |
| 31.11 | RIO GRANDE ST | 26TH | 24TH | 997 |
| 31.12 | RIO GRANDE ST | MLK | 24TH | 1,924 |
| 31.14 | NUECES ST | GUADALUPE | 26TH | 1,501 |
| 31.15 | NUECES ST | 26TH | 24TH | 994 |
| 31.16 | NUECES ST | 24TH | MLK | 1,988 |
| 31.50 | VINSON DR | ABERDEEN | CARDIFF | 316 |
| 31.51 | EMERALD FOREST DR | CARDIFF | STASSNEY | 3,238 |
| 31.52 | EMERALD FOREST DR | STASSNEY | SPEER | 3,133 |
| 33.07 | GUADALUPE ST | 24TH | 21ST | 1,431 |
| 33.08 | GUADALUPE ST | 21ST | MLK | 727 |
| 39.10 | WOODROW AVE | W ANDERSON LN | DUKE AVE | 382 |
| 39.11 | WOODROW AVE | DUKE AVE | MORROW ST | 1,482 |
| 40.07 | W 29TH ST | JEFFERSON | WOOLDRIDGE | 1,693 |
| 40.09 | EAST DR | 29TH ST | 30TH ST | 658 |
| 40.10 | WEST DR | 29TH | 30TH | 443 |
| 40.11 | W 30TH ST | WEST | UNIVERSITY | 815 |
| 41.08 | WOODROW AVE | MORROW | JUSTIN | 2,804 |
| 41.09 | WOODROW AVE | JUSTIN | KOENIG | 3,897 |
| 47.12 | PARKFIELD DR | BITTERN HOLLOW | W BRAKER | 3,038 |
| 47.13 | PARKFIELD DR | W BRAKER | KRAMER | 1,413 |
| 47.14 | PARKFIELD DR | KRAMER | RUTLAND | 5,626 |
| 47.16 | PARKFIELD DR | W RUNDBERG | PAYTON GIN | 2,277 |
| 47.18 | PARKFIELD DR | PAYTON GIN | FAIRFIELD | 861 |
| 47.21 | GEORGIAN DR | W ELLIOT | E WONSLEY DR | 3,000 |
| 47.25 | NORTHCREST BLVD | PRINCE | CRESTLAND | 1,308 |
| 47.28 | GUADALUPE ST | e st john's | DENSON | 3,770 |
| 47.35 | SPEEDWAY | 45TH | 39TH | 2,810 |
| 47.39 | SPEEDWAY | 31ST | 30TH | 375 |
| 47.51 | S CONGRESS AVE | BARTON SPRINGS | ACADEMY | 1,858 |
| 48.14 | W 11TH ST | COLORADO | CONGRESS | 577 |
| 48.15 | E 11TH ST | CONGRESS | SAN JACINTO | 814 |
| 48.21 | E 12TH ST | SAN BERNARD | COMAL | 851 |
| 48.22 | E 12TH ST | CHICON | CHESTNUT | 1,258 |
| 48.23 | E 12TH ST | CHESTNUT | RAIL ROAD | 1,145 |





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| Table 2.10 Unrestricted Parking in Bicycle Lanes | | | | |
|--|------------------|------------------|----------------------------|-------------|
| Route # | Street Name | Segment From | Segment To | Length (ft) |
| 48.24 | E 12TH ST | RAIL ROAD | HARVEY | 2,312 |
| 48.25 | E 12TH ST | HARVEY | OAK GROVE | 214 |
| 48.26 | E 12TH ST | RIDGE | Springdale | 3,735 |
| 49.03 | duval st | 51ST | 45TH | 2,957 |
| 50.07 | W 11TH ST | LAVACA | COLORADO | 574 |
| 52.06 | LAKE AUSTIN BLVD | REDBUD TRAIL | EXPOSITION | 3,637 |
| 52.07 | LAKE AUSTIN BLVD | HEARN | LOOP 1 | 134 |
| 53.07 | WALLER ST | E. 4th STREET | HOLLY | 2,468 |
| 55.08 | CHICON ST | E 4TH | e cesar chavez | 1,056 |
| 55.09 | CHICON ST | e cesar chavez | HOLLY | 1,418 |
| 55.10 | CHICON ST | HOLLY | JESSE SEGOVIA | 1,044 |
| 57.17 | BERKMAN DR | CORONADO HILLS | 51ST | 10,662 |
| 61.06 | BURLESON RD | MISSION HILL | SH 71 | 417 |
| 64.07 | PINNACLE RD | SILVERHULL | PEREGRINE FALCON | 851 |
| 64.08 | PINNACLE RD | PEREGRINE FALCON | CEDAR CREEK ELEM SCHOOL | 1,874 |
| 68.02 | BLUEBONNET LN | RUNDELL | HETHER | 134 |
| 68.05 | w mary st | EVERGREEN | s 5th st | 1,192 |
| 68.06 | w mary st | S 5TH ST | BOULDIN | 484 |
| 68.07 | w mary st | BOULDIN | CONGRESS | 3,103 |
| 68.08 | e mary st | CONGRESS | BRACKENRIGE ST | 726 |
| 68.10 | E ANNIE ST | BRACKENRIDGE | EAST SIDE | 1,139 |
| 68.11 | WOODLAND AVE | EAST SIDE | TRAVIS HEIGHTS | 1,085 |
| 68.12 | WOODLAND AVE | TRAVIS HEIGHTS | IH 35 | 1,771 |
| 68.14 | WOODLAND AVE | PARKER | WILLOW CREEK | 2,061 |
| 68.15 | WILLOW CREEK DR | WOODLAND | ANKEN | 1,682 |
| 68.16 | WILLOW CREEK DR | ANKEN | E OLTORF | 684 |
| 70.04 | LIGHTSEY RD | S 1ST | s congress | 2,014 |
| 72.04 | BURLESON RD | E OLTORF | MISSION HILL | 5,609 |
| 78.01 | SPEER LN | EMERALD FOREST | COOPER | 1,216 |
| 78.02 | EBERHART LN | COOPER | S 1ST ST | 1,131 |
| 78.03 | EBERHART LN | S 1ST ST | s congress | 3,032 |
| 161.02 | TILLERY ST | OAK SPRINGS DR | GOODWIN | 1,508 |
| 161.03 | TILLERY ST | GOODWIN | GOVALLE | 1,405 |
| 161.04 | TILLERY ST | GOVALLE | CASTRO | 1,822 |
| 161.05 | TILLERY ST | CASTRO | GARWOOD ST | 619 |
| 161.06 | TILLERY ST | GARWOOD ST | E 5TH ST | 1,762 |
| 168.06 | e live oak st | EAST SIDE | SCHRIBER ST | 2,117 |
| 321.04 | HART LN | FAR WEST BLVD | NORTHWEST HILLS | 877 |
| 322.04 | JUSTIN LN | GROVER | LAMAR | 1,618 |





| Table 2.10 Unrestricted Parking in Bicycle Lanes | | | | |
|--|-------------------|-------------------------------|----------------|-------------|
| Route # | Street Name | Segment From | Segment To | Length (ft) |
| 323.08 | MESA DR | SIERRA DR | DRY CREEK | 3,521 |
| 323.09 | MESA DR | DRY CREEK | CROSS VALLEY | 381 |
| 326.06 | WELLINGTON DR | GASTON PLACE | ROGGE | 2,379 |
| 331.04 | EMERALD FOREST DR | SPEER | WILLIAM CANNON | 1,599 |
| 338.01 | Shoal Creek BLVD | W 34TH ST | W 31ST ST | 706 |
| 338.02 | W 31ST ST | SHOAL CREEK | N LAMAR | 1,394 |
| 339.04 | SPICEWOOD PKWY | TALLEYRAN | TOPRIDGE | 2,198 |
| 339.05 | TOPRIDGE DR | SPICEWOOD PKWY | SCOTLAND WELL | 1,883 |
| 339.11 | SPICEWOOD PKWY | TALLEYRAN | VISTA VIEW | 1,412 |
| 347.17 | GEORGIAN DR | E RUNDBERG | W ELLIOT | 3,386 |
| 380.08 | BERKELEY AVE | BLURWOOD DR | WEST GATE BLVD | 385 |
| 380.09 | BERKELEY AVE | ALFORD | BLAIRWOOD | 1,178 |
| 380.10 | BERKELEY AVE | COCKBURN | ALFORD | 234 |
| 380.11 | BERKELEY AVE | SCHOOL ZONE W. OF MANCHACA | COCKBURN | 959 |
| 399.01 | ASHTON RIDGE | SPICEWOOD PKWY | SCOTLAND WELL | 1,965 |
| | | | Total Feet | 282,915 |
| | | | Total Miles | 54 |







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Provide adequate end-oftrip facilities to advance bicycle transportation.

Benchmarks

Provide 350 new shortterm bicycle parking spaces at existing developments by 2015.

Begin sale of bicycle parking racks at wholesale pricing through City of Austin Bicycle Rack Program by 2010.

Provide 5 long-term bicycle parking spaces at Austin-Bergstrom International Airport (ABIA) by 2015 and 5 additional long-term spaces at ABIA by 2020.

Install "Share the Road" signs on all streets which are gaps in the bicycle network by 2015.

Objective 1.2 **END-OF-TRIP FACILITIES**

The availability of end-of-trip facilities has the power to influence an individual's decision of whether or not to commute by bicycle. A review of best practices indicates that among other things, lack of facilities including bicycle parking, showers, and locker rooms at work significantly deters bicycle commuting. While bikeways and bicycle lanes tend to be a stronger factor to bicycling, the end-of-use facilities are also a major requirement.

End-of-trip facilities include bicycle parking, showers, changing facilities, car-sharing, and repair services. These components of the bicycle system are important elements that improve the system and make bicycling easier and safer. City Code requirements should be reviewed and amended to facilitate the accommodation of bicycle end-use facilities.

Bicycle Parking

Bicycle parking is an integral part of comprehensive bicycle planning. It's not enough to develop and maintain a bicycle-friendly road system. People can't be expected to use their bicycles for transportation unless secure bicycle parking facilities exist at their destinations, not dissimilar to the motor vehicle system. This benefits not only current bicyclists, but can also encourage newcomers to use bicycles for transportation. Bicycle parking facilities can help reduce bicycle thefts, legitimize bicycle use, and often times provide protection from the elements.

Chapter 25-6 of the City Code describes off-street parking requirements for bicycles. Bicycle parking requirements are based on land use classification and the number of motor vehicle spaces required. (See § 25-6-476, § 25-6-477, and Appendix A of Chapter 25-6, Article 7.)

Bicycle parking design standards are a component of the Austin Transportation Criteria Manual. There are three types of bicycle parking facilities (Fletcher, 1993). The appropriate class of bicycle parking depends on the typical expected length of use. If the bicycle is to be parked all day or overnight, at a park-and-ride station or office complex

Austin Bicycle Rack Program

Originally funded in the early 1990's through an Intermodal Surface Transportation Efficiency Act (ISTEA) grant, the City of Austin created a Bicycle Rack Program whereby Class III bicycle racks were installed free of charge in the public right of way and given to private businesses and public agencies for installation and use. The program serves to retro-install bicycle parking serving businesses and buildings built prior to the City Code bicycle parking requirement. To date approximately 4,000 bicycle racks have been installed throughout the City of Austin.

The Bicycle Rack Program will continue in 2008-2009. For 2010 and beyond it is recommended that the Bicycle Rack Program shift to a wholesale program, whereby the City Bicycle Program will purchase bicycle racks and make them available for sale and convenient pick up to the public.



for example, security and protection from the weather are the main concerns; class I or II racks are preferred for these applications, and class III may be used in certain circumstances (such as in a covered and secure area). If the bicycle is to be parked briefly at a grocery store for example, high security is secondary to convenience and a class III rack is adequate.

Class I, the highest security type of parking, is a completely enclosed parking space which protects the bicycle from inclement weather and is designed so an unauthorized person cannot remove a bicycle from it. Examples include bicycle lockers or locked storage rooms, bicycle check-in systems under control of an attendant, and bicycle storage facilities in a parking garage under constant personal or electronic surveillance.

Class II bicycle parking provides a medium level of security. Class II bicycle parking is a rack designed so that both wheels and the frame can be secured with only a user supplied padlock or U-lock without removing a wheel. These racks support the bicycle securely in a stable position and some models provide protection of the lock from vandalism or breakage.

Class III bicycle racks are standard, short term use, utility racks. A Class III rack provides the user with the ability to lock one wheel and the frame to the rack. Racks designed to secure only one wheel are not permitted (City of Austin, Transportation Criteria Manual, Section 9.2.0, #11).

Long term parking is meant to accommodate cyclists who are expected to park for longer than two hours, such as employees,

students, residents, and commuters. Long term parking is typically located at schools, high density residential areas, employment centers, airports, and transit hubs.

Safety from theft and vandalism, protection from the elements and accessibility are key issues for long term

parking. A place to store accessories is also highly desired. Employers should consider providing showers and changing rooms in addition to secure parking.

The best type of parking facilities for long-term parking are either inside a building, office, guarded enclosure, or bicycle lockers. Bicycle lockers can be installed indoors or out. They are best provided on a userapplication or lease basis to ensure appropriate use. Bicycle rooms are

Bicycle Locker Practices

Bicycle lockers are desirable for users who would like to have a sheltered space that secures the entire bicycle for protection from the weather as well as theft. They are especially useful for all-day or multiple-day users.

Transit and airport centers are likely places for long-term bicycle storage. While many airports have bicycle parking, Oakland International Airport in Oakland, CA is the only airport in the U.S. with bicycle lockers. The New York State Metropolitan Transit Authority, TriMet in the Portland, OR region, Metro Area Transit Authority in the Washington, DC area, and Bay Area Rapid Transit in the San Francisco area, among other transportation authorities provide bicycle lockers at train and/or bus park and ride stations.

The cost of installing bicycle lockers is favorable compared to car parking spaces, but significantly more than installing bicycle racks. Therefore, it is important to place them in locations where they will be available to the highest number of users. Bicycle lockers at bus stations, park and ride and transit centers would serve daily commuters as well as persons traveling to the airport via the Airport Flyer.

Methods of Providing Long-Term Bicycle Parking

- Install in a covered, highly visible location
- Allow bicycles inside office buildings
- Provide bicycle storage room inside buildings



another solution, and can be created from any locked room. In locations without available indoor storage areas, or room for lockers, bicycle cages may be constructed by enclosing bicycle racks and aisle space with heavy grade chain-link fencing and controlling access by lock.

Short-term parking is meant to accommodate visitors who are expected to depart within two hours. Short-term parking is typically found at retail shops and public buildings (libraries, clinics, etc.). Visibility and accessibility are key issues.

Short-term parking racks should support the bicycle at two or more points above and on either side of the bicycles center of gravity. The best types of parking facilities for short-term storage are simple inverted-U racks. The inverted "U" rack is a single piece of heavy gauge steel bent to form a U. Pipe ends are either installed in a concrete base or have welded mounting flanges bolted directly to a solid, flat surface. Each of these racks holds two bicycles and are available commercially or easily

Bicycle Parking in Mixed Use Developments

The concept of mixed use developments is that uses are located in close proximity to and support one another, reducing the need to travel far (and by automobile) to accomplish everyday errands. Mixed use developments can refer to either vertical mixed use (mixed uses within a building), or horizontal mixed use (multiple uses are developed on a site). A popular development pattern among Smart Growth and anti-sprawl advocates, mixed-use developments allow people to live closer to their destinations, to not own a car, and to use an alternative mode of transportation more often. The City of Austin has pursued this development pattern through various development incentives and City Code amendments, such as Station Area Plans (Section 25-2-766), which promote dense and mixed use development around transit stations, and the Commercial Design Standards (Section 25-2, Subchapter E).

The environment of a mixed-use development presents an opportunity for transportation planners to plan for alternative modes, such as bicycling. With a higher propensity to use alternative modes of transportation comes the importance of implementation of supporting facilities to ensure their use. For this reason, extra attention to bicycle facilities, including the bicycle network as well as parking and other end-trip facilities is imperative to well designed mixed-use development.

As the City of Austin continues to amend its Land Development Code to encourage more mixed use development, bicycle planning should not be forgotten. Statute 25-6-476 of the Austin City Code addresses parking in mixed use developments, including bicycle parking. Current requirements state: "The director shall determine the type of bicycle spaces required for a mixed use development at the time that the director determines the bicycle parking requirement under this section." To support bicycling as an alternative mode of transportation in these developments, the needs of bicyclists should be considered a priority. The City Code and/or City processes should be amended to require the Bicycle Program approval of parking requirements made through City Code Section 25-6-476.



Ground-floor retail with apartments above in the 2nd Street District in downtown Austin.

Chapter 2 :: Bicycle System

manufactured by fence shops. Areas without space for racks can provide parking through rings holding a bicycle against a vertical wall. These rings should be attached at a height 20" above ground. Alternatively, bars may be bolted to a secure wall where conflicts with pedestrian traffic can be avoided.

Shower and Changing Facilities

Showers and changing rooms in employment centers are important for bicycle transportation. These facilities benefit not only commuting cyclists, but other fitness minded employees who can exercise during lunch hours. The combination of shower and bicycle parking facilities is usually less expensive than construction and maintenance of auto parking, and therefore should be considered during project planning.

There are very few publicly accessible (even for a fee) shower and changing facilities for bicyclists in the city. Gyms currently offer the most common and flexible option to bicyclists as they are located throughout the city. However, membership costs typically cover many more services than a bicyclists simply looking for a shower and place to change is willing to pay for. The City should consider communication with area gyms and other work-out types of facilities in an effort to create bicycle commuter memberships.

Several individual efforts have been made among public agencies and private developments to incorporate shower and changing facilities into developments to facilitate bicycling among their employees. The City of Austin has been active in incorporating showers and changing facilities for City employees, with nine of the City's buildings having shower and changing facilities. Additionally, incentives exist through City administered processes such as Green Building and the site development process. The City of Austin should develop incentive programs and requirements for shower and changing facilities in future new developments.

Car Share Programs and Bicycling

With the hassle and expense of owning a car today, car sharing has become a popular alternative to owning a car. The idea is that people can borrow a car for a certain amount of time to take care of the things they need a car to accomplish. Car sharing programs offer the convenience of having a car to use without the hassle of payments and maintenance supports not owning a car.

This concept is also beneficial to bicycle commuters as they can use a car to run an errand or go to a meeting in the middle of the day, even if they ride their bicycle to work. Even if a bicyclists owns a car, the choice of driving versus bicycling to work may depend on needing a car in the middle of the day. The ability of car sharing to give access to an automobile in the middle of the day could solve that dilemma.

Car sharing has taken off in dense cities that have policies to promote alternative modes of transportation to the automobile. Among the list of cities that have a car share program are Atlanta, Chicago, Minneapolis, New York, Portland, San Francisco, Seattle, and Washington, DC, among many others.

In late 2006, the City of Austin's first car share program began operating by a non-profit group. It currently has a fleet of five cars available at four locations in West Campus, Hyde Park, and downtown. In November 2008 Austin Car Share increased its fleet size and added two more locations, indicating popularity of car sharing in Austin.



Image source: Felipe Correa, Austin Car Share

Bikestations

Across the United States, particularly in the West Coast, Bikestations are emerging offering several services to commuters and bicyclists to support bicycling as a primary mode of transportation. While services differ at individual Bikestations, typical service include all or a combination of the following: long term bicycle parking, bicycle repair, shower facilities, and bicycle rentals. Bikestations are typically located near public transit and where demand for bicycle services is high, such as in high density areas or university campuses. When properly located, these stations offer convenience to bicyclists, making it easier to choose bicycling as a primary mode of transportation.

The Puget Sound Regional Commission has created site selection criteria for locating Bikestations in the Seattle area. Based on the selection criteria used for the King Street Station, site selection criteria could include:

| visibility | existing infrastructure | | |
|--|---|--|--|
| cost and feasibility of | long-term viability | | |
| construction | • timing | | |
| cost of obtaining | • safe and convenient for | | |
| approvals | bicycles | | |
| Source: Alta Transportation Consulting, et. al., 2002, p. 5. | | | |
| | | | |

An ideal location in Austin would be downtown. It is a employment destination and has an increasing residential population base that would support use of a Bikestation. Convenience to UT might also be a consideration in site selection. The last stop on Capital Metro's MetroRail is also located downtown, another component that would influence use of a downtown Bikestation.

Wayfinding: Signs and Markings

Finally, signage and pavement markings provide an important role in wayfinding along the route, as well as alerting motorists to the presence of bicyclists. Signage such as "Share the Road" help alert motorists of the presence of bicyclists and the laws preserving the integrity of bicycle facilities. Also, just as cars rely on notification of upcoming streets or exit ramps, so do bicyclists rely on being informed of routes.

The use of signage and pavement markings can be improved in the City of Austin. Signs and markings can play a role in alerting bicyclists and motorists to gaps in the system, as well as leading them to and through alternate routes. With proper care and utilization signs and marking can enhance the bicycle system by affording bicyclists the same information and preference as provided for vehicular traffic.

Opportunities for End-of-Trip Facilities

Since adoption of the 1996 Bicycle Plan, the City has been successful in requiring and providing parking at locations where it is needed, such as schools, commercial and multifamily developments, and

other activity centers. Through the City of Austin's Bicycle Parking Program, approximately 4,000 Class III bicycle racks have been installed throughout the city since 1996. This is in addition to racks installed by private developments by requiring bicycle parking in commercial developments.

The most recent effort to provide end-trip facilities in Austin is Lance Armstrong's Bicycle shop, Mellow Johnny's located in downtown Austin. The shop provides shower and changing facilities for a fee, as well as day parking (Class I).

However, there is a significant lack of long-term bicycle parking, such as bicycle lockers and sheltered bicycle parking. The City should create incentives to obtain more bicycle parking options, including long-term parking, in private developments.

As discussed earlier, secure parking and shower and changing facilities



Chapter 2 :: Bicycle System

have the potential to greatly influence bicycle use as a mode of transportation to work. Riders know they have a place to clean up and change at their destination, as well as a safe place to leave their bicycle. Requirements on and incentives to developments can help realize the construction of more of these end-of-trip facilities.

Objective 1.2 Benchmark

- Provide 350 new short-term bicycle parking at existing developments by 2015.
- Begin sale of bicycle parking racks at wholesale pricing through City of Austin Bicycle Rack Program in 2010.
- Provide five (5) long-term bicycle parking spaces at Austin Bergstrom International Airport by 2015 and five (5) additional long-term bicycle parking spaces by 2020.
- Install "Share the Road" signs on all streets which are gaps in the bicycle network by 2015.

Objective 1.2 Actions

- 1.2.1 Increase bicycle parking throughout city.
 - 1.2.1a Establish a methodology for determining bicycle parking demand.
 - 1.2.1b Where necessary, provide or increase short term bicycle parking at all City of Austin buildings, parks, and libraries.
 - 1.2.1c Provide or increase appropriate type of bicycle parking at all existing developments, employment centers, schools, parks and recreational areas, and government offices.
 - 1.2.1d Review, and if necessary, enhance requirements or incentives for bicycle parking in all private or public parking structures.
 - 1.2.1e Work with stakeholders to determine how bicycle parking can be improved in the downtown area and make improvements.
 - 1.2.1f Develop criteria for consistent interpretation of City Code section 25-6-477 related to the required location of bicycle parking.
- 1.2.2 Continue to provide racks through the Bicycle Rack Program until demand ceases.
- 1.2.3 Require that special events expecting over 1,000 attendees provide secure, affordable, and convenient bicycle parking.
- 1.2.4 Require shower and locker facilities in new office developments or



Locking Up in Style

The City of Portland gets creative with its bicycle parking by allowing installation of public art that doubles as a bicycle rack. Here, a bicycle rack that looks like a shelf of books is located outside of Powell's Books in downtown Portland, OR.



Bicycle Parking in Garages

The SSTF recommends that the City develop a requirement that all parking structures contain convenient and secure bicycle parking at a ratio of 1 bicycle space to 5 vehicle spaces.

Source: SSTF, 2007, pp. 15, recommendation number II.6.c





Detouring Bicycles

The SSTF identified the guidelines used by the City of Cambridge, MA as an example of how the City of Austin should consider accommodating bicyclists' needs during temporary construction.

Source: SSTF, 2007, pp. 13, recommendation number II.2.c

Bike Share Programs

Bike Share programs complement public transit, private vehicular transportation, and pedestrian activity by increasing access and mobility. Such programs shift from dependency on fossil fuels for transportation and towards more sustainable solutions. Bike sharing can also promote exercise without requiring significant lifestyle changes. Daily bike use is a refreshing alternative to the generally sedentary modern lifestyle.

Bike Share programs also sustain public access in an increasingly congested environment by bridging the gap between distances best served by vehicular and foot transportation. Bicycles provide on-demand transport that allows the user to reach locations not easily or efficiently accessible by other forms of transportation. In urban environments, bikes are often the best way to move around, especially if you are short on time and money.

(Source: Tech Bikes, 2004)

redevelopments.

- 1.2.5 Create further and/or improved incentives to encourage developers to provide showers, changing facilities, lockers, and bicycle parking above any existing or proposed minimum requirements.
- 1.2.6 Work with local gyms and similar types of facilities to provide shower and locker facilities to bicyclists, at a reduced charge.
- 1.2.7 Provide wayfinding guidance along bicycle network.
 - 1.2.7a Update and widely distribute the bicycle network map.
 - 1.2.7b Improve and expand upon a comprehensive citywide signing system to clearly indicate bicycle routes and multi-use paths.
 - 1.2.7c Install bicycle information boards and network maps in key locations in the central business district, activity centers, and at critical junctures in the bicycle network to provide detailed route information to bicyclists.
- 1.2.8 Establish standards for bicycle detours in the event of construction or street closures that impact bicycle facilities (see Appendix I).
- 1.2.9 Explore the use of various signs that are important to communicating with bicyclists and motorists.
 - 1.2.9a Where appropriate, supplement "Right Turn Only," "Dead End," or "Do Not Enter" signs with "Except Bicycles" to indicate that bicycle and pedestrian access is allowed and feasible.
 - 1.2.9b Create criteria for the use of the MUTCD W 11-1 and W 16-1 sign and supplemental plaque.
- 1.2.10 Establish incentives to encourage the development of additional Bikestations at key locations throughout the City of Austin.
 - 1.2.11a Review and possibly use the Puget Sound Regional Commission's Bicycle Demand Estimation Report & Methodology to identify a potential location for one or more Bikestations in Austin.
- 1.2.11 Create a citywide Bike Share Program (See Chapter 3, Objective 2.3.5).
- 1.2.12 Explore possibilities to work with parking garage operators to allow overnight automobile parking for multiple consecutive days.



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Chapter 2 :: Bicycle System

INTEGRATING BICYCLING AND TRANSIT TRANSPORTATION MODES

Bicycles can increase the effective service area of transit; similarly, transit can reduce travel times and energy requirements for riding bicycles longer distances. Among the barriers that deter bicyclists from bicycle commuting, one of the most common is distance, even among experienced bicyclists. Trip distance can be overcome by readily linking transit and cycling as a mode choice.

Multi-modal transportation is encouraged in federal and state policy to increase the efficiency of our transportation system. An excellent example of multi-modalism is the combined use of bicycles and transit. Transit services are highly sensitive to the distance between user's residences and the nearest transit stop. And, lower density developments have traditionally been considered poor candidates for transit services because of the increased distance to transit stops. Bicycles can effectively increase the service area for each stop. Commuters can cycle two to five miles from their homes to a bus or rail stop to finish their trip. This two to five mile radius of service around each transit stop is a considerable increase in area served compared to walking distances, which is usually estimated to be closer to oneguarter to one-half mile. There are additional benefits to be gained from joining bicycles with transit which each mode alone cannot provide: transit enables the bicyclist to take longer trips; transit enables the bicyclist to pass over or through topographical barriers; and bicyclists can increase transit ridership during surplus capacity periods such as weekends and midday (Doolittle, 1994, p. 1). Adequate bicycle parking should be provided at transit stops to encourage combined bicycle and transit trips.

Objective 1.3 Benchmarks

- Where safe, all (100%) Capital Metro buses, rail cars, and van pools will be able to accommodate three (3) bicycles by 2020.
- Include bicycle parking at 100% of locations meeting transit stop bicycle parking criteria to be developed by the City of Austin and Capital Metro.

Objective 1.3 Actions

1.3.1 Coordinate with Capital Metro to provide secure bicycle parking (including short and long-term parking and/or covered parking, lockers, covered attended rooms) at all major transit stations, existing and future park-and-ride lots, and rail stations as they are developed.

Objective 1.3

Coordinate with Capital Metro to coordinate the bicycle system with transit.

Benchmarks

Where safe, all (100%) Capital Metro buses, rail cars, and van pools will be able to accommodate three (3) bicycles by 2020.

Include bicycle parking at 100% of locations meeting transit stop bicycle parking criteria to be developed by the City of Austin and Capital Metro.



A bus rider loads a bicycle on a Capital Metro bus.

Source: Capital Metro, http://www. Capital Metro.org/riding/bikes.asp



Transit and Bicycles

The SSTF recommends that the City increase opportunities for multimodal transportation and coordinate existing and proposed bicycle facilities with mass transit. This could include establishing routes that connect to transit stations such as commuter rail stops and park and ride stations; ensuring parking at transit facilities; and accommodating bicycles on buses and other transit vehicles.

Source: SSTF, 2007, p. 15, recommendation number II.6

- 1.3.2 Coordinate with Capital Metro to establish criteria to identify transit stops needing bicycle parking.
- 1.3.3 Require the highest level of security bicycle parking (Type I such as bicycle lockers or security guard/locked rooms, etc.) or bicycle parking spaces at large scale public transportation facilities.
- 1.3.4 Coordinate with Capital Metro to coordinate bicycle transportation policies for public transportation.
 - 1.3.4a Continue to coordinate with officials and planners of Capital Metro to ensure that all buses, commuter rail, light rail, and streetcars are equipped with bicycle racks and/or accommodate bicycles.
 - 1.3.4b Require the highest level of security (Type I bicycle lockers or security guard or locked rooms) or bicycle parking spaces at large scale public transportation facilities.
- 1.3.5 Coordinate with Capital Metro to establish system for counting bicycles on transit ridership.
 - 1.3.5a Establish a system to quantify bicycle use on buses and rail.
 - 1.3.5b Coordinate with Capital Metro to identify ways to safely accommodate three bicycles on all or select Capital Metro buses, streetcars, and rail cars.
- 1.3.6 Coordinate with Capital Metro to install bicycle racks on the front of special circulation buses, such as, but not limited, to the "Dillo."
- 1.3.7 Coordinate with Capital Metro to implement "Rails with Trails" and any other appropriate bicycle/pedestrian facilities to improve bicycle access to transit stops and stations.
 - 1.3.7a Coordinate with Capital Metro on grant and other funding opportunities to implement Rails with Trails projects.
- 1.3.8 Publicize the bicycle-transit link through events, media, and other marketing methods.
- 1.3.9 Integrate bicycle planning in the planning, design, and operation of new and redeveloped transit stops and existing and future parkand-ride lots.
- 1.3.10 Coordinate with Capital Metro to integrate bicycle route information into transit route maps and signs.
 - 1.3.10a Integrate bicycle route information into Capital Metro transit route maps and signs.
 - 1.3.10b Integrate Capital Metro transit information into City of Austin bicycle route maps.
- 1.3.11 Assure the safety and efficiency of bicycles and bus transit coexistence.

1.3.11a Continue to coordinate with Capital Metro to educate



Capital Metro bus drivers about operating buses around bicycles.

1.3.11b Educate bicyclists about proper riding techniques around buses.

1.3.11c Consider transit/bicycle interaction in all roadway designs.

Spotlight on Capital Metro

Capital Metro is proud to be working with the City of Austin to incorporate transit into the City of Austin's Bicycle plan and agrees that strengthening the link between cycling and transit is great for the city and its residents.

Currently, Capital Metro provides comprehensive training to our bus operators on sharing the road safely with cyclists. Capital Metro's training program is the most widely recognized program in the nation. Innovative components to the training, such as bike-safety education, have resulted in multiple awards. Capital Metro's program is the national model according to the National Transit Institute and the American Public Transportation Association. Capital Metro will continue to improve upon our bike safety training element as future safety developments are made.

Capital Metro supports the installation of new bike lockers that are not fully enclosed, similar to the Bike Lid product currently being tested at the Pavilion Park & Ride. The bike lid was made possible through collaboration with the city's Bicycle Program, and we look forward to a continued productive partnership to improve transit connectivity and safety for cyclists.

Capital Metro recognizes that at times, bicycle capacity is limited on our bicycle racks. We've been studying the problem of increasing bike carrying capacity for a while, but a safe solution has not been found. We will continue to look for solutions and work with manufacturers to find a way to accommodate more bicycles without increasing the risk of accident or injury.



Objective 1.4 MAINTENANCE

Maintain bicycle network and facilities on a regular basis.

Benchmark

Include bicycle lane maintenance within the operating budget of the Transportation Department by FY 2009-2010, and continue on an ongoing basis.

Establish guidelines for maintenance of multiuse paths and bikeways that serve as bicycle commuter routes by 2015.

Add bicycle lane sweeping as a standard item in the litter abatement street sweeping program of the Solid Waste Services Department by 2015.



Improving Surface Conditions

Poor surface conditions can impede bicycle travel and create gaps and boundaries in the bicycle network. The SSTF recognizes this and recommends that roadway surface conditions are continually evaluated and improved as necessary.

Source: SSTF, 2007, p. 12, recommendation no. II.1.e

Maintenance of bicycle facilities is as important as implementing them. Proper maintenance of on-street riding surfaces is a key factor in bicycle safety (as it is in motor vehicle safety) and an important consideration in people's decision to ride a bicycle. Designing bikeways to reduce maintenance, giving attention to sweeping the sides of streets where bicyclists ride, and ensuring that riding surfaces are relatively smooth are all requisites in attracting more of the general public to bicycling.

Bicycles are more sensitive to irregularities and road debris than cars due to their smaller and lighter weight tires. Roadway features that cause minor discomfort to motorists, such as potholes and improper drain grates, can cause serious problems for cyclists. Also, traffic signals that detect automobiles but fail to respond to cyclists encourage and can require cyclists to ignore red lights.

Even some "normal" features of road design can cause an inconvenience or danger for cyclists. "Safety features" like large, closely spaced rumble strips designed to alert motorists leaving the roadway create barriers and hazards for cyclists. All operational applications to roadways which serve as bicycle routes should be reviewed for the best application assuming bicyclists will be on the roadway.

Bicyclists and other road users can file maintenance requests and complaints through the City's 3-1-1 system. Calls into the 3-1-1 system typically regard debris in bicycle lanes and parking in bicycle lanes. Depending on the issue, typically either the Public Works Department, Solid Waste Services Department, Watershed Protection and Development Review, or the Parks and Recreation Department will work to resolve the issue.

Maintenance of the bicycle network is typically done through regular roadway and park maintenance, depending on the facility. The primary roadway maintenance activities include road re-surfacing and street sweeping. Off-road facilities, such as multi-use paths, are maintained by the Parks and Recreation Department.

Roadway Maintenance Activities That Affect Bicycling

Some routine maintenance activities enhance bicycling, while other street maintenance activities may cause temporary discomfort for bicyclists. Maintenance personnel aware of these activities can take actions to preserve or enhance bicycling. This can often be done at a low cost.

Temporary construction along bikeways can create a big obstacle to





bicyclists when an excess of debris is in the roadway and bikeway. When streets are completely closed off, bicyclists are forced to find an alternative route. Barricades for construction often obstruct bicycle travel. Steel plates over excavations are very hazardous to cyclists. Roadway construction often reduces roadway space, increasing the difficulty for motorists and bicyclists to share the road. Roadway construction should include steps to prevent added risk to cyclists from debris and reduced roadway space. It is often assumed that any barrier or alternative route provided for motor vehicles is also adequate for bicyclists. This is not always the case. Simple improvements to temporary construction closures can ensure continued and safe bicycle use in the area. Additionally, the Texas Manual on Traffic Control Devices (TMUTCD) requires that bicycles be safely accommodated during temporary traffic control on bicycle routes.

Street sweeping and bicycle lane sweeping is another routine maintenance that is very beneficial to bicyclists when done correctly. Currently, bicycle lane sweeping is a component of street sweeping. However, sweeping of bicycle lanes should be integrated into the traditional street sweeping schedule as a stand alone item. Upon implementation of the Austin Bicycle Plan since 1998, sweeping bicycle lanes follows the traditional thoroughfare and residential street schedule. Ways to increase focus of street sweeping to allow more focus on bicycle lanes should be explored and implemented.

Another routine street maintenance activity that can be bothersome to bicyclists is preventive maintenance surface treatments. Preventive maintenance is the most cost-effective way for the City to assure long lasting streets. Asphalt gets more brittle over time with aging and oxidation, which allow the surface to crack more easily. Preventive maintenance surface treatments can reduce these effects by shielding and protecting the pavement surface and sealing cracks that would allow water to weaken the pavement structure.

The City of Austin's Public Works Department works to improve conditions for motorists and cyclists through a review of the sealcoat (chip seal) street maintenance list for each fiscal year. The City has been recognized nationally for the quality of its street maintenance overall. In order to build upon this reputation, the Street and Bridge Division of Public Works has agreed to implement new policy with regard to bicycle routes and the street maintenance program.

There are several methods for maintaining roads in Austin; determining which surface treatment will be implemented depends

Texas Manual for Traffic Control Devices: Temporary Traffic Control (TTC):

When the normal function of the roadway is suspended, TTC planning provides for continuity of the movement of motor vehicle, bicycle, and pedestrian traffic (including accessible passage); transit operations; and access (and accessibility) to property and utilities. TTC provides for the reasonably safe and efficient movement of road users through or around TTC zones while reasonably protecting workers, responders to traffic incidents, and equipment.

For example:

- If a designated bicycle route is closed because of the work being done, a signed alternate route should be provided. Bicyclists should not be directed onto the path used by pedestrians.
- Neither portable nor permanent sign supports should be located on sidewalks, bicycle facilities, or areas designated for pedestrian or bicycle traffic.
- Rumble strips should not be placed through pedestrian crossings or on bicycle routes.
- Where bicycle usage is high, typical applications should also be modified by giving attention to accessibility and detectability provisions in TTC zones.
- Bicyclists should not be exposed to unprotected excavations, open utility access, overhanging equipment, or other such conditions.

Procedures for establishing TTC zones vary with such conditions as road configuration, location of the work, work activity, duration of work, road user volumes, road vehicle mix (buses, trucks, cars, motorcycles, and bicycles), and road user speeds. Examples are presented in Chapter 6 of the Texas Manual for Traffic Control Devices showing how to apply principles and standards. Applying these guidelines to actual situations and adjusting to field conditions requires engineering judgment. In general, the procedures illustrated above represent minimum solutions for the situations depicted.

on the condition of the roadway, including the road's roughness, surface condition, and amount of cracking. Cracks can be sealed and the entire surface coated with slurry seal, microsurfacing or sealcoat; or the street can be overlaid with asphalt. Only pavements in good condition receive minor crack sealing alone (the least expensive strategy) or a thin surface treatment (a bit more expensive). Roads in worse condition will be candidates for an asphalt overlay to improve their structure, but at four times the cost of a sealcoat. Roads that are in good condition can be protected with materials (slurry seals and microsurfacing) made of small-sized aggregate or rocks. The use of medium-sized rock materials (sealcoat) is necessary for roads in worse condition. These roads require a sealcoat because it is far more effective for sealing cracks in deteriorated streets than either slurry or microsurfacing. The strong sealcoat rock can bridge over cracks more effectively. The appropriate use of a sealcoat delays the need for the very expensive total reconstruction of the street.

When placing a sealcoat, the first step is to spray an asphaltic emulsion (asphalt suspended in water). This layer is black and sticky and often still generally referred to as "oil" in the paving industry because asphalt is a petroleum-based product. A chip spreader follows immediately behind the applicator truck and dumps the rock chips on top. Following behind the chip spreader are a series of very heavy rubber tired rollers. They pack and set the rock into the oil. The sealcoat sets up when the water evaporates out of the emulsion leaving just the asphalt binder behind to hold the rock in place. The streets are vacuum-swept a few days later after motor vehicle traffic has locked more of the aggregate into the new road surface.

Unfortunately, even after being vacuum-swept a few days after the sealcoat, excess loose gravel may still be left on the roadway. Loose gravel can be bothersome to bicyclists and to motorists. Citizens are encouraged to call the City's non-emergency number, 3-1-1 if a street needs to be re-swept after a sealcoat. City staff should automatically conduct a follow up inspection and schedule re-sweeping after re-surfacing occurs.

Slurry seal is textured, skid resistant, flexible, waterproof, and has good cohesion, which allows it to be an economic and hard wearing surface. The process adds no structural strength to the pavement section, but does result in an extended service life – about seven years - depending on the volume of traffic. Slurry seal is a great preventive maintenance treatment for streets that are still in good condition with very little cracking. Microsurfacing has the same texture and finish as slurry, but is a little stronger, creates a more level surface, and is consequently more expensive. Microsurfacing is more stable and longer lasting under heavier traffic and is most often used on arterial and collector streets.

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Thin surface treatments are planned for summer and early fall. Warm, dry weather is required for this type of work to be successful. Fortunately, this work is relatively quick and the roadway is returned to normal traffic use within hours.

Public Works intends to reduce the number of bicycle routes which will receive the rougher sealcoat texture. The Bicycle Program will take the list of roads scheduled to receive a thin surface treatment and highlight the key bicycle routes. The Street and Bridge Pavement Management staff will then determine the condition of each of the key bicycle routes. Street and Bridge will then use slurry or microsurfacing on all key bicycle routes in fair or better condition. Only bicycle route streets with excessive cracking or those in "poor" condition will receive a standard sealcoat if nothing else is planned in the foreseeable future.

Public Works will be prioritizing asphalt overlays or reconstruction for the rehabilitation of streets in the poorest condition; however, there are hundreds of neighborhood streets in this category. A sealcoat is often used in this case to "buy time" by preserving whatever value is left in these old pavements. This means that some bicycle routes will still receive a sealcoat. There are still quite a few older streets that we cannot afford to overlay or reconstruct within current budgets. Unfortunately, not every street in the City can be accommodated for cyclist use at the same time, but City staff is working hard to balance the needs of all of street users against available resources.

Objective 1.4 Benchmarks

- Include bicycle facility maintenance within the operating budget of the appropriate Division of Public Works by FY 2009-2010.
- Establish guidelines for maintenance of multi-use paths and bikeways that serve as bicycle commuter routes by 2015.
- Add bicycle lane sweeping as a stand alone item within the Solid Waste Services street sweeping program by 2015.

Objective 1.4 Actions

- 1.4.1 Provide ongoing and regular maintenance for all bicycle facilities.
 - 1.4.1a Sweep all bicycle lanes regularly to remove glass and debris that endanger or inconvenience cyclists.
 - 1.4.1b Maintain all bicycle route signs and markings.
- 1.4.2 Train 311 call takers regarding bicycle related calls and ensure proper routing of calls.
- 1.4.3 Establish Bicycle Program performance measures that require tracking of 311 maintenance calls for assurance of responsiveness.



Poorly maintained bicycle lanes can be a danger to bicyclists.





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CHAPTER 3: **EDUCATION & PROMOTION**





CHAPTER 3 EDUCATION & PROMOTION



EDUCATION & PROMOTION GOAL:

To improve safety and increase bicycle ridership throughout Austin through promotion, education, and encouragement.



While a safe and well-connected bicycle network is an important component of ensuring a safe environment for bicycling, it alone cannot increase bicycling. Education and encouragement 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 drivers of motor vehicles, we must provide information for bicyclists to safely operate their vehicles. Education and training increase confidence which translates to a greater number of individuals choosing to ride a bicycle. Bicyclists, both youth and adult, and motorists alike need to be educated of the rights and responsibilities of bicyclists as well as how to safely share the road.

Education is not simply instruction on how to bicycle and share the road. Information on the bicycle system is also important information. Helping bicyclists find bicycle routes, parking, and showers and changing facilities could alleviate many apprehensions about bicycling.

Encouragement to choose bicycling as a mode of transportation comes from education and other promotional programs. Promotion is another form of education that increases awareness of the benefits of bicycling. The two go hand-in-hand, however, the distinction between education and promotion is that education focuses on increasing safety and bicycle use through skill building and information on the laws of bicycling, while promotion focuses on attracting people to the benefits of bicycling through incentives as well as marketing and advertising activities.

Public investment in bicycle facilities cannot prevent many of the crashes that result from inadequate bicycling skills. Bicycle lanes cannot replace bicycle education and awareness for all roadway users. Communities must develop regular programs to educate and train adults and children on the proper use of bicycles in traffic and how to operate a motor vehicle when bicycles are present. Most bicycle experts agree that training in bicycle riding reduces crashes, encourages greater ridership, and makes bicycling safer for bicyclists, pedestrians, and motorists. Bicyclists, like motorists frequently do not obey traffic laws, and thus put themselves and others in danger.

Educational and promotional programs should not only be for the general public, but also target specific populations and audiences. The bicycling community can include children, adults, motorists, commuter bicyclists, recreational bicyclists, university students, minorities, city / public agency staff, businesses, employers, employees, etc. Promotions and education should be targeted to these audiences



specifically. Additionally, Austin is a melting pot of a variety of cultures, and material should be provided in English as well as other languages deemed appropriate.

Findings and recommendations by the SSTF also supports increasing education and promotion to improve bicycle safety and use in Austin. Programs identified by the SSTF as recommendations to the City of Austin include promoting National Bike Month and associated activities; an annual *Ciclo-Via* ride whereby streets are closed to vehicular traffic; partnering with local businesses to create local



events such as "Longhorn Bike Day" or "Bike to your Neighborhood Pool Day"; and sponsoring educational programs to include education of the general public and targeted groups, such as children, university students, or the minority population.

Best Practices: Educating and Promoting Programs in Portland

Portland attributes its latest rise in bicycling to an increase in educational and promotional programs implemented by the City. The City of Portland has a variety of promotional, educational, and encouragement programs that has helped influence "*increases in bicycle trips as expansion of the bikeway network has occurred*" (City of Portland, Platinum Bicycle Master Plan - Existing Conditions Report, September 10, 2007, pp. 5-1 - 5-3)

According to the City of Portland, earlier bicycle planning efforts focused primarily on building the infrastructure to enable bicycling. In the early 1990s, the city expanded its education and encouragement strategies to increase bicycling.

Similarly, Austin has historically focused its efforts on building the bicycle network it has today. While the network still has some obstacles to overcome, it's time for the City of Austin to direct more of its efforts to education and promotion to increase bicycling ridership.

Source: City of Portland, Platinum Bicycle Master Plan - Existing Conditions Report, September 10, 2007, pp. 5-1 - 5-3.

EDUCATION & PROMOTION OBJECTIVES:

- 1. Develop and execute education programs for the general public and targeted populations.
- 2. Develop and execute encouragement programs to promote bicycling and increase awareness of bicycling among the general public.
- 3. Promote bicycling as a mode of transportation to and from school (elementary through high school).
- *4. Promote bicycling as a means of transportation to work.*



Chapter 3 :: Education & Encouragement

Objective 2.0

Develop and execute education programs for the general public and targeted populations.

Benchmarks

Educate 1,000 adult bicyclists and motorists about bicycle and motorist safety each year.

> Distribute 5,000 Austin Bicycle Map Brochures each year.

Increase number of stakeholder contacts in the City of Austin's Bicycle Program listserve to 350 by 2015, and increase by 10% per year.

Increase number of media pieces (radio, television, Internet, or print) to 75 annual occurrences by 2015, and increase by 10% per year.

Provide a bicycle rider educational presentation to the PTA of every school served by a new bicycle facility, starting in 2010.

> By 2011, hire one staff member to focus on education and promotional programs.



The Travis County Sheriff's Office is utilizing billboards to educate bicyclists and motorists about sharing the road.

EDUCATION

As discussed, education is a crucial component of bicycling. A person who knows how to ride a bicycle does not necessarily know how to ride in traffic. It is important to educate bicyclists and the general public that bicycles should be operated according to the rules applicable to all vehicles. Any vehicle operated in violation of those rules is subject to increased risk of ticketing and associated fines, collision, injury, and death.

The City of Austin distributes a bicycle map to bicyclists through the Internet and sells hard copies at area bicycle shops and city offices. The map also contains basic bicycling education regarding traffic laws.

The City of Austin has been aggressive in promoting bicycling among its employees through its Physical Education (PE) Program. The PE Program was developed to increase health and physical fitness within the workplace. The PE Bike component educates employees on bicycle safety and is based on the League of American Bicyclists Road I bicycle safety course. In Spring 2008, 48 City employees were certified in Road I, and in Fall 2008, 50 additional employees will be certified.

Additionally, the City of Austin is aggressive in educating school-aged children on bicycling and walking to school through the Child Safety Program in the Department of Public Works as well as the Safe Routes to School Program in the Department of Health and Human Services. These programs are discussed in more detail in Objective 2.3.

These strategies increase public awareness and knowledge of bicycling through two primary techniques: public outreach and skill building / education classes. These strategies target both bicyclists and motorists to improve safety and the coexistence of bicyclists and motorists on the road.

Objective 2.0 Benchmarks

- Educate 1,000 adult bicyclists and motorists about bicycle and motorist safety each year.
- Distribute 5,000 Austin Bicycle Map Brochures to motorists and bicyclists per year.
- Increase number of stakeholder contacts in the City of Austin's Bicycle Program listserve to 350 by 2015, and increase by 10% per year.
- Increase number of media pieces (radio, television, Internet, or print) to 75 annual occurrences by 2015 and increase 10% each year.
 - Provide a bicycle rider educational presentation

Chapter 3 :: Education & Encouragement

to the PTA of every school served by a new bicycle facility staring in 2010.

• By 2011, hire one staff member to focus on education and promotional programs.

Objective 2.0 Actions

- 2.0.1 Strengthen the "Share the Road" and develop a "Share the Trail" public awareness campaign.
- 2.0.2 Actively and regularly promote the use of helmets by all cyclists.
- 2.0.3 Implement a Helmet Usage Campaign.
- 2.0.4 Regularly update and widely distribute the Austin Bicycle Map.
- 2.0.5 Develop legal, uniform minimum bicycle safety recommendations and guidelines for use in local education and enforcement programs by law enforcement agencies, cycling groups, and bicycle educators and planners.
- 2.0.6 Create, widely distribute, and regularly update informational brochures regarding the benefits of bicycling, safe bicycle behavior, and bicyclists' rights and responsibilities.
- 2.0.7 Encourage and promote the use of the City 311 system specific to bicyclists' issues.
- 2.0.8 Create all educational and informational material in Spanish, as well as in any other language deemed appropriate.
- 2.0.9 Utilize a variety of methods to distribute and market educational information more effectively and at a lower cost.
 - 2.0.9a Utilize advertising techniques, such as billboards, signs, bus wraps, and the various media outlets, to publicize educational messages.
 - 2.0.9b Increase visibility of the Bicycle Program and distribute informational brochures at events.
 - 2.0.9c Improve existing Bicycle Program website by including a web-based bicycle safety program for adults.
 - 2.0.9d Work with utility companies to distribute information in mailings.
 - 2.0.9e Distribute informational materials through area bicycle shops and events.
 - 2.0.9f Distribute educational brochures through grocery stores and other area businesses.
- 2.0.10 Partner with community organizations and bicycle advocacy groups to offer educational classes.





Increasing Education & Promotional Programs

The SSTF recommends an increase in city-sponsored educational programs, including training to city employees, council members, and the police department. They also suggest a web-based program to be made available to the public, among others, and other campains that promote bicycle safety.

Source: SSTF, 2007, pp. 17-18, recommendation no. III.2



Interdepartmental Coordination

There are many opportunities to coordinate with other City departments and/or agencies to provide bicycle education. The SSTF identifies the potential to expand the Health PLUS Wellness Program and PE Program to promote bicycling, or working with PARD to establish a "share the trail" campaign among trail users. These avenues should be explored to more efficiently provide citysponsored programs to a wider audience.

Source: SSTF, 2007, pp. 18, recommendatino no. III.3.e & h 2.0.10a Coordinate community requests for bicycle education with experienced bicycle educators in the community.

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- 2.0.10b Encourage community organizations and school programs to offer on-bicycle training as part of their curriculum.
- 2.0.11 Create and provide educational programs targeting youth cyclists.
 - 2.0.11a Cooperate with Child Safety Program to write a "Child Safety Plan." Include options for funding education and infrastructure improvements and concretize relationships with local school districts.
 - 2.0.11b Support the Safe Routes to School Program.
 - 2.0.11c Work with Parks and Recreation Department and Health and Human Services to educate children on the health benefits of bicycling.
 - 2.0.11d Develop a bicycle safety component of high school drivereducation programs.
 - 2.0.11e Provide bicycle safety and bicycle rider training to schools served by a new bicycle facility installation.
- 2.0.12 Create and provide educational programs targeting adult cyclists.
 - 2.0.12a Provide bicycle-related classes such as repair and maintenance, commuter how-to, effective cycling skills, rules of the road, etc, such as "Traffic Skills 10I."
 - 2.0.12b Support efforts among other city departments, public agencies, and bicycle organizations to offer bicycle related classes.
- 2.0.13 Create and provide educational programs targeting motorists.
- 2.0.14 Create and distribute informational material targeting motorists regarding bicyclists' rights and how to safely share the road with cyclists.
- 2.0.15 Provide information related to updating the Texas drivers' manual to strengthen the bicycle section and exam questions.
 - 2.0.15a Include motorist-bicyclist safety information in City required defensive driving courses.
 - 2.0.15b Train / educate drivers of commercial vehicles about bicycle safety and sharing the road with bicyclists.
- 2.0.16 Develop and provide training and educational programs for various parties responsible for carrying out any part of this Plan.

2.0.16a Train transportation engineers and planners at the local, regional, and state levels of the needs of bicyclists.
- 2.0.16b Train relevant City of Austin staff about implementation of this Plan.
- 2.0.16c Train transit operators on bicycle safety and how to operate buses and other transit modes around bicyclists. (See Infrastructure Objective 3)
- 2.0.17 Develop measures to reduce bicycle theft.
 - 2.0.17a Educate citizens on techniques that can help recover stolen bicycles.
 - 2.0.15b Educate bicyclists on proper locking techniques.
- 2.0.18 Further promote safety and traffic laws through Enforcement. (See Safety & Enforcement, Objective 2)
- 2.0.19 By the year 2011, hire one staff member to specifically focus on educational and promotional programs.
- 2.0.20 Require the participation of Austin Police Department (APD) in annual Bike to Work Day events to educate bicyclists on bicycle safety and to establish a working relationship between bicyclists and APD.

How to Make Recovering a Bicycle Easier:

The Austin Police Department recommends taking a picture of your bicycle and its serial number. Save the picture in your files and have it handy in case your bicycle is stolen. If your bicycle does not have a serial number, consider getting your license plate or driver's license number etched into the underside of the frame. This information can help retrieve the bicycle as well as be useful when reporting insurance claims.



City of Austin Employees participate in a bicycle safety course, which certifies them in League of American Bicyclist Traffic Skills 101



Objective 2.1 PRC

Develop and execute encouragement programs to promote bicycling and increase awareness of bicycling among the general public.

Benchmarks

Offer 1 annual citywide event and/or ride promoting utilitarian and recreational cycling in partnership with other public agencies, and/ or non-profit groups and advocacy groups.





Bicycle and Pedestrian Program and the Austin Yellow Bike Project at Green City Festival 2007.

^{2.1} *PROMOTION*

As discussed earlier, promotion aims to increase bicycling through marketing, advertising, and incentives. It is sometimes difficult to separate education and promotion, so more often than not education and promotion programs will overlap.

Currently, the City of Austin provides minimal programming to promote bicycling. The majority of efforts are done by non-City affiliated groups, such as the Austin Cycling Association, the Yellow Bike Project, the Lance Armstrong Foundation, and local cycling teams. It is strongly recommended that the City increase its efforts to promote bicycling.

Like education, promotion initiatives should also target particular audiences, based on interest. For example, a person who commutes to work from 20 miles away may not be encouraged to commute by bicycle, but may be encouraged to take up bicycling for recreational purposes to improve health, or to make short trips on the weekend or evening by bicycle. Partnering with other public agencies, nonprofit groups, and/or private sector groups will strengthen this effort by diversifying events and information and cutting costs through efficient coordination and dissemination of information.

Objective 2.1 Benchmarks

• Offer 1 annual citywide event and/or ride promoting utilitarian and recreational cycling in partnership with other public agencies, and/or non-profit groups and advocacy groups.

Objective 2.1 Actions

- 2.1.1 Partner with community groups, the private sector, and other City departments and agencies to provide citywide events and campaigns, such as:
 - 2.1.1a National Bike Month in May.
 - 2.1.1b Share the Road and Share the Trail promotion.
 - 2.1.1c A major bicycling promotional component during the City of Austin Green City Festival.
 - 2.1.1d A major bicycling promotional component to relevant city festivals.
 - 2.1.1e Implementation of an annual large bicycle ride to promote bicycling.
 - 2.1.1f Establish a regular "Car-Free" ride along different arterials where roads are shut down to vehicle traffic.



- 2.1.1g Work with the PARD and Health and Human Services Department to implement a "Bicycle for Health" campaign to promote recreational use of bicycling.
- 2.1.1h Create an annual Family/Fun Bike Ride targeting Class B/C riders that follows common routes and passes popular destinations, such as parks and schools.
- 2.1.1i Work with businesses to reward bicycling to their establishment.
- 2.1.1j Support efforts among community groups, bicycle advocacy groups, bicycle shops, and other departments and agencies to provide bicycling events.
- 2.1.2 Display bicycle route system maps and information at key locations / destinations like downtown, activity centers, and transit stops and stations.
- 2.1.3 Utilize a variety of methods to distribute and market promotional information.
 - 2.1.3a Utilize advertising techniques, such as billboards, signs, and the various media outlets, to publicize educational messages.
 - 2.1.3b Increase visibility and distribute informational material at events.
 - 2.1.3c Improve existing Bicycle Program website to offer information on bicycle events and other relevant educational information.
 - 2.1.3d Work with Austin energy and utility companies to distribute information in mailings.
 - 2.1.3e Distribute promotional materials through area bicycle shops and events.
 - 2.1.3f Distribute promotional materials through grocery stores and other area businesses.

Best Practices: Bogota, Columbia

Every Sunday in Bogota, Columbia, the city closes down over 70 miles of roadway to cars to make way for bicyclists.



This event, known as Ciclovia, which is Spanish for bike path, is being picked up by cities around the World.

- El Paso had a Ciclovia every Sunday during the month of May 2007. The event is now called Scenic Sundays, and occurs every Sunday from April through August, two miles of street is closed (City of El Paso, 2007).
- Portland held it's first "Sunday Parkway" on June 22, 2008, with six miles of streets closed to traffic (Portland, 2008).
- Chicago is planning it's first two "Sunday Parkways" for two Sundays in October (Chicagoland Bicycle Federation, 2008).
- New York City closed 6.9 miles of streets to automobiles on three Saturdays in August 2008 (Neuman & Santos, 2008).

Image source: University of California Berkley, Center for Latin American Studies, http://www.clas.berkeley.edu:7001/ Events/spring2002/04-08-02-penalosa/



- 2.1.3g Coordinate with others to establish a bicycle commuter repair/tune-up service on the Pfluger Bridge or the Lance Armstrong Bikeway (or other appropriate area). At a minimum the service should occur once a month between September and May (during Bike Month).
- 2.1.4 Create an interactive route finding system online.
- 2.1.5 Partner with local celebrities to promote cycling through public service announcements and other means.
- 2.1.6 Bicycle Program staff should host a regular T.V., radio, and/or print section, preferably for a mainstream channel or publication regarding bicycling promotion and education.





HALFF

PROMOTE BICYCLING TO SCHOOL

Schools, including elementary, junior highs, and high schools, are major destinations in the City of Austin to which bicycling should be promoted, particularly since many students cannot drive. Targeting promotional and educational efforts to this significant population has the potential to increase bicycling as a mode of transportation.

In 2008 the City's Child Safety Program was reorganized into the Bicycle and Pedestrian Program. The Child Safety group has a mission of providing a safe pedestrian and bicycle environment for Austin's students en route to and from school. The program offers a free safe street crossing course taught in all elementary schools within the City of Austin. The focus of this award - winning course is to raise awareness in the community, to train students in safe street crossing procedures, to educate students on how to ride a bicycle in a safe manner, and to educate students on how to enter, exit and ride a Capital Metro or school bus in a safe manner. The Child Safety Program employs two fulltime employees and two seasonal employees to educate over 49,000 elementary school students each year. This represents approximately 85.9% of elementary-aged children that reside in Austin.¹ The courses are taught in Spanish as well as English. In support of the education course, the crossing guards are expected to reinforce these safety lessons as the students travel to and from school each day. This team approach resulted in the City of Austin being the first city to be recognized by Safe Kids Worldwide as the safest city for children to go to and from school in 2005.

In 2007 the City of Austin received federal funding for a Safe Routes to School (SRTS) Project at eight elementary and two middle schools. One of the goals of the SRTS Project is to increase bicycling and walking to school by increasing safety and improving the accessibility of these schools in their neighborhoods. According to the SRTS Plan, an average of 29.3% of the students at these schools walk (28.9%) or ride a bicycle (0.35%) to school. Approxiamtely 30.1% of the students at these 10 schools arrive by private car, illustrating a large portion of students who could otherwise be walking or bicycling to school. Additionally, expanding this program to target more schools could significantly increase the number of children walking and bicycling to school.

Objective 2.2

Promote bicycling as a mode of transportation to and from school (elementary through high school).

Benchmarks

Increase bicycle mode share of children commuting to school to 25% by 2020.

Educate 90% of schoolaged children about bicycle safety each year.

Provide bicycle lane use education and bicycle safety information at all schools served by new or improved bicycle lane (or more conservative) facility.



Children at Kiker Elementary learn bicycle skills via a Bicycle Rodeo.

¹ The population of children between the ages of 5 and 11 is 57,025 (US Census Bureau, 2000, Table P8. Sex by Age.)

Marathon Kids®

Marathon Kids® is a free, incremental, school and community based fitness program. It is a six month endurance-building running/ walking, nutrition and schoolyard gardening project for K-5th graders and their families. Marathon Kids® was founded by runner Kay Morris in 1996 in Austin, Texas. Ms. Morris sought to encourage children and their families to build a love and habit of running and walking and making healthy food choices. Today, with the sponsorship of Whole Foods Market®, more than 120,000 children in Texas, California, Maryland and Illinois now take part in what has become an annual program and a tradition. Marathon Kids[®] works hard to keep it free for the children most vulnerable to sedentary lives, childhood obesity and Type 2 diabetes.

The City of Austin would like to begin a similar program through the cooperation of the Child Safety, Safe Routes to School, and Bicycle Program, as well as various non-profit organizations, and the seven school districts within the City of Austin. City and County Departments could work together to involve local non-profits and schools in setting up a similar incremental program that would have participating children track the bicycle distance ridden up to 100 miles. The goal distance would be 100 miles (otherwise known as a Century) and the final mile or five miles could take place in the form of a celebratory ride during the Austin Cycling Association's annual Armadillo Hill Country Ride (or similar charity ride).

"Century Kids" would have the same goals as Marathon Kids® but, would promote cycling as a healthy and fun activity.

Objective 2.2 Benchmarks

- Increase bicycle mode share of children commuting to school to 25% by 2020.
- Educate 90% of school-aged children about bicycle safety each year.
- Provide bicycle lane use education and bicycle safety information at all schools served by new or improved bicycle lane (or more conservative) facility. (See box to the right).

Objective 2.2 Actions

- 2.2.1 Continue and expand the Safe Routes to School Program and Child Safety Program to encourage children to walk or bicycle to school.
- Implement the bicycle network to and increase support 2.2.2 facilities at schools to support bicycling to school.
- Create and implement ride-to-school encouragement 2.2.3 programs, such as "Bicycle to School Day."
- 2.2.4 Create a contest among school-aged children on the theme of replacing one car trip a week with a bicycle trip or student "Century Challenge" (See box to the right).
- Support and encourage high school bicycling clubs that 2.2.5 include activities for both utilitarian and recreational/ competitive bicyclists.
- 2.2.6 Support innovative and new programs and/or events which aim to increase the bicycle modal split to school.





PROMOTE BICYCLING TO AND FOR WORK

Employment centers are another destination for many people, particularly during the week. This objective and subsequent actions specifically address bicycle transportation to work and how bicycling can become a more prominent means of commuting.

As discussed earlier, bicycling plays an important role in addressing roadway congestion, alleviating environmental detriments, and improving the overall health and well being of the residents and employees of Austin. Additionally, mode split of workforce commuters done by the Census is a key indicator of the use of bicycles as a mode of transportation in a City, making bicycling to work an important component that should be promoted.

Bicycling to work is supported by the City of Austin's Comprehensive Plan and multiple goals and objectives of other citywide departmental long range plans.

Promoting Work Related Trips

Bike-sharing, discussed in Chapter 2, is useful to promote transit use, as it allows for short trips during the day by persons who do not have a car at work. Also, it allows employes who drive to work alternatives during the day to travel to meetings, or lunch, for example, by bicycle.

In 2007 the Watershed Protection and **Development Review Department started** a modest bike share program at one City of Austin building in the downtown area. The Program, having four bikes, was a success and in July 2008 the City of Austin Climate Protection Program expanded the program. This project, in its pilot stage, is intended to address the need for the City to reduce its carbon footprint within departments. Vehicular travel is a significant contributor to the City's carbon footprint, this program will help in mitigating some of those carbon emissions and to promote the accptance of bicycling as a mode of transpotration. The City's 15 bicycles are located at major City buildings in the downtown area.

Additionally, this objective can be strengthened by proactive efforts by the city and other public agencies. Cities are employers also and should set an example to other employers in Austin by promoting bicycling among City and other public agency employees.

Objective 2.3

Promote bicycling as a means of transportation to and for work.

Benchmarks

Increase number of Bike to Work Day participants to 1,000 participants in 2009 and by 10% for every subsequent year.

Increase number of City of Austin employees who commute by bicycle to 10% by 2015, and 15% by 2020.

Increase usage rate of City Cycle bicycle fleet by 100% by 2020.

Implement Citywide Bike Share Program by 2020.



The Bicycle Program Manager presents the Mayor with a bicycle light set at the 2009 City Council proclamation of National Bicycle Month. Proclamations are one of many ways to promote bicycling locally.



Objective 2.3 Benchmarks

- Increase number of Bike to Work Day participants to 1,000 participants in 2009 and by 10% for every subsequent year.
- Increase number of City of Austin employees who commute by bicycle to 10% by 2015 and 15% by 2020.
- Increase usage rate of City Cycle bicycle fleet by 100% by 2020.
- Implement Citywide Bike Share Program by 2020.

Objective 2.3 Actions

- 2.3.1 Develop incentive programs to encourage individuals to commute to work by bicycle.
- 2.3.2 Work with employers to promote bicycling as a means of commuting to work.
- 2.3.3 Work with local retail bicycle dealers to create a "Take your bike to the shop today" program offering special incentives to get bikes out of the garage and ready to ride safely.
- 2.3.4 Promote Bike to Work Day and Bike Month in May.
- 2.3.5 Support Bicycle Commuter Services and Escorted Commute Rides offered by local bicycle shops and bicycle advocacy groups.

Best Practices: Tucson, AZ City-Operated Bike-Share

The City of Tucson operates a bike-sharing program for its City employees to make short trips for work or lunch. The City Cycle Program, which has 23 bicycles that City employees can check out at 8 downtown locations, is funded with \$5,500 from a Federal Highway Administration alternative modes grant awarded to the Pima Association of Governments.

There are several cities across the US that have city bike fleets, including Portland, OR; Madison, WI; Boulder, CO; San Antonio, TX; San Francisco, CA; Houston, TX; among others. There are more than 20 cities with city-run bike



sharing programs for city employees; however, Tucson's program is possibly the only one that is creating a model for private business bike sharing. Pima Association of Governments, the regional metropolitan transportation organization, has launched a Travel Reduction Program, which is a mandatory program for employers with more than 100 employees to encourage other commuting options other than driving alone. In conjunction with this program, the City has prepared a blueprint to supply to businesses interested in starting a company fleet of bicycles (Vitu, 2008).

Best Practices: Public Bicycles in Paris, France

Bike sharing available to the general public has been well-received internationally. In 2007, Paris launched one of the most aggressive bike share programs in Europe, Vélib', with 20,000 bicycles. A survey in May 2008 indicated strong success of the program, with 94% of the users either very or somewhat satisfied and counting approximately 20 million trips during the first 10 months, an average of 70,000 trips per day (Vélib', 2008). It is estimated that Vélib' has replaced approximately 10 million km of car trips. (Press, 2008).

Success in Paris has captured the attention of several US cities that are exploring bike share programs, including Chicago, New York, Portland, San Francisco, and Washington, DC.





- 2.3.6 Continue and expand the City Employee Bike Share Program.
- 2.3.7 Promote bicycle use among City agencies and employees as a model program for other Austin employers.
 - 2.3.7a Promote a pilot "Bicycle Ambassador" program that links inexperienced cyclists with current (experienced) bicycle commuters.
 - 2.3.7b All City-owned buildings should be retrofitted with showers, changing rooms, lockers, and bicycle parking to facilitate bicycle use among employees.
 - 2.3.7c Coordinate to implement a Bike Share program, starting in the downtown area, for the general public.
 - 2.3.7d Create a bicycle maintenance program to be included in the City's benefits programming.
 - 2.3.7e Continue to offer Road I, a League of American Bicyclist bicycle education course (or an equivalent), free to City employees.
 - 2.3.7f Coordinate with Austin Energy, or other relevant Department, to provide a rebate on a commuter bicycle purchase for Austin Energy customers.
 - 2.3.7g Coordinate with Austin Energy, or other relevant Department(s), to provide rebates to commercial property owners to install shower and locker facilities in existing buildings having none.
- 2.3.8 Provide individualized bicycle commute maps to citizens of Austin by request.



City of Austin Bicycle Use

The City of Austin is an employer of the City, and the SSTF recognizes the importance of targeting educational and promotional programs toward the City of Austin itself. Recommendations from the SSTF include providing safety classes to City of Austin employees and Council members; and programs that promote bicycle commuting among City of Austin employees.

Source: SSTF, 2007, pp. 18-19, recommendatino no. III.3.b-e & III.4.d

In 2008, the City of Austin Physical Education Department certified 98 employees in the League of American Bicyclist's Traffic Skills 101 bicycle safety course.







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CHAPTER 4: SAFETY & ENFORCEMENT





SAFETY & ENFORCEMENT GOAL:

To reduce bicyclerelated crashes through remedial efforts such as education of bicycle related laws and consistent enforcement of bicycle laws.

ENFORCEMENT

Bicycles are legal vehicles in the State of Texas, and persons riding a bicycle are required to follow all the rules and regulations applicable to all vehicles, with only minor differences. Enforcement of traffic laws for all users is a key element in developing cooperative behavior among bicyclists and motorists.

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 law enforcement policies, and implementing additional traffic safety regulations will enhance the goal of providing a safe and accessible bicycle network.

Fear of a collision with a motor vehicle is one of the main deterrents to bicycle riding for non-cyclists and beginning cyclists. Safety must be addressed to encourage more of these potential users and accommodate current users. Violations of traffic laws by both motorists and bicyclists contribute to conflicts between users.

There is a perception that bicyclists do not obey traffic laws. While some bicyclists are frequently seen running red lights and stop signs, going the wrong way down the street, and switching unpredictably from the sidewalk to the street, this does not represent all bicyclists. However, this behavior does put the bicyclists at risk and increases conflicts with pedestrians and motorists. While there is no data that exists to suggest whether a higher percentage of bicyclists or motorists disobey traffic laws, the behavior of the bicyclist who does not obey traffic laws leaves an impression on motorists. This behavior contributes to the antagonism between bicyclists (even those who do obey the law) and motorists.

Conversely, motorists often drive in a manner that is dangerous to bicyclists. Bicyclists report that car drivers sometimes go out of their way to intimidate them by driving too close, throwing objects, blowing their horns, and generally harassing them (City and County of Denver, 1993, p. 53). Motorists also roll through stop signs, run red lights, fail to signal turns or lane changes, and exhibit other unlawful behaviors that are dangerous to bicyclists and other roadway users. Again, there is no research that has been done to suggest that bicyclists disobey traffic laws more often than motor vehicle drivers. Certainly, the behavior of both road users should be strictly enforced to create a safe and predictable environment.

Adequate enforcement of traffic laws pertaining to cyclists depends upon a well informed and supportive community. If enforcement is regarded as unnecessary harassment or a low priority by the community, then such enforcement will not be prioritized. Additionally,



the perception that including bicyclists in routine traffic law enforcement efforts is not important could create a belief among some bicyclists that traffic laws do not apply to them.

The lack of adequate bicycle facilities may also contribute to unlawful actions by bicyclists and must be taken into account by law enforcement agencies. In many situations, a bicyclists operating on inadequate facilities face harassment and intimidation from inconsiderate and uneducated motorists who do not understand the need to share the road. Additionally, when traffic lights will not change for bicyclists, they often must resort to running a red light.

Accident reporting has long been a major tool used by traffic engineers and planners to improve traffic safety for motor vehicles. In 2001, the City of Austin Transportation Division of the Transportation, Planning, and Sustainability Department analyzed pedestrian and bicycle accidents that occurred on public roadways. The analysis of these accidents did not reveal any "patterns or common cause factors... and don't indicate a specific type of problem that would lead to a logical prevention strategy" (City of Austin, 2001, p. 1). It concluded that the common factor in all the accidents was a "failure to exercise caution and observe right-of-way rules [among] motorists, pedestrians, and bicyclists" (City of Austin, 2001, p. 1). The findings in this study support the comprehensive approach of this Plan to address bicycle safety. The promotion of bicycling on adequate facilities with all users following applicable laws will result in the safest environment for all roadway users.

The Safety & Enforcement goal is intended to reduce bicycle related crashes by reducing illegal and dangerous behaviors of all roadway users. Success of this goal will require a collaboration of enforcing traffic laws, educating bicyclists and motorists of their responsibilities as users of the road, and alerting motorists and bicyclists through signs and markings in the bicycle network.

SAFETY & ENFORCEMENT OBJECTIVES:

- Ensure consistent interpretation of bicycle laws by Austin Police Department and the Bicycle Program.
- 2. Strengthen efforts to enforce proper motorist and bicyclist behavior and reduce bicyclist-motorist collisions.



SSTF on Enforcement

The SSTF recognizes that enforcement is an important component to increase safety of bicycle transportation and increase bicycle use as a viable mode of transportation. Recommendations related to law enforcement by the SSTF include mediating bicycle/car interactions; increasing public awareness and education of the laws; enforcement procedures practiced by APD and other law enforcers; and collision and violation reporting.

Source: SSTF, 2007, pp. 20-22



Objective 3.0

Ensure consistent interpretation of bicycle laws by the Austin Police Department and the Bicycle Program.

neither law enforcers nor users of the road (motorists and bicyclists) will be confused on what is legal behavior. Educational materials discussed in Chapter 3 should be consistent with state and local traffic laws, which should also reflect the safest behavior enforced around the country.

Local laws should be consistent and interpreted consistently so that

CONSISTENCY IN LAW ENFORCEMENT

Benchmark

Train 100% of APD law enforcement officers in bicyclist and motorist behavior laws and bicycle issues in conjunction with the City Bicycle Program. Currently, the Austin Police Department (APD) includes bicycle law enforcement training in the Cadet Academy. APD is also involved with the Child Safety Program in educating children on bicycle laws and safety. Continuing to train law enforcement officers on bicycling issues will help ensure consistent enforcement of the laws protecting bicyclists. The City of Austin Bicycle Program will work with APD to unify traffic laws and enforcement policies and ensure consistent interpretation of bicycle traffic law enforcement.

Objective 3.0 Benchmarks

• Train 100% of APD law enforcement officers in bicyclist and motorist behavior laws and bicycle issues in conjunction with the City Bicycle Program.

Objective 3.0 Actions

- 3.0.1 Amend local ordinances as necessary to reflect national best practices regarding safe behavior for bicyclists and motorists.
- 3.0.2 Clarify and increase enforcement of state laws and the City of Austin's traffic codes where necessary to improve safety for bicyclists, and amend the City Traffic Code as needed to support bicycling as a mode of transportation.
 - 3.0.2a Clarify legal status of bicycles as vehicles, with all rights to use the roadway.
 - 3.0.2b Clarify riding position on the roadway, riding abreast, riding on sidewalks, etc.
 - 3.0.2c Increase enforcement by APD of state law prohibiting operation of smoking motor vehicles. Increased, unlawful emissions from motor vehicles may create a health hazard to bicyclists riding nearby and make bicycling uncomfortable.
- 3.0.3 Coordinate with APD to monitor and support bicycle safety efforts.



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- 3.0.4 The City of Austin Bicycle Program should coordinate with APD to compile an annual report outlining data for bicycle-related citations, 311 calls on aggressive driving, crashes, injuries, and other enforcement/safety issues.
- 3.0.5 Review APD Uniform Traffic & Tolerance Policy to make recommendations of changes as necessary regarding bicycle specific issues.
- 3.0.6 Provide bicycle educational training for all law enforcement personnel in the Austin metropolitan area.
 - 3.0.6a Enhance bicycling issue education within Police Training Academy curriculum.
 - 3.0.6b Require that all law enforcement officers receive an annual review on bicycle behavior laws and safety issues and the current Traffic and Tolerance Policies related to bicycling.
 - 3.0.6c Require all law enforcement officers to pass at least a Road I, League of American Bicyclists certified (or equivalent) training course.
- 3.0.7 Develop legal, uniform minimum bicycle safety recommendations and guidelines for use in local education and enforcement programs by law enforcement agencies, cycling groups, and bicycle educators and planners.
- Require that any selective enforcement targeted to bicyclists is 3.0.8 executed at the same time as selective enforcement of motor vehicles and is coordinated with the City Bicycle Program.



Austin Police Department Bicycle Patrol

Objective 3.1

Strengthen efforts to enforce proper motorist and bicyclist behavior and reduce bicyclistmotorist collisions.

Benchmarks

Reduce to 3% the number of work-age (16+) bicycle-related crashes as share of bicycle commuters per US Census Bureau journey to work estimates by 2020. Enforcement of traffic laws is an important component of educating motorists and bicyclists on the laws of the road as well as improving the safety of bicycling and driving with bicyclists. As discussed, traffic law enforcement does not refer solely to motorists, but to bicyclists as well. All users of the road are expected to respect and obey traffic laws to ensure a safe traveling environment.

Strengthening Enforcement

The City of Austin Code states that "a bicyclist shall comply with the requirements of this title imposed on a driver of a vehicle, to the extent that the requirements may be applied to operation of a bicycle" (City of Austin, Statute 12-2-11). In other words, bicyclists are subject to the same traffic laws as motorists.

Bicyclist and motorists both have common behaviors that are illegal and dangerous to both road users. The table below illustrates common dangerous behaviors for each.

| Table 4.1 Common Dangerous Behavior by Road Users | | | |
|---|---|--|--|
| Bicyclists | Motorists | | |
| failure to have a red light during dark hours | failure to signal | | |
| running red lights | driving in a bicycle lane | | |
| rolling through stop signs at high speeds | rolling through stop signs at high speeds | | |
| passing on the right | stopping past stop bar | | |
| riding on sidewalks in prohibited areas | parking in a bicycle lane | | |
| riding the wrong way on a roadway | failure to yield right-of-way | | |

Additionally, Chapter 525 of the Texas Transportation Code requires that the Department of Public Safety include bicycle awareness information in any edition of the Texas drivers' handbook (Texas Transportation Code, Statute 525.001). Chapter 9 of the Texas Drivers' Handbook addresses vehicular sharing of the road with bicycles; Chapter 13 addresses bicycle vehicle laws and safety; and Chapter 15 addresses safe passing of bicycles by commercial vehicles. Continuing to revise the Texas Drivers' Handbook with the most current and best practices of bicycle safety will ensure consistent education of motorists and bicyclists, enforcement of these laws, and may improve safety of bicyclists on the road.

Strategies to implement this Objective include increasing enforcement of traffic laws and increasing education of traffic laws in driving instruction



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and defensive driving courses. With the Austin Police Department, the Bicycle Program will establish enforcement priorities to target the most dangerous behaviors. Because it is a publication of the State, the City Bicycle Program should monitor and provide support for this effort.

Objective 3.1 Benchmarks

• Reduce to 3% the number of work-age (16+) bicycle-related crashes as share of bicycle commuters per U.S. Census Bureau journey to work estimates by 2020.

Objective 3.1 Actions

- 3.1.1 Increase enforcement of traffic laws for bicyclist and motorist behavior through citations and/or warnings.
- 3.1.2 Increase enforcement in areas with high crash rates, high levels of complaints, and where new infrastructure has been installed.
- 3.1.3 Forgive bicycle equipment violators if they can show evidence of property equipping their bicycle within a reasonable amount of time from citation.
 - 3.1.3a Coordinate with the Bicycle Program to give lights to violators, along with a warning, for such violation of the law.
- 3.1.4 Support and monitor efforts to update the State drivers' manual to strengthen bicycle section and exam questions.
- 3.1.5 Amend City of Austin Defensive Driving Course curriculum to include motorist-bicyclist safety information and support any State or other agency efforts to do the same.
- 3.1.6 Develop a bicycle education course for bicyclists cited for traffic violations, to take in lieu of a fine, or offer defensive driver courses revised to include bicycle use in traffic instead of a new course.
- 3.1.7 Increase enforcement of traffic laws of motorist violations in bicycle facilities.
- 3.1.8 Increase enforcement of parking in bicycle lanes.
- 3.1.9 Further promote safety and traffic laws through education. (See Education & Promotion, Objective 1).
- 3.1.10 The City of Austin Bicycle Program shall be afforded the opportunity to participate in task forces and/or collaborations within the community which aim to address traffic safety.



Evaluation of Crashes and Citations

In order to evaluate bicycle-related crashes and violations, the SSTF recommends requiring the Austin Police Department to compile an annual report outlining data on bicycle related citations, crashes, injuries, and other enforcement/safety issues. This review could identify specific trouble spots or behaviors by motorists and/ or bicyclists that need to be corrected through education and enforcement efforts.

Source: SSTF, 2007, p. 22, recommendation no. IV.4.b





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CHAPTER 5: IMPLEMENTATION & FUNDING



CHAPTER 5 MPLEMENTATION & FUNDING



IMPLEMENTATION & FUNDING GOAL:

To strengthen implementation efforts through funding and adopting bicyclefriendly practices and policies.



The Austin Bicycle Plan is just one element of a compendium of plans, policies, and ordinances that molds how the city will grow and function. Implementation is strengthened by collaboration among the various city departments and public agencies that are affected by or have a responsibility in fulfilling any objectives or actions of this Plan. Therefore, commitment by these departments and agencies is essential.

Over the past 10 years, Austin has been very successful at building the Bicycle System and implementing the policies the 1996 & 1998 Plans proposed. The City has been successful at coordination efforts and securing funding and grants and has seen a significant increase in the miles of bicycle lanes, multi-use paths, wide shoulders, traffic calming, and bicycle friendly streets.

The City has limited data pertaining to bicycle use within the city. Data from the census is limited to just commuters, and does not count bicycle trips made to grade school or non-work related travel or recreational purposes. This makes it difficult to determine how many people are bicycling and where they're bicycling. Coordinating the study of bicycle transportation with larger multi-modal traffic modeling efforts will help gather needed data on bicycle use.

Based on the data that is available, bicycle use has not increased as much as one would have liked to see, despite expansion of the bicycle network. The previous plan set a lofty goal of seeing a mode split of 4% by 2005, but in 2006 the bicycle mode share was still less than 1% in the City of Austin. Central Austin has seen better results, with a bicycle mode split of 3.23%. This is typical of downtown areas, where density is higher, thus increasing the likelihood of living closer to work, and the street pattern is more accommodating to bicyclists on streets, providing a more direct route.

Funding is another component of successful implementation of the Bicycle Plan. There are several sources of funding that the Bicycle Program and the City of Austin can draw from to financially support bicycle efforts. These include local funding sources and revenue through the Capital Improvement Program and general budget; federal, state, and private grants; and bond funding. These are discussed in more detail in Objective 4.2.

Finally, building relationships with other public agencies and private bicycle advocacy groups and organizations can help strengthen implementation efforts. Not only does assistance from other parties increase numbers behind an effort, but help from organizations can typically cut costs and more efficiently implement components of





this plan. In fact, many action items rely on the agreement and participation of other City departments and external organizations and agencies.

IMPLEMENTATION & FUNDING OBJECTIVES:

- 1. Strengthen implementation efforts to fulfill goals and objectives of this Plan.
- 2. Identify and secure federal, state, and local funding to implement the Austin 2009 Bicycle Plan Update.
- 3. Periodically monitor implementation progress and update Plan on a regular basis.



Objective 4.0

Strengthen implementation efforts to fulfill goals and objectives of this Plan.

Benchmark

Expand Bicycle Program staff by 1 employee by 2011, 2 by 2015, and 3 by 2020.

- Complete 10% of Action Items by 2015, 40% by 2020, and 100% by 2030.
- Create and execute a Bicycle Plan Implementation Charter by 2015 to be signed by all applicable public, private, and non-profit organizations having a stake in the realization and implementation of this Plan.

The intent of institutionalization is to change bicycling and walking from being perceived as *alternative* activities to being treated as *mainstream* activities.

bicyclinginfo.org

4.0 IMPLEMENTATION

Successful implementation will require ongoing cooperation within and among City departments, other public agencies, and bicycle stakeholders. One of the most critical steps in implementing the recommendations of the Austin 2009 Bicycle Plan Update is to institutionalize bicycle considerations into City policies and processes. According to bicyclinginfo.org, the intent of institutionalization is to change bicycling and walking from being perceived as *alternative* activities to being treated as *mainstream* activities (bicyclinginfo.org, 2008). Bicyclinginfo.org identifies several important steps to institutionalize bicycling in cities:

- Modifying planning and design documents and regulations to reflect bicycle concerns, such as transportation design manuals, zoning codes, and land development regulations.
- Developing maintenance practices that give special attention to bikeways and other bicycle facilities.
 - Training designers, planners, and engineers who make the day-to-day decisions that affect bicyclists.
- Communicating, collaborating, and building support among public agencies, departments, boards, commissions, committees, and advocacy groups.

Earlier chapters discussed current practices of implementing the goals of the 1996 and 1998 Bicycle Plans, such as building and maintaining bikeway network facilities and educating and promoting bicycling by City departments and among bicycle advocacy groups. Generally, the City has experienced successes in constructing bicycle facilities in conjunction with other transportation projects, private developments or private initiatives (see City Council Resolution 020418-40). These efforts should continue and be strengthened for heightened implementation.

While many of these steps are addressed in other objectives and actions of the Austin 2009 Bicycle Plan Update, this objective identifies specific steps and action items to institutionalize bicycling in Austin and implement the Austin 2009 Bicycle Plan Update. Additionally, this plan envisions a significant increase in responsibilities of the Bicycle Program beyond overseeing construction of bicycle facilities, including data collection, progress monitoring, and significantly increasing education and promotional efforts. To efficiently perform the tasks related to implementing the Austin 2009 Bicycle Plan Update, additional staff expertise is necessary.

Lastly, the cost estimate to produce a functional bicycle network by



2020 is approximately \$12.6 to \$22 million¹. An order-of-magnitude cost projection for complete build out of the entire bicycle network is estimated at \$254 million. This includes approximately \$103 million to build new multi-use paths and improve Johnson Creek Trail and Shoal Creek Trail to create an urban trails network that can accommodate bicyclists. This overall cost estimate does not include greenways that are in very early planning stages, given that their feasibility as corridors that supplement the bicycle network has not been confirmed.

Objective 4.0 Benchmark

- Expand Bicycle Program staff by 1 employee by 2011, 2 by 2015, and 3 by 2020.
- Complete 10% of Action Items by 2015, 40% by 2020, and 100% by 2030.
- Create and execute a Bicycle Plan Implementation Charter by 2015 to be signed by all applicable public, private, and non-profit organizations having a stake in the realization and implementation of this Plan.

Objective 4.0 Actions

- 4.0.1 Increase Bicycle Program staff.
 - 4.0.1a Maintain the Bicycle Program Manager position at a level of responsibility capable of interacting with all City departments, public and private agencies, and City, County, and State officials.
 - 4.0.1b Hire three additional staff members to implement the Austin 2009 Bicycle Plan Update, specifically, project implementation, benchmark management, and public outreach/promotion and education.
- 4.0.2 Provide bicycle planning and facility design training to appropriate staff, consultants, departments, and agencies.
- 4.0.3 Continue to support and receive input and guidance from the Bicycle Advisory Council (BAC). The BAC shall consist of City of Austin citizens and function like a neighborhood association in that it shall have by-laws, elected officers, and hold regular meetings, open to its members and to the public.
- 4.0.4 Encourage and support efforts made by the bicycling community to unify existing organizations, groups, and non-profits.
- 4.0.5 Establish a Bicycle/Pedestrian or Alternative Modes Subcommittee of the Urban Transportation Commission (UTC).



SSTF on City Staffing Needs

The SSTF recommends that the Bicycle Program hire two new positions with operating budgets to coordinate, manage contracts, and implement the educational and promotional component of this Bicycle Plan.

Source: SSTF, 2007, p. 17, recommendation no. III.2

¹ This includes key network improvements and super routes recommended in Tables 2.8 & 2.9.

The Need for Inter- & Intragovernmental Interaction

Creating a regional network of bicycle facilities requires cooperation and coordination among different City departments and other public agencies. Effective communication and cooperation among neighboring communities and surrounding jurisdictions can help our community realize a regional network of bicycle facilities to make bicycling a more feasible mode of transportation in Central Texas.

Several cities and regional governments have been aggressive in creating a regional network for bicycle transportation, such as the San Francisco Metropolitan Transportation Commission, in which the bicycle plan calls for a 1,600-mile regional bicycle network, and Madison/Dane County, WI, where there are 151 miles of bicycle lanes and 263 miles of multi-use paths countywide (Madison Area MPO, 2006, p. 69).

In Texas, six cities in the Dallas-Fort Worth Metroplex (Allen, Frisco, Garland, McKinney, Plano and Richardson) must work together to implement the Six Cities Trail Plan, a 20-mile multi-use trail through these six jurisdictions.

- 4.0.5a The Bicycle/Pedestrian Subcommittee of the Urban Transportation Commission, in concert with the bicycle program manager, will contribute to the integration of bicycle planning. The Subcommittee should be composed of members of the Urban Transportation Commission. The bicycle program manager should serve as staff liaison for the subcommittee.
- 4.0.5b The subcommittee will provide recommendation and advice to the City Council and City staff as appropriate.
- 4.0.6 Integrate the recommendations in this Plan and bicycle design information into other city ordinances, plans, and guidelines.
- 4.0.7 Integrate bicycle planning and facilities in all CIP projects.
 - 4.0.7a Coordinate bicycle system improvements with City, County, State, and privately funded roadway and trail improvements.
 - 4.0.7b Review all roadway projects and plans for impact on bicycle access and/ or creation of barriers to continuous bicycle travel.
 - 4.0.7c Review traffic studies, development applications, subsequent ordinances, and Plans that restrict through automobile traffic for impact on bicycle access and/or creation of barriers to continuous bicycle travel.
- 4.0.8 Partner with TXDOT Austin District to facilitate the implementation of this Plan on State roadways.
- 4.0.9 Engage in public/private partnerships as a tool for implementation of this Bicycle Plan.
- 4.0.10 Integrate bicycle facility planning into the private development process.
- 4.0.11 Coordinate within the Austin Department of Public Works and with other departments, agencies, and organizations where necessary to implement this Plan. This includes, but is not limited to:
 - Parks and Recreation
 - Watershed Protection and Development Review
 - Neighborhood Planning and Zoning
 - Austin Police Department
 - Health and Human Services
 - Climate Protection Program
 - Transportation
 - Texas Bicycle Coalition
 - Downtown Austin Alliance
 - The University of Texas
 - Envision Central Texas

- Austin Energy
- Capital Area Metropolitan Planning Organization
- Capital Area Council of Governments
- Texas Department of Transportation
- Capital Metropolitan Transportation Authority
- Bicycle shops
- Health agencies
- Community organizations
- Bicycle advocacy organizations
- Neighborhood Associations
- 4.0.12 Notify the Urban Transportation Commission (UTC) when project proposals are inconsistent with this Bicycle Plan.
- 4.0.13 Research and them implement the best structure for the involvement of the UTC bicycle and pedestrian subcommittee in the review of development applications having boundary streets that are in the Bicycle Plan.
- 4.0.14 Periodically review interpretation and application of Land Development Code and the Transportation Criteria Manual regulations as necessary to improve the process to coordinate and facilitate the incorporation of bicycle facilities into the development process (both private and public) to the greatest extent possible.
- 4.0.15 Require Bicycle Program approval of all private development applications which contain streets within this Bicycle Plan.
- 4.0.16 Require approval by the City Transportation Department Director for all developments containing phased plans (affecting roadway construction). Construction of initial phases of major roadway (having collector or arterial characteristics) construction shall accommodate B/C bicyclists.

Objective 4.1 FUNDING

Identify and secure funding to implement the Austin 2009 Bicycle Plan Update.

Benchmark

Submit at least one grant application per year for Plan implementation assuming grant availability.

Appropriate at least \$3 million per year in funding for Bicycle Plan implementation starting in FY09-10 until next Bicycle Plan Update or until Plan is fully implemented.*

Regular and consistent funding of the goals, objectives, and action items of this Plan are critical to the increased use of the bicycle network, as well as the completion and maintenance of a safe and functional bicycle system. Without regular sources of funding, the planned bicycle system cannot be promoted or completed, nor regular maintenance provided.

Funding for bicycle facilities and programs come from a variety of sources, including transportation and non-transportation federal funds as well as local resources such as tax revenue and voter-approved bonds. This section of Chapter 5 discusses various funding sources and identifies actions to strengthen funding for implementation of the Bicycle Plan.

Current best practice in cities which experience a high bicycle modal split for the commute to work spend approximately 1 to 5% of their annual city budget on bicycle plan implementation. Additionally, many bicycle "best practice" cities also set minimum funding amounts per year for Bicycle Plan implementation.

Implementation of this plan also relies on existing regulations and incentives applicable to the development process.

The current Bicycle Program staff and associated activities and projects are funded through the various funding sources explained below. This Plan exists to support the continued funding of the Bicycle Program and its associated activities and projects, while identifying the need to strengthen and expand existing funding. It is the responsibility of the Bicycle Program to identify short and long term program and Plan implementation funding needs, exercise judgment on appropriate funding sources for the multiple and varying action items in this Plan, and request budget accordingly. It is the responsibility of upper City management and the City Council to respectively recommend and approve the City's budget each year. Lastly, it is the responsibly of the citizens of Austin to be knowledgeable of the City's budget process, to be involved with the City's budget as well as any other special budget items each year, such as proposed bond elections. Below is a summary of funding sources, by type.

Local Funding Sources

General Fund

*Directly related to staffing available for Bicycle project and Program implementation

The general fund is not earmarked for a specific purpose. The revenue of the general fund is utility transfers, property taxes, sales taxes, and other revenue such as fines, service charges, interest earnings, licenses, and permits. The General Fund typically funds public safety (fire, police, and other public services), human services, urban growth management,



public recreation and culture, and other city services such as street lighting or the municipal court (City of Austin, 2008d).

Bonds

Bonds are voter-approved general obligation debt to be used for a particular project. Bonds are also useful when a municipality needs to spend a considerable amount of funding upfront to construct a project. Bonds are typically used for Capital Improvement Projects, which are those projects that have a life of several years and are considered an investment in the future of the city (examples of bond funded CIP projects include libraries, affordable housing, bicycle transportation projects and parks and recreation facilities, to name a few). Therefore, bonds should be used to create new bicycle facilities, as bicycle facilities do contribute to the the future sustainability of the city. Examples of Bicycle Plan implementation using this funding source include many linear miles of new bicycle lane installations and the Pfluger Bridge and the Pfluger Bridge Extension. Additionally, Bicycle Program staff are partially funded by this source to the extent that staff work on specific bicycle related Capital Improvement Projects.

Transportation Fund

The City of Austin Transportation Fund is an enterprise fund, which is a type of fund that is primarily supported by user fees. The Transportation Fund is funded by transportation fees that were established in 1991. The Transportation Fund is used to maintain and enhance the transportation system, and covers street maintenance, traffic control, and enhancements (City of Austin, 2008d).

Currently, the majority of funding for the implementation of the infrastructure portion of this Plan comes from the 2000 and 2006 voterapproved bond. Since adoption of the 1998 Bicycle Plan, \$17 million in bond funding has been allocated to bicycle transportation. As previously stated, the Bicycle and Pedestrian Program also receives funding from the Transportation Fund, and the Bicycle Plan is indirectly implemented through the General Fund (by way of the cooperation and actions by other Departments). Bicycle Program staff positions are partially funded by this source and Bicycle Plan implementation is also affected by this funding source by way of coordination with the street maintenance program (which provides opportunities for street striping and marking modifications made to implement bicycle facilities) and by coordination with the Traffic Calming program (installation of traffic calming on bicycle routes is regarded as implementation of this plan, as slower traffic does benefit bicycle transportation).

Currently, the majority of Bicycle and Pedestrian program funding supports infrastructure improvements; minimal funding goes towards promotional and educational programs.

This Plan recommends that the Bicycle Program commit more funds toward education, promotion, and enforcement efforts to achieve the goals of this Plan.



Proposed Funding Utilization









Cyclists take advantage of newly striped parking-free bicycle lanes on Exposition Boulevard. Re-striping funding was provided by General Bond funds.



A multi-use path at the intersection of MoPac and Gracy Farms Lane creates improved access and mobility for nonmotorized traffic. This project was funded by grant funds.

Federal and State Funding Sources

The Bicycle and Pedestrian Program has been able to leverage their bond money by matching federal and state funds. In 1992 the federal government passed the Intermodal Surface Transportation Efficiency Act (ISTEA), which expanded transportation funds to become available for bicycle and pedestrian facilities, planning, safety, and promotion programs. Since then, the effort has been strengthened and is now funded by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Under SAFETEA-LU there are more opportunities for the use of federal matching funds for bicycle projects than under previous acts. Signed into law in August 2005, it authorizes 244.1 billion in federal gas-tax revenue and other federal funds for *all* modes of surface transportation, including bicycling.

To be eligible to receive federal funds for any transportation projects, the local community is responsible for setting transportation priorities through its local metropolitan planning organization, which for Austin is the Capital Area Metropolitan Planning Organization (CAMPO). However, in order to utilize federal funds, typically, matching local funds must be available.

Grants

A grant is a financial assistance award that can come from the federal or state government or a private entity to assist the recipient in carrying out a specific project identified by the grant. This is typically a public purpose or stimulation authorized by U.S. law.

Objective 4.1 Benchmark

- Submit at least one grant application for every available funding opportunity.
- Budget and appropriate at least \$3 million per year in funding for implementation of the Austin Bicycle Plan 2020.

Objective 4.1 Actions

- 4.1.1 Provide consistent and on-going funding for the maintenance of bicycle transportation, such as bicycle lane sweeping and bicycle lane sign and marking maintenance. Funding for this should be within the City's operating budget.
- 4.1.2 Per City Council Resolution No: 20020418-40, the City of Austin shall include in all planning and project estimates, as well as actual construction costs, an appropriate amount of funding for bicycle facilities (including end-use facilities where appropriate). All City projects shall be included unless excluded by approval by the Bicycle Program.
- 4.1.3 Identify and pursue funding partnerships and support from other





local agencies and other City Departments.

- 4.1.4 Pilot a mini-grant program to support community education and encouragement efforts, including those conducted by community groups, bicycle advocacy groups, bicycle shops, schools, and other non-profit organizations.
- 4.1.5 Acquire maximum available funding from state and federal sources.
 - 4.1.5a Establish a grant match reserve fund to be available to rapidly match federal and state highway grants.
 - 4.1.5b The City of Austin will propose bond elections at appropriate times to provide needed matching funds to obtain funding from these sources and to provide for projects not funded otherwise.
- 4.1.6 Pursue public-private partnerships as appropriate.

Supporting private initiatives with a mini-grant program

A mini-grant program hosted by the City of Austin could support private initiatives to educate and promote bicycling. By using funds earmarked for education and promotion to match private funds that endeavor to accomplish similar goals, the City of Austin can stretch its dollars for education and promotion.

The City of Chicago plans to establish a mini-grant program whereby 5 minigrants (less than \$2,500) are awarded annually to bicycling groups, wellness centers, schools, and other not-for-profit organizations that encourage bicycling (Chicago, 2006, p. 36).

Other best practices among mini-grants include Philadelphia's Bicycle Education Enhancement Program and Perth, Australia's Cycle Instead Sponsorship Program (Chicago, 2006, p. 36).



Periodically monitor implementation progress and update Plan on a regular basis.

Benchmarks

Evaluate benchmarks annually; and report them to appropriate City boards and commissions.

Update the Bicycle Plan at least every ten (10) years, with interim updates every five (5) years.

Objective 4.2 MONITORING PROGRESS

The Austin Bicycle Plan is a living document, and therefore should be updated periodically to assess progress, identify new opportunities, and re-evaluate priorities and goals.

One component of evaluating progress is to establish benchmarks and report measures periodically. While it is the goal of the Austin 2009 Bicycle Plan Update to reach the established benchmarks by the next update (2014-2018), data should be collected, reported, and evaluated more frequently to evaluate ongoing progress and the appropriateness and cost-effectiveness of the benchmarks and measure techniques. Additionally, evaluation must include review by and feedback from appropriate City boards and commissions and the public.

Also, evaluation of facility treatments, and projects or programs should be evaluated for their effectiveness in implementing the goals of the Austin 2009 Bicycle Plan Update. Evaluations and brief studies of these should be reported. This evaluation will help guide decisions on future use of those facilities or programs.

Finally, a current short and long-term facilities project list should be maintained and updated annually. This not only helps the City know what projects have been completed, but also identifies the projects and programs with the highest priority for each fiscal year and into the future.

Objective 4.2 Benchmarks

- Evaluate benchmarks annually; evaluation to include UTC feedback.
- Update the Bicycle Plan at least every ten (10) years, with interim updates every five (5) years.

Objective 4.2 Actions

In 2009, the Bicycle and Pedestrian Program will establish baseline 4.2.1 measures for each benchmark in the Austin 2009 Bicycle Plan Update.

4.2.1a If necessary, coordinate with appropriate City departments or public agencies to collect data for measures.

- 4.2.2 Regularly collect and maintain local bicycling data, including monitored bicycle counts and bicycle-related traffic violations and accidents.
 - 4.2.2a Coordinate with appropriate agencies and/or City departments to include bicycles in all traffic counts, traffic models, and transportation surveys in the area.
 - 4.2.2b Coordinate with the Austin Police Department, Travis



County Sheriff's Department, University of Texas Police Department, and Texas Department of Public Safety to establish and/or improve reporting methods for bicyclerelated accidents and citations.

- 4.2.3 Continue to use and expand use of public surveys to evaluate public opinions of facilities, programs, and Plan implementation.
- 4.2.4 Annually update the short and long term bicycle network project list and program list.
- 4.2.5 Evaluate new facility treatments and pilot projects and programs.
- 4.2.6 Update the Austin Bicycle Plan every 10 years. For this Plan, the interim update shall begin by December 31, 2014, and a major update by December 31, 2019.
- 4.2.7 Hold an annual meeting with the bicycling community stakeholders to solicit feedback on bicycling issues, maintenance, and facilities, this meeting may be combined with other agencies, seeking the same goal.

Best Practices: Measuring Progress Based on Benchmarks

Cities with successful bicycle programs have a tradition of establishing and consistently and accurately measuring benchmarks that show progress toward achieving their goals. For example, Portland and Seattle both conduct manual bicycle counts rather than rely solely on the Decennial Census travel mode to work counts. Portland also counts bicycle use of the bridges over the Williamette River, into downtown, which is a strong indicator of work-related trips into the employment center. These cities also collect data for their benchmarks regularly to measure interim progress toward Plan goals. In order to ensure implementation of the Bicycle Plan, the City of Austin should strengthen its efforts in data collection to better monitor progress toward the goals and objectives of the 2009 Bicycle Plan Update.

| Table 5.1 Bicycle Master Plan Benchmarks | | | | |
|--|---|---|--|---------------------------------|
| | Benchmark | Baseline Measurement | Benchmark Target | Data Collection Frequency |
| Goal 1 | Percentage of all trips made by bicycle | 2000 US Census: Central city: 3.23% Citywide: 0.96% | Central City: 8% (2015); 10% (2020) of all commute trips | Every two years |
| | | | Citywide: 2% (2015); 5% of all commute trips(2020) | |
| Goal 2 | Number of bicycle-motor vehicle crashes. | To be calculated in 2009 | Maintain number of bicycle-motor vehicle crash rates through 2015 and reduce bicycle-motor vehicle crashes 5% by 2020. | Every five years. |
| BIKEWAY SYSTEM | | | | |
| Obj 1.0 | Percentage of Bicycle Network completed | 34% of network is currently exists as recommended | 60% complete by 2015, 70% complete by 2020, and 100% by 2030 | Annually |



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| Table 5.1 Bicycle Master Plan Benchmarks | | | | |
|--|---|--|---|---------------------------------|
| | Benchmark | Baseline Measurement | Benchmark Target | Data Collection Frequency |
| BIKEWAY | SYSTEM (continued) | | | |
| Obj 1.0 | Number of gaps and barriers connected | Approximately 101 in existing bikeway network | Provide improved connectivity at 12 network gaps by 2020 | Annually |
| Obj 1.0 | Contact adjacent jurisdictions to discuss bicycle system and connectivity improvements | N/A | Ву 2009 | Annually |
| Obj 1.1 | Miles of bicycle lanes in network with parking in the bicycle lane | 55.0 miles of bicycle lanes have parking in the bicycle lane | Remove parking in 100% of bicycle lanes by 2020 | Every two years |
| Obj 1.2 | Number of short-term bicycle parking installed at existing developments by City Bicycle Rack Program | 3,600 short-term bicycle parking spaces | Provide a total of 3,950 spaces by 2015 (<i>includes</i> existing) | Every two years |
| Obj 1.2 | Begin sale of bicycle parking racks at wholesale pricing through City of Austin Bicycle Rack Program | N/A | By 2010 | N/A |
| Obj 1.2 | Number of long-term bicycle parking installed at ABIA | None | Provide 5 long-term spaces by 2015 and a total of 10 long-term spaces by 2020 | Every two years |
| Obj 1.2 | Install "Share the Road" signs on all streets that are gaps in the bicycle network. | N/A | By 2015 | N/A |
| Obj 1.3 | Percentage of Capital Metro buses and rail cars that can safely accommodate 3 bicycles | None | 100% of Capital Metro buses and rail cars will be able to safely accommodate 3 bicycles by 2020 | Every two years |
| Obj 1.3 | Percentage of Capital Metro transit stops with bicycle parking | To be calculated in 2009 | 100% of Capital Metro transit stops will have bicycle parking by 2020, as identified by criteria | Every two years |
| Obj 1.4 | Include maintenance within the operating budget of the Transportation Division of Public Works | N/A | Include within the operating budget by FY 2009-2010 | N/A |
| Obj 1.4 | Establish guidelines for maintenance of multi-use paths and bikeways that serve as bicycle commuter routes | N/A | By 2015 | N/A |
| Obj 1.4 | Add bicycle lane sweeping as a stand alone item within the Solid Waste Services street sweeping program. | N/A | By 2015 | N/A |



Chapter 5 :: Implementation & Funding

| Table 5.1 Bicycle Master Plan Benchmarks | | | | |
|--|---|-------------------------------------|---|---------------------------------|
| | Benchmark | Baseline Measurement | Benchmark Target | Data Collection Frequency |
| EDUCATIO | ON & PROMOTION | | | |
| Obj 2.0 | Number of adult bicyclists and motorists educated through city classes about bicycle and motorist safety | Calculate starting in 2009 | Educate 1,000 bicyclists and motorists annually | Annually |
| Obj 2.0 | Number of Austin bicycle maps and bicycle safety brochures distributed each year | 4004 distributed in 2008 | Distribute 5,000 Austin Bicycle Map Brochures each year | Annually |
| Obj 2.0 | Number of stakeholder contacts in Bicycle Program listserve | 345 stakeholders in 2008 | 350 stakeholder contacts by 2015, and increase by 10% every year | Annually |
| Obj 2.0 | Number of media pieces per year | 58 media pieces in 2008 | Increase number of media pieces (radio, television, Internet, or print) to 75 annual occurrences by 2015 and increase 10% each year | Annually |
| Obj 2.0 | Provide a bicycle rider educational presentation to the PTA of every school served by a new bicycle facility. | N/A | Starting in 2010 | N/A |
| Obj 2.0 | Hire one staff member to focus on education and promotional programs | N/A | By 2011 | N/A |
| Obj 2.1 | Number of citywide events and/ or rides promoting utilitarian and recreational cycling | To be calculated in 2009 | Offer 1 annual citywide event and/or ride promoting cycling, in partnership with other public agencies, non-profit groups, and/or private sector groups | Annually |
| Obj 2.2 | Percentage of bicycling mode share of children commuting to school | To be calculated in 2009 | Increase bicycle mode share of children commuting to school to 25% by 2020 | Every two years |
| Obj 2.2 | Percentage of school-aged children receiving bicycle safety education annually | 85.9% of elementary school students | 90% of school-aged children | Annually |
| Obj 2.2 | Bicycle lane use education and bicycle safety information provided at schools served by new or improved bicycle lane (or more conservative) facility. | N/A | 100% of schools served by new or improved bicycle lane (or more conservative) facility. | N/A |



| Table 5.1 Bicycle Master Plan Benchmarks | | | | |
|--|---|--|---|---------------------------------|
| | Benchmark | Baseline Measurement | Benchmark Target | Data Collection Frequency |
| EDUCATIO | ON & PROMOTION (continued) | | | |
| Obj 2.3 | Number of participants at Bike to Work Day breakfast | 781 participants in 2008 | 1,000 participants in 2009 and increase by 10% for every subsequent year | Annually |
| Obj 2.3 | % of City of Austin employees who commute by bicycle | To be calculated in 2009 | 10% of City of Austin employees by 2015 and 15% by 2020 | Every two years |
| Obj 2.3 | Usage rate of City Cycle bicycle fleet. | To be calculated in 2009 | Increase by 100% by 2020 | Every two years |
| Obj 2.3 | Implement a Citywide Bike Share Program | N/A | Ву 2020 | N/A |
| SAFETY & | ENFORCEMENT | _ | _ | _ |
| Obj 3.0 | % of APD law enforcement officers trained in bicyclist and motorist behavior laws and bicycle issues in conjunction with the City Bicycle Program | To be calculated in 2009 | Train 100% of APD law enforcement officers | Every two years |
| Obj 3.1 | Reduction of work-age (16+) bicycle-related crashes as share of bicycle commuters per US Census Bureau. | The bicycle-related crash rate among bicycle commuters was 4.1% in 2000 and 4.9% in 2006 | Reduce bicycle-related crashes as share of 16+ bicycle commuters to 3% by 2020 | Every two years |
| IMPLEME | NTATION & FUNDING | - | - | |
| Obj 4.0 | New Bicycle Program staff | N/A | 1 new employee by 2011 2 new employees by 2015 3 new employees by 2020 | N/A |
| Obj 4.0 | Percent of action items completed | To be calculated in 2009 | Complete 10% by 2015, 40% by 2020, 100% by 2030 | Every two years |
| Obj 4.0 | Bicycle Plan Implementation Charter | N/A | Create and execute by 2015 | N/A |
| Obj 4.1 | Number of grant funding applied for and obtained by bicycle program | To be calculated in 2009 | At least an application for every available funding opportunity | Annually |
| Obj 4.1 | Funding for Bicycle Plan implementation | N/A | At least \$2-3 million per year in funding starting in FY 2009-2010 until next Bicycle Plan update or until Plan is fully implemented | Annually |
| Obj 4.2 | Time frame to evaluate benchmarks | N/A | Evaluate benchmarks annually. | Annually |
| Obj 4.2 | Time frame to update Bicycle Plan | N/A | Interim update every 5 years and complete update every 10 years | Every 5 years. |



CHAPTER 6: CONCLUSION - A PLAN FOR 2020







CHAPTER 6 CONCLUSION - A PLAN FOR 2020



In light of rising gasoline prices, environmental concerns, increasing traffic congestion, and health concerns, bicycling has proven to be a cost efficient and convenient method of exercise and transportation. The vision for bicycling in Austin is to transform Austin into a world-class bicycling city. In order to accomplish this, the Austin 2009 Bicycle Plan Update aims to simultaneously increase bicycle use and bicycle safety. Through a comprehensive approach of improving and expanding the bicycle network and system, the needed education and promotional programs, and the enforcement of laws affecting bicycling, Austin is taking the necessary steps to becoming a world-class bicycling city.

IMMEDIATE ACTION STEPS

There are a number of immediate steps that the Bicycle Program and City of Austin should act on in order to facilitate and accelerate implementation of this Plan. First, staffing is a necessary component of implementing the Plan. Currently, the Bicycle Program coexists with the Pedestrian Program, Child Safety Program, and Urban Trails Program, which all share a 13-person staff, of which three staff persons are full committed to the Bicycle Program. Best practice cities contain an average of 8.3 staff persons for a combined bicycle and pedestrian program. And a self-evaluation by the current bicycle and pedestrian

team suggests that an addition of at least twofull time staff and additional part time interns are necessary to aggressively implement this Bicycle Plan. The new staff would focus mainly on project management, promotion, education, and enforcement.



Secondly, the Bicycle Program needs to start regularly collecting data from surveys, ridership counts, mode splits, etc, and establish the method now for future data collection. This is imperative in order to set a base for the benchmark measures outlined in this Plan as well as to continuously monitor progress of Plan implementation.

Another critical step the City of Austin needs to act on immediately is updating the Transportation Criteria Manual and Land Development Code to reflect objectives and goals of this Plan. Many actions mentioned in this Plan rely on implementing the bicycle network with other road projects and/or private developments. Without the enforceable regulations in place to ensure this, many key opportunities to develop the bicycle network might be lost.

Finally, the Bicycle Program and City should immediately start implementing the Education and Promotion element of this plan, which is necessary to attracting new bicycle users. As bicycling becomes

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more common, it becomes more important that bicyclists and motorists are aware of each other and of the laws pertinent to bicycling on streets. Educational and promotional materials should be created, published, and distributed soon to begin disseminating information regarding bicycle commuting and associated rights and responsibilities. Strengthening the "Share the Road" Campaign to include advertising at a larger scale such as billboards, bus wraps, and TV and radio ads will be important to educating motorists of the presence of bicyclists.

These first steps are essential to build the foundation upon which the rest of the Plan can be implemented smoothly and completely over the next few years.

The Austin Bicycle Plan is a living document, and therefore should be updated periodically to assess progress, identify new opportunities, and re-evaluate priorities and goals. The Pedestrian and Bicycle Information Center indicates that plans are typically updated every five years, but not exceeding 10 to 15 years (www.bicyclinginfo.org, retrieved 08/28/08).

As more people move into the downtown area and closer to their work, propensity for automobile use decreases and there's a stronger need to facilitate alternative modes of transportation, such as bicycling. The City of Austin has seen a population growth of 86,512 since 2000. Over 70,000 new dwelling units have been constructed, including over 2,000 new condominium and apartment units in the central business district. Several more mixed use projects with residential units and retail services are planned and under construction in the downtown area over the next several years. This level of growth is expected to continue, making the efficient and effective implementation and evaluation of this Plan and its benchmarks vital to the creation of a bicycle system that provides transportation and recreational opportunities while serving the demands brought forth by growth and development.

A thorough plan evaluation investigates the achievement of objectives using quantifiable measures, reviews the effectiveness of particular interventions and policies, monitors public opinion, and then reassesses the specific program plan. As a result, specific program actions can be modified to strengthen implementation of the plan.

Lastly, this Plan cannot be implemented solely by the City Bicycle Program. Many objectives and action items rely on coordination, collaboration, partnerships, and sometimes even funding from other internal and external departments and agencies. This plan will serve to guide the City Bicycle Program into the future and give charge to the momentum it gained upon the passing of the previous plans in the late 1990s.



HALFF



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APPENDIX **A**: DEFINITIONS



BICYCLE

A device that a person may ride and that is propelled by human power and has two tandem wheels at least one of which is more than 14 inches in diameter. (Texas Transportation Code, Chapter 541. Definitions, Subchapter C)

BICYCLE BOULEVARD

A street on which bicycles have preference over cars and are designed in a way to effectively divert motorized traffic. Design elements may include, but are not limited to, diverters, reconfiguration of stop signs to favor the bike boulevard, traffic calming and shared lane markings, and crossing improvements at high traffic crossings.

BICYCLE FRIENDLY (BIKEABLE)

Descriptive term that describes policies, places and practices which make it easier for people to ride bicycles.

BICYCLE LANE (BIKE LANE)

An area within the roadway specifically designated for the use of bicycles.

BICYCLE NETWORK

A network of bicycle routes, including bikeways, bicycle lanes, protected bicycle lanes, multi-use paths, bicycle boulevards, wide shoulders, designated wide curb lanes, designated shared lanes, and sidewalks.

BICYCLE PATH (BIKE PATH, SEPARATED BIKEWAY)

An area not within the roadway specifically designated for the use of bicycles.

BICYCLE PLAN IMPLEMENTATION CHARTER

A document issued by the Bicycle Program that formally authorizes the existence of the Bicycle Plan and provides the Bicycle Program Manager with the authority to apply organization resoures to project activities. A charter will be produced for each city department outlining the action items in this Bicycle Plan which rely on resources from that department.

BICYCLE ROUTE (BIKE ROUTE)

A segment of a bicycle network designated by the jurisdiction having authority with appropriate directional and informational markers, with or without specific bicycle route number.

BICYCLE SYSTEM

The combination of the bicycle network and end-of-trip or support facilities, such as bicycle parking and showers and changing facilities.

BICYCLIST

A person operating a bicycle.

BIKEWAY

Any road, path, or way that in some manner is specifically designated as being for the exclusive



Appendix A :: Definitions

use of biycyclists.

CENTRAL AUSTIN AREA

Area defined by the Bicycle and Pedestrian Program, bound roughly by Oltorf Street to the south, Pleasant Valley Road to the east, FM 2222 to the north, and MoPac to the west. Includes 2000 Travis County Census Tracts 1.01, 2.01, 2.03, 2.04, 3.01, 3.02, 4.01, 4.02, 5.00, 6.01, 6.03, 6.04, 7.00, 8.01, 8.02, 8.03, 8.04, 9.01, 9.02, 10.00, 11.00, 12.00, 13.03, 13.04, 13.05, 14.01, 14.02, 14.03, 16.02, 16.03, 16.04, 16.05, 16.06, 19.01, 19.11, 23.04, 23.15, 23.16

CLIMBING LANE

An area within the roadway specifically designed for the use of bicycles (a bicycle lane) only on the uphill direction of a roadway.

COMPLETE STREET

A street that is designed and operated to enable safe access for all users, including, but not limited to, pedestrians, bicyclists, motorists, and mass transit riders of all ages and abilities. All users should be able to safely move along and across a complete street.¹

ELECTRIC BICYCLE

A bicycle that

(a) is designed to be propelled by an electric motor, exclusively or in combination with the application of human power;

(b) cannot attain a speed of more than 20 miles per hour without the application of human power; and

(c) does not exceed a weight of 100 pounds.

(Texas Transportation Code, Chapter 541. Definitions, Subchapter C)

END-OF-TRIP FACILITIES

Includes supportive facilities for bicycling, such as bicycle parking or shower and changing facilities.

FACILITY HIERARCHY

The following describes bicycle facility hierarchy from most conservative to least conservative:

- Bikeway
- Multi-use Path
- Protected Bicycle Lane
- Bicycle Lane
- Bicycle Boulevard/Traffic Calming
- Shoulder (greater than 8')
- Shoulder (4' to 8' wide)



¹ Adapted from the definition established by Complete the Streets. (2005). *Complete the Streets*. Retrieved February 13, 2009 from http://www.completestreets.org/.



Appendix A :: Definitions

- Shared Lane Marking with Wide Curb Lane (equal to or greater than 14') *only available upon adoption of the Bicycle Shared Lane Marking into the TXMUTCD
- Wide Curb Lane (equal to or greather than 14')
- Shared Lane Marking with Shared Lane (less than 14') *only available upon adoption of the Bicycle Shared Lane Marking into the TXMUTCD
- Shared Lane (less than 14')
- Sidewalk

LANE DIET

A type of roadway conversion project where the existing travel lanes are narrowed to accommodate a bicycle facility.

MULTI-USE PATH

An area designed for the shared use of bicycles, pedestrians, or other designated users.

PEDESTRIAN

A person on foot. (Texas Transportation Code, Chapter 541. Definitions, Subchapter A)

PROTECTED BIKE LANE

A bicycle lane that is separated from traffic with a row of parked cars, a curb, or other physical separation.

ROAD DIET

A type of roadway conversion project where travel lanes are removed from a roadway and the space is utilized for other uses and travel modes, including bicycle lanes.

SHARED LANE

Any travel lane that is 14 feet wide or less that may be legally used by bicycles regardless of whether such facility is specifically designated as a bicycle route. The lane width is measured from the lane stripe to the edge of the gutter pan. When the lane is less than 14 feet wide, the bicyclist may take the lane.

SHARED LANE MARKING

A marking on the roadway that indicates where within a shared lane or wide curb lane a bicyclist should be positioned. The preferred shared lane pavement marking by the Federal Highway Administration and National Committee on Uniform Traffic Control Devices is the bike and chevron marking.

SIDEWALK

The portion of a highway designed for preferential or exclusive use by pedestrians.

SUPER ROUTE

Major route in a bicycle or pedestrian plan that extends over a significant portion of the specified area. Super routes will usually be wider, such as a wide bike lane or bikway/multi-use path, and



Appendix A :: Definitions

other bicycle or pedestrian routes will feed into it. A super route can then be used as a major transportation corridor.

TRAFFIC CALMING

The combination of mainly physical measures that reduce the negative effects of motor vehicles, alter driver behavior and improve conditions for non-motorized street users.

UTILITARIAN BICYCLIST

A person seeking a trip destination point such as libraries, schools, recreation areas, and work centers. A bicyclist seeking a destination.

WIDE CURB LANE

The right-most through traffic lanes that are greater than 14 feet wide, measured from the lane stripe to the edge of the gutter pan. Bicyclists and motorists may share the lane side by side.

WIDE SHOULDER

Not placed on low volume roads, instead wide shoulders are used on major roads for vehicle emergencies, averting accidents and for non-motorized use such as bicycle travel.







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APPENDIX B: LAWS RELATED TO BICYCLING





Appendix B :: Bicycle Laws

Laws governing the behavior of bicyclists and motorists are established locally in the City of Austin Code and at the state level. The applicable statues are listed below and are appended to this plan.

State of Texas

Transportation Code

Chapter 551. Operation of Bicycles, Mopeds, and Play Vehicles

City of Austin Code

Title 12. Traffic Regulations

Chapter 12.1. Traffic Regulations and Administration

- § 12-1-21 Driving in Bicycle Lane
- § 12-1-31 Unlawfully Riding on Vehicle
- § 12-1-32 Use of Skates, Skateboards, Bicycle Motocross Bicycles, and Toy Vehicles on Public Right-of-Way or Property.

Chapter 12.2. Bicycles

Title 25. Land Development

Chapter 25.2. Zoning. Subchapter E: Design Standards and Mixed Uses. Article 2: Site Development Standards.

§ 2-3 Connectivity

§ 2-4 Parking Reductions

Chapter 25.6. Transportation § 25-6-476 Parking for Mixed-Use Developments § 25-6-477 Bicycle Parking

City of Austin Transportation Criteria Manual

Section 4 - Sidewalks and Curb Ramps

Section 7 - Bikeways

Section 9 - Parking

Appendix G - Transit Facility Design Guide (for CapMetro)





A

APPENDIX C: BICYCLE MASTER PLAN **PUBLIC PROCESS**





Introduction

The Austin 2009 Bicycle Plan Update was created over the past two years with input from several hundred residents through public input meetings, email, and phone calls. The intent of the public process was to provide information about planning for bicycle transportation and the Bicycle Plan update process and solicit participation from the Austin community in designing the Austin 2009 Bicycle Plan Update. Four meetings were held over a two week period during March/April 2008. Approximately 125 people attended the public input meetings, and over 1,000 comments were received at these public input meetings as well as through email and phone.

| Public Input Meetings | | | |
|-----------------------|----------------------------|--|--|
| Mon., March 24, 2008 | Windsor Park Library | | |
| 5:30 - 8:30 pm | (Northeast) | | |
| Wed., March 26, 2008 | Ruiz Library | | |
| 5:30 - 8:30 pm | (South) | | |
| Mon., March 31, 2008 | One Texas Center | | |
| 5:30 - 8:30 pm | (Central) | | |
| Wed., April 2, 2008 | Univeristy Teaching Center | | |
| 5:30 - 8:30 pm | (UT) | | |

The Bicycle and Pedestrian Program used serveral different methods to inform the public of the Bicycle Plan Update and public meeting dates and times. Notices for public meetings were printed in the Austin American Statesman in the Public and Special Notices sections, as well as in the Community Calendar and the XL section. The Austin Chronicle printed a story about the meetings and included the meetings in their Calendar section. Additionally, the Bicycle and Pedestrian Program contracted with Motorblade (a car-free poster distribution company, operated on rollerblades) to post 170 fliers and posters around town.

On-line efforts included a banner on Austin360.com, posting on the Austin Parks Foundation webpage, the Neighborhood Planning and Zoning Department on-line community calendar, and the BicycleAustin on-line forum.

E-mails were sent to existing e-mail addresses in the Capital Area Metropolitan Planning Organization's (CAMPO) contact list and 200 postcards were sent to bicycle-related stakeholders from the CAMPO list. E-mails were also sent to the Bicycle Advisory Council, the Street Smarts Task Force, and the Bicycle and Pedestrian Program's bicycle stakeholder list of over 400 interested parties.

At each of these public meetings, Bicycle and Pedestrian





Program staff and the consulting team gave a presentation about the current issues, strengths, and opportunities of the bicycle network. Participants had the opportunity to ask questions, voice or submit concerns, and discuss features of bicycling in Austin. Additionally, at each of these meetings participants were asked to write comments on large maps of the city concerning bicycling issues, where bicycle facilities were needed, where they were inappropriate, and the



condition of existing facilities. Finally, a survey was distributed to meeting participants.

Lastly, after all public input was considered and the final plan written (over the remainder of 2008), the Plan was presented at the Austin Neighborhoods Council on February 25, 2009 and at a city-wide open house on March 4th, 2009. Hard copies were made available to the public by being placed at all public libraries starting in February 2009. The final adoption process also provided additional public input opportunities through various board and commission meetings as well as at the final public hearing at City Council.



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Appendix C :: Bicycle Master Plan Public Process

Public Meeting Questionnaire

| Are vou | a resident of Austin? Yes No |
|----------------------------------|--|
| Do vou | currently ride a bicycle? Yes No |
| lf yes, h | ow frequently? (Please check one only) |
| | Daily More than once a week Once a week Once or twice a month Infrequently Never |
| lf yes, w | <pre>'hat is your main purpose in riding? To commute to work To commute to school or university For recreation For trips in your neighborhood For fitnessOther reason</pre> |
| What sh | ould Austin's bicycle system priorities be over the five to Ten Years? (Rank from |
| | _ Focus on improvements to reduce or eliminate key existing barriers? |
| | _ Continue to increase the miles of bicycle lanes throughout the city? |
| | Development of long distance, major routes in each area of the city that have a high ease of use for the average adult? |
| | Focus mainly on facilities in the denser, urban core of the city (183 to Ben White, and between Mopac and 183 to the east)? |
| | _ Add to current standards so that new development has superior bicycle facilities plan into them from the beginning? |
| | Focus on end of trip facilities (showers and changing areas, bicycle racks, parking facilities, etc.)? |
| | _ Focus on improvement of existing facilities (route signs, surface condition, striping, e |
| Would y future b levels of | ou support accelerating improvements to the City's bicycle infrastructure by wa onds, so as to address connectivity and the development of facilities suitable for f cyclists? |
| | YesNoDon't Know |
| Please t Austin's | ell us what specific routes, areas of the city or destinations should be added to bicycle system or require improvements? (Add on the back if necessary) |
| | |

Please complete this questionnaire before leaving the meeting.

Survey Results

1. Do you currently ride a bike?

There were 104 respondents, of which 101 (97%) do ride a bicycle and 3 (3%) do not.

2. If yes, how frequently?

63 respondents (62%) said they bicycle daily

26 respondents (25%) said they bicycle once a week

5 respondents (5%) said they bicycle once a week

5 respondent (5%) said they bicycle once or twice a month

3 respondent (3%) said they bicycle infrequently

3. What is your main purpose in riding?

The 104 respondents gave 191 answers to this question, indicating that many people have multiple "main purposes" for bicycling.

73 respondents (38%) said commuting to work or school is a primary purpose for bicycling

63 respondents (33%) said recreation or fitness is a primary purpose for bicycling

35 respondents (18%) said trips in the neighborhood is a primary purpose for bicycling

20 respondents (10%) gave another purpose for their bicycle trips. These included non-work related trips through town; to pick up kids; vacation or bicycle touring; general transportation; shopping; fun; errands; and no car.













4. What should Austin's bicycle system priorities be over the next five to ten years? (Rank from 1 to 7)

| Rank: |] | 2 | 3 | 4 | 5 | 6 | 7 |
|---|-------|-------|-------|-------|-------|-------|-------|
| Focus on improvements to reduce or eliminate key existing barriers | 29.9% | 20.6% | 18.6% | 10.3% | 9.3% | 6.2% | 5.2% |
| Continue to increase the miles of bicycle lanes throughout the city | 12.4% | 15.5% | 10.3% | 17.5% | 21.6% | 15.5% | 7.2% |
| Development of long distance, major routes in each area of the city that have a high ease of use for the average adult | 19.4% | 11.2% | 13.3% | 20.4% | 15.3% | 12.2% | 8.2% |
| Focus mainly on facilities in the denser, urban core of the city (183 to Ben White, and between Mopac and 183 to the east) | 17.7% | 13.5% | 15.6% | 8.3% | 15.6% | 13.5% | 15.6% |
| Add to current standards so that new development has superior bicycle facilities planned into them from the beginning | 12.6% | 15.8% | 20.0% | 12.6% | 17.9% | 14.7% | 6.3% |
| Focus on end of trip facilities (showers and changing areas, bicycle racks, parking facilities, etc.) | 1.1% | 6.4% | 7.4% | 11.7% | 3.2% | 23.4% | 46.8% |
| Focus on improvement of existing facilities (route signs, surface condition, striping, etc.) | 13.5% | 15.6% | 14.6% | 18.8% | 15.6% | 12.5% | 9.4% |

Focusing on improvements to reduce or eliminate key existing barriers received the highest rankings among respondents. On the other end of the spectrum, focus on end trip facilities was not ranked as a high priority among survey participants.

5. Would you support accelerating improvements to the City's bicycle infrastructure by way of future bonds, so as to address connectivity and the development of facilities suitable for all levels of cyclists?

Ninety-eight (94.2%) of survey respondents answered this question, and all of them answered yes, they would support bonds to accelerate improvements.







Public Comments

At each meeting, participants were asked to write bicycle-related comments on large blank sheets of papers, and on large wall-sized maps of the city. The following maps and corresponding index represent the geographically related comments. Other comments were general in nature and could not be related geographically. The chart below outlines the number and type of comments received during the public input process. The majority of the comments were regarding the implementation and installation of bicycle lanes.

| Public Comment Types | |
|----------------------------|-------|
| Туре | # |
| Bicycle Lane | 370 |
| Bicycle Map/Bicycle Plan | 197 |
| Barrier/Connectivity | 151 |
| Bicycle Route/Facility | 102 |
| Trails | 83 |
| Repair/Maintenance | 67 |
| Coordination/Collaboration | 46 |
| Signal/Signage | 42 |
| Safety Concern | 30 |
| Education | 18 |
| Parking | 17 |
| Encouragement | 11 |
| Road Diet | 6 |
| Enforcement | 6 |
| Traffic Calming | 3 |
| Total | 1,149 |



| | Public Input Comments | | | |
|------------|--|--------------------------------------|--------------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 1 | "It would be very beneficial to me if Guadalupe were a more bicycle-friendly street." Travis Gould a non-car-owner for 4 years and counting | Guadalupe: | Bike Lane | |
| 1 | Lane Diet on Burnet, North Guadalupe. | Burnet Road \ | Road Diet | |
| 3 | Cameron Rd., | Cameron Rd., | Bike Lane | |
| 3 | Lane Diet on Cameron | Cameron Road: | Road Diet | |
| 4 | Increase connectivity between Clarksville and the Town Lake Trail. 5th and 6th streets are barriers. Help provide more pedestrian activated cross walks. | Clarksville to Town Lake | Barrier/ Connectivity | |
| 6 | Intersection of 183 and Georgian/Northcrest (northbound & southbound) | 183 / Georgian / Northcrest | Barrier/ Connectivity | |
| 6 | Northcrest and 183 is a barrier. Installing a 10 ft. shared-use sidewalk would be good here. | 183 / Northcrest | Barrier/ Connectivity | |
| 6 | Anderson / Northcrest - make crossing more friendly | Anderson / Northcrest | Barrier/ Connectivity | |
| 6 | Anderson Lane: How will new development improve cycling/sidewalk conditions? | Anderson Lane: Lamar to Mopac | Bike Map/Bike Plan | |
| 7 | Check on bike lane 45 down 32 on Duval for UT Coordination [1] ASK ERIC FOR CLARIFICATION | Duval: 45th to 32nd | Coordination/ Collaboration | |
| 8 | Shoal Creek trail should be continuous, especially around 38th and ½ and Shoal Creek. | Shoal Creek Trail: and 38th | Trails | |
| 9 | Make West Lynn 2 way from 5th to 6th to reduce barrier to sidewalk to trail | West Lynn: 5th to 6th | Bike Route | |
| 9 | There needs to be an easy way to cross 5th & 6th between Mopac and Lamar - the light on W. Lynn & 6th is good but has no sidewalks or bike lane | 5th / West Lynn | signal | |
| 10 | Add bike lanes to Winsted Lane from Enfield to West 11th Street | Winstead Lane: Enfield to 11th St. | Bike Lane | |
| 11 | 45th Street from Airport Blvd to Guadalupe should be restriped to one lane each way with a cneter turn lane and bike lanes | 45th St: Airport to Guadalupe | Bike Lane | |
| 13 | Improve connectivity at Speedway and MLK and at Speedway and 21st Street | Speedway / MLK | Barrier/ Connectivity | |
| 14 | Improve connectivity at Speedway and MLK and at Speedway and 21st Street | Speedway / 21st Street | Barrier/ Connectivity | |
| 15 | Climbing lane on MLK from San Gabriel to Lamar | MLK: San Gabriel to Lamar | Bike Lane | |
| 16 | (Do not delete) Horseshoe from Bullcreek to Parkcrest | Horseshoe: Bullcreek to Parkcrest | Bike Map/Bike Plan | |
| 17 | 32nd St.: Red River to Duval - needs surface improvments | 32nd St.: Red River to Duval | Repair/ Maintenance | |
| 17 | 32nd Street between Duval & Red River - poor surface. | 32nd St: duval and Red River | Repair/ Maintenance | |

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| Public Input Comments | | | |
|-----------------------|--|--|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 17 | 32nd St: IH-35 to Duval - needs resurfacing, many potholes | 32nd St: IH-35 to Duval | Repair/ Maintenance |
| 17 | 32nd St. between Duval St. and Red River desperately needs to be repaved. | 32nd: Duval to Red River | Repair/ Maintenance |
| 18 | bike lanes to connect neighborhood safely to Shoal Creek Trail | Gaston: Shoal Creek Blvd to Claire Ave | Bike Lane |
| 18 | Gaston: Mopac to Harris (see map for smaller streets) | Gaston: Mopac to Harris | Bike Route |
| 19 | Winstead: Lake Austin Blvd to 24th/Windsor | Winstead: Lake Austin Blvd to 24th/Windsor | Bike Route |
| 20 | Extend Eastside facility across Riverside to planned Town Lake hike & bike floating trail | Riverside | Bike Route |
| 21 | Climing lane, 32nd St: IH-35 to Red River | 32nd St: IH-35 to Red River | Bike Lane |
| 22 | Provide rear access to businesnesses on 183 | 183 | Barrier/ Connectivity |
| 22 | the 183 barrier needs improved safe access from north to south. | 183 | Barrier/ Connectivity |
| 23 | 183/Mopac needs ped/bike bridges. | 183 / Mopac | Barrier/ Connectivity |
| 23 | Add bike/ped bridge at 183/Mopac interchange | 183 / Mopac | Barrier/ Connectivity |
| 24 | Add signage at 18th and Nueces for northbound cyclists to promote usage of Rio Grande/Rt 31 | 18th St. / Nueces northbound | Signage |
| 25 | 2222 / 360 - This intersection is is deadly because there is no shoulder, especially the northeast corner. | 2222 / 360 | Barrier/ Connectivity |
| 26 | 2222: Highland Hills to 620 needs an improved bicycle facility | 2222: Highland Hills to 620 | Bike Lane |
| 26 | Provide bicycle lane on 2222 from Mopac to 360 | 2222: Mopac to 360 | Bike Lane |
| 26 | Improve 2222 for cyclists | 2222: Mopac to 620 | Bike Lane |
| 26 | 2222: Mount Bonell to Jester - add bike lanes | 2222: Mount Bonell to Jester | Bike Lane |
| 27 | 24th: Rio Grande to Lamar - very dangerous - provide separate bicycle lane | 24th: Rio Grande to Lamar | Bike Lane |
| 29 | Re-route Route #31 where it takes Nueces, change it Salado instead | 26th St: Salado to Nueces | Bike Route |
| 29 | Re-route Route #31 where it takes Nueces, change it Salado instead | 29th St.: West Ave to Salado | Bike Route |
| 29 | Re-route Route #31 where it takes Nueces, change it Salado instead | Salado: 29th St. to 26th St. | Bike Route |
| 30 | easy access crossing I-35, Mopac, and 290/71. | 290/71 | Barrier/ Connectivity |
| 30 | 290 / Industrial Oaks: needs signal | 290 / Industrial Oaks | signal |

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| | Public Input Comments | | | |
|------------|---|--|-------------------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 31 | 290: is a major barrier to bicycling | 290: | Barrier/ Connectivity | |
| 31 | 290: 1826 to Monterrey Oaks | 290: 1826 to Monterrey Oaks | Bike Lane | |
| 31 | US 290 corridor from the Y at Oak Hill in to Mopac and to Lamar needs bicycle improvements. Thai is a major barrier for people in Oak Hill from getting into other partos of the new bike path along Davis from Escarpment to new middle school @ Slaughter and RR 1826. | 290: Y to Mopac | Bike Lane | |
| 32 | 29th Street from Shoal Creek Trail to Guadalupe, | 29th St: Shoal Creek Trail to Guadalupe | Bike Lane | |
| 32 | 29th Street between Rio Grande & Lamar - substandard bike lane. | 29th St: Rio Grande to Lamar | Repair/ Maintenance | |
| 32 | 29th: Lamar and Rio Grande - Bike lanes too narrow, prehaps sharrows would be better suited | 29th: Lamar and Rio Grande | Repair/ Maintenance | |
| 33 | bike lane on SH 71 | 71 | Bike Lane | |
| 34 | Designated bike lanes on 360 | 360: | Bike Lane | |
| 34 | Loop 360 is an excellent n/s route for transportation and recreation. However, there are some deadly - dangerous spots. If the city could coordinate better with TXDOT to improve facilities along 360, we would all benefit. | 360 | Coordination/ Collaboration | |
| 34 | Improved signage on 360 | 360: | Signage | |
| 35 | Northwestern - add bike lane (huge city easement, w/no sidewalk, could make a path), | Northwestern | Bike Lane | |
| 37 | E. 11th St. | 11th St. | Bike Lane | |
| 37 | Possible lane: 11th/Rosewood, | 11th: IH-35 to Pleasant Valley | Bike Lane | |
| 38 | On East 12th between Waller and Rosewood Park the Bike Route stops. Please make continuous. | 12th: Waller to Hargave | Continuity - (Existing Facility) | |
| 39 | Include steel truss bridge over the Colorado River as part of the LA Bikeway | 183 / Colorado River | Barrier/ Connectivity | |
| 40 | provide access across 183 and 360 | 183/ 360 | Barrier/ Connectivity | |
| 40 | 360 and 183 | 360 / 183 | Barrier/ Connectivity | |
| 41 | Region where 360 and mopac meet 183 south lamar needs much tlc | Lamar / 360 | Barrier/ Connectivity | |
| 41 | Ben White / Lamar - needs bike/ped signal | 290 - Ben White / Lamar | signal | |
| 42 | Eastbound access road of Ben White: IH-35 to Payload | 290 - Ben White: IH-35 to Payload | Bike Route | |
| 43 | Improve bike accessibility over Ben White. | 290 / Ben White | Barrier/ Connectivity | |

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| | Public Input Comments | | | |
|------------|---|--|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 43 | Ben White is impossible to cross safely | 290 / Ben White: | Barrier/ Connectivity | |
| 45 | bike lane needed - YES! | 29th street - west of Harris to Jefferson | Bike Lane | |
| 45 | | 29th Street from Lamar to MoPac and through to Tarry Town | Bike Lane | |
| 45 | up-hill bike lane | 29th Street: Lamar to ? | Bike Lane | |
| 45 | | W. 29th Street | Bike Lane | |
| 46 | 2nd has a lot more cyclists than the "Lance Armstrong" 4th St. Lane. | 2nd St. | Bike Lane | |
| 46 | 2nd St.: Pleasant Valley to Comal - connect 2nd St proposed route to other existing/proposed routes | 2nd St.: Pleasant Valley to Comal | Bike Lane | |
| 47 | a low gradient connection from beneath the 34th St bridge (hike and bike trail) over Shoal Creek to the south sidewalk of 34th Stwe have school children biking in from Rosedale | 34th St: Hike and bike trail on southwest bank of Shoal Creek to 34th St. Sidewalk | Bike Lane | |
| 48 | | 34th: Oakmont to Kerby | Bike Lane | |
| 49 | Bike/Ped Ferry - starting at 35th St going across the Colorado River | 35th St: | Barrier/ Connectivity | |
| 50 | 360 and Wildridge - Build a Bridge for easier access | 360 / Wildridge | Barrier/ Connectivity | |
| 50 | 360 / Wildridge - build a bridge to improve access | 360 / Wildridge | Barrier/ Connectivity | |
| 51 | 38th 1/2 is narrow and should not be used for biking | 38th 1/2 | Barrier/ Connectivity | |
| 51 | 38th 1/2 and IH-35 is a barrier | 38th 1/2 / IH-35 | Barrier/ Connectivity | |
| 52 | 38th 1/2 St.: Guadalupe to Lamar - make biking to Central Market feasible | 38th 1/2 St.: Guadalupe to Lamar | Bike Lane | |
| 53 | 38th 1/2 St.: Manor to Airport | 38th 1/2 St.: Manor to Airport | Bike Lane | |
| 56 | Provide good e/w passage north of campus under IH-35 - near Hancock Center | 38th 1/2 St: Speedway to Airport | Bike Lane | |
| 56 | 38th 1/2: Red River to Duval - bridge the bike lane gaps | 38th 1/2: Red River to Duval | Bike Lane | |
| 57 | 38th St. | 38th St. | Bike Lane | |
| 57 | need east/west route on 38th street | 38th St. | Bike Route | |
| 57 | need east/west route on 38th street | 38th St. | Bike Route | |
| 59 | 3rd Street and Austin City Music Hall has trucks blocking entrance to Shoal Creek Trail. | 3rd / Nueces | Repair/ Maintenance | |
| 60 | 45th St. | 45th St. | Bike Lane | |

| | Public Input Comments | | | |
|------------|---|--------------------------------------|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 60 | along 45th st | 45th St. | Bike Lane | |
| 60 | 45th Street from Airport Blvd to Guadalupe should be restriped to one lane each way with a center turn lane and bike lanes | 45th St: Airport to Guadalupe | Bike Lane | |
| 60 | 45th St: Guadalupe to Lamar - make biking to Central Market feasible | 45th St: Guadalupe to Lamar | Bike Lane | |
| 60 | 45th St: Guadalupe to Shoal Creek - Bike laneswe would love it! | 45th St: Guadalupe to Shoal Creek | Bike Lane | |
| 60 | Need a bike lane on 45th St. | 45th St: Mopac to Airport | Bike Lane | |
| 60 | need east/west route on 45th street | 38th St. | Bike Route | |
| 60 | need east/west route on 45th street, | 45th St. | Bike Route | |
| 60 | 45th st - Guadalupe to Airport, re-stripe one lane in each way with a center turn lane and bike lanes. | 45th St.: Guadalupe to Airport | road diet | |
| 61 | 3rd Street and Lamar railroad tracks are hell to cross. | 3rd St. / Lamar | Barrier/ Connectivity | |
| 61 | Lamar / 3rd St - provide access over the railroad tracks | Lamar / 3rd St | Barrier/ Connectivity | |
| 62 | Put bike lanes on 3rd St. | 3rd St.: | Bike Lane | |
| 63 | SH45 near Mopac | 45 near Mopac | Barrier/ Connectivity | |
| 63 | 45 between Mopac and 1826. There are shoulders buth they disappear and re-appear on each side of the highway. Re-striping could make this much safer. | 45: Mopac and 1826 | Repair/ Maintenance | |
| 63 | 45 from Mopac to 1826 needs to be restriped | 45: Mopac and 1826 | Repair/ Maintenance | |
| 63 | 45: Mopac to 1826 - This route should be prioritized | 45: Mopac to 1826 | Repair/ Maintenance | |
| 63 | Improve State Highway 45 from Mopac to 1826 (long route near the Veloway) | 45: Mopac to 1826 | Repair/ Maintenance | |
| 64 | 46th bike boulevards. | 46th St. | bike boulevard | |
| 65 | All effort should be made to have better east/west routes. MLK, 6th, 5th, and 4th are not good routes. | 4th St: | Barrier/ Connectivity | |
| 65 | 4th St. !!! | 4th St. | Bike Lane | |
| 65 | The Lance Armstrong route goes along the poorest road in all of downtown (4th St) | 4th St | Repair/ Maintenance | |
| 66 | 4th St / IH-35 | 4th St / IH-35 | Barrier/ Connectivity | |
| 67 | 51st / Guadalupe - bad light, never lets bikes through | 51st / Guadalupe | signal | |
| 68 | 51st Street overpass at I-35. | 51st St / IH-35 | Barrier/ Connectivity | |



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| Public Input Comments | | | | |
|-----------------------|--|---------------------------------|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 68 | 51st Crossing over IH-35 | 51st St. / IH-35 | Barrier/ Connectivity | |
| 68 | 51st Street and IH-35 | 51st Street / IH-35 | Barrier/ Connectivity | |
| 69 | At termination of E 51st street at 183 create trail though Harvey Penick Golf Campus to Johnny Morris Drive. Would require a creek crossing. Low priority. | 51st St. / 183 | Barrier/ Connectivity | |
| 70 | 51st and Berkman needs a bike lane to get through the intersection, the bike lane runs out when going east. | 51st St. / Berkman | Barrier/ Connectivity | |
| 71 | 51st St: Berkman to Manor is dangerous because bike lane disappears | 51st St: Berkman to Manor | Bike Lane | |
| 72 | 51st St: Cameron to Duval | 51st St: Cameron to Duval | Bike Lane | |
| 73 | 51st St: Guadalupe to Lamar - please make safer, good route to DSHS | 51st St: Guadalupe to Lamar | Safety Concern | |
| 74 | 51st St: IH-35 to Berkman - bike lanes too skinny for motorist speeds | 51st St: IH-35 to Berkman | Repair/ Maintenance | |
| 76 | New Bicycle Lane Request - There's no bike lane between Springdale and Ed Bluestein. The grass is really high and motorists cannot see around the corners. If you cannot create a bike lane or a sidewalk on this stretch of road, please have the land owner clear the land on the side of the road so I don't get hit from behind. | 51st Street: Springdale and 183 | Bike Lane | |
| 77 | 51st St - Airport to I-35 has no connection to Mueller. | 51st: Airport to IH-35 | Barrier/ Connectivity | |
| 78 | Connect LAB at north end of 183/5th/7th to Guerrero Park/Travis on Souith side | 5th / 183 | Barrier/ Connectivity | |
| 78 | How to navigate over the Levander Loop from Montopolis Bridge? Need path through overpasses. | Levander Loop / Montopolis | Barrier/ Connectivity | |
| 79 | 5th St. west of Lamar - should really be a priority for pedestrian & bike accessibility | 5th St. Lamar to Mopac | Bike Lane | |
| 79 | Need stoplight on 5th St. between Mopac - Baylor | 5th / Baylor | signal | |
| 80 | Need a way (if possible) to cross RR tracks at 5th and Lamar | 5th / Lamar | Barrier/ Connectivity | |
| 80 | 5th St. / Lamar - please provide an interim connection over the tracks. | 5th St. / Lamar | Barrier/ Connectivity | |
| 80 | Is there some way to facilitate crossing the railroad tracks at 5th & Lamar? My bicycle is to heavy for me to lift. | 5th St. / Lamar | Barrier/ Connectivity | |





| | Public Input Comments | | | |
|------------|--|--|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 81 | 5th and West Lynn needs a light to get across. When coming from Johnson Creek Trail on 5th Street, in order to continue northbound to 6th Street. Traffic rarely stops. | 5th / West Lynn | Barrier/ Connectivity | |
| 81 | West Lynn / 5th St needs signal to improve access to trail and slow heavy traffic | 5th / West Lynn | Barrier/ Connectivity | |
| 82 | Eastside LAB poor striping, right turn only not done well [1] ASK ERIC FOR CLARIFICATION | 5th St | Bike Route | |
| 83 | All effort should be made to have better east/west routes. MLK, 6th, 5th, and 4th are not good routes. | 5th St: | Barrier/ Connectivity | |
| 83 | 5th St, | 5th St | Bike Lane | |
| 83 | West 5th street corner either traffic calming or eleminate parking in bike lanes | 5th St. | Bike Lane | |
| 84 | Mopac / Lake Austin / 5th St. / 6th Stmessy with lots of merging | Mopac / Lake Austin / 5th St. / 6th St. | Safety Concern | |
| 84 | Really needs to be a light on 5th after exiting Mopac to slow taffic and allow bikes to cross over to access Johnson Creek Trail. | 5th St / West Lynn | signal | |
| 85 | please consider sidewalks and bike lanes on 620 leading into 11400 Concordia Dr | 620: near Concorida U. | Barrier/ Connectivity | |
| 85 | Create Bicycle facilities from 620 and 2222 to Lakeline Mall and Walmart (8201 FM 620 N) on 620 | 620: Concordia to Walmart and Lakeline Mall | Bike Route | |
| 86 | All effort should be made to have better east/west routes. MLK, 6th, 5th, and 4th are not good routes. | 6th St.: | Barrier/ Connectivity | |
| 86 | 6th St. west of Lamar - should really be a priority for pedestrian & bike accessibility. | 6th St: Lamar to Mopac | Bike Lane | |
| 86 | West 6th street corner either traffic calming or eleminate parking in bike lanes | 6th St | Bike Lane | |
| 86 | 6th St, | 6th St | Bike Lane | |
| 86 | E. 6th St | 6th St | Bike Lane | |
| 86 | 6th St.: Mopac to IH-35 - we need a cross-town lane | 6th St.: Mopac to IH-35 | Bike Lane | |
| 86 | 6th St.: Mopac to IH-35 - amen - | 6th St.: Mopac to IH-35 | Bike Lane | |
| 86 | 6th Street downtown, mostly west of Lamar. | 7th Street downtown, mostly west of Lamar. | Bike Lane | |
| 87 | West Lynn / 6th St needed curb improvments | 6th St / West Lynn | Repair/ Maintenance | |
| 88 | Avoid E. 7th. | 7th | bike facility | |
| 88 | East 7th St. | 7th St. | Bike Lane | |
| 88 | 7th St: IH-35 to Pleasant Valley - very scary | 7th St: IH-35 to Pleasant Valley | Bike Lane | |
| 88 | 7th: Chicon- Pleasant Valle – Bike Facility was not possible in Aug. '07 | 7th: Chicon to Pleasant Valley | Bike Map/Bike Plan | |

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| | Public Input Comments | | | |
|------------|---|---|--------------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 88 | 7th St: IH-35 to Pleasant Valley - scary | 7th St: IH-35 to Pleasant Valley | Safety Concern | |
| 89 | Bike sensitive traffic lights: 7th St. and Comal | 7th St. / Comal | signal | |
| 90 | a trail connecting Yett Creek Park to Riata Park | a trail connecting Yett Creek Park to Riata Park | Trails | |
| 90 | a pedestrian and bicycle entrance to Riata Park at Jessica Lane | terminus of Jessica Lane | Trails | |
| 90 | Trail connection through Riata Park to Cow | Trail: Riata Park to Cow | Trails | |
| 91 | Airport bike lockers | Airport | Bike Map/Bike Plan | |
| 92 | Spirit of Texas: Hwy 71 to airport - bike route should go all the way to the airport door | Spirit of Texas: Hwy 71 to airport | Bike Lane | |
| 92 | Airport conectivity. Getting to airport is difficult by bike. LA Bikeway terminates at end of montopolis bridge. | Airport | Bike Route | |
| 92 | Presidential Blvd | Presidential Blvd: | Bike Route | |
| 92 | Interface with Airport long term plan | Airport | Coordination/ Collaboration | |
| 92 | Airport Trail on Airport land | Airport access | Trails | |
| 93 | Airport and E. 38th 1/2 Street | Airport / E. 38th 1/2 Street | Barrier/ Connectivity | |
| 94 | Airport and E. 40th Street | Airport / E. 40th Street | Barrier/ Connectivity | |
| 95 | Airport Blvd southbound from Highland Mall bike lane and sidewalk disappears before road goes beneath Koenig. Peds and bicyclists have no southbound route beneath that overpass. This is a real problem for people planning to use the Highland rail station. | Airport Blvd: Lamar to IH-35 | bike facility | |
| 95 | Airport / Koenig Ln - provide bicycle and pedesrian access going southbound - necessary for connectivity to Highland Mall or Lamar/Airport Station | Airport / Koenig Ln | Bike Lane | |
| 95 | Bike lane along Airport Blvd. in front of Highland Mall disappears heading south. Sidewalks do too. Necessary for connectivity to Highland Mall Station or Lamar/Airport Station | Airport Blvd: Lamar to IH-35 | Bike Lane | |
| 96 | Airport and Schieffer Ave | Airport / Schieffer Ave | Barrier/ Connectivity | |
| 97 | Airport / Wilshire - this crossing is very dangerous, even after the redesign | Airport / Wilshire | Barrier/ Connectivity | |
| 97 | Intersections to Mueller across Airport are significant barriers. The "longhorn" design preventing cars/bikes from going from Cherrywood/Wilshire Woods is bad. This basically turns Mueller into a "gated community" not one that is integrated into the fabric. | Airport: and Wilshire Wood/ Cherrywood | Barrier/ Connectivity | |



| Public Input Comments | | | |
|-----------------------|--|---|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 97 | Wilshire and Airport is a really bad crossing. How about an underground tunnel? | Wilshire / Airport | Barrier/ Connectivity |
| 98 | Airport Blvd | Airport Blvd | Bike Lane |
| 98 | Airport Road needs bike lanes for crosstown and Mueller access | Airport Blvd: | Bike Lane |
| 98 | Airport: Oak Springs to Tillery | Airport: Oak Springs to Tillery | Bike Lane |
| 99 | Extend Shoal Creek Bicycle Facilities north, under 183 to Pickle/Domain/Gateway | Shoal Creek / 183 | Barrier/ Connectivity |
| 99 | N/S crossing of 183 | Shoal Creek / 183 | Barrier/ Connectivity |
| 99 | continue accessibility on Shoal Creek Blvd. North to break through 183 barrier. | Shoal Creek Blvd / 183 | Barrier/ Connectivity |
| 99 | Route North through the 183 area, Shoal Creek ends & no where to go. | Shoal Creek Blvd/183 | Barrier/ Connectivity |
| 99 | Shoal Creek Blvd: 183 to Burnet - extend access through to Pickle and the Domain and Old IBM campus - as recommended by Gateway Plan | Shoal Creek Blvd: 183 to Burnet | Barrier/ Connectivity |
| 99 | Continue popular Shoal Creek Blvd. rout north by removing 183 as a barrier | Shoal Creek Blvd: 183 to Burnet | Barrier/ Connectivity |
| 99 | Build a trail that goes northbound from 183 and Shoal Creek, along the rail line passing U.T., the Domain, IBM, and follows the rail under Mopac to National Instruments. There is an existing trail there that is part of the Balcones District Park that could connect to Walnut Creek Park when that trail is completed. | Along UP line northbound from 183 and Shoal Creek Blvd. | Trails |
| 99 | Extend Shoal Creek Bicycle Facilities north, under 183 and build a rail-with-trail that extends to Pickle/ Domain/Gateway | Shoal Creek: 183 to Pickle/ Domain/Gateway | Trails |
| 101 | "Alpine: Payload to William Springs Road " | Alpine: Payload to William Springs Road | Bike Route |
| 101 | Alpine: William Springs Rd to S. Congress | Alpine: William Springs Rd to S. Congress | Bike Route |
| 101 | Payload: Ben White to Alpine (not completed) | Payload: Ben White to Alpine (not completed) | Bike Route |
| 102 | Arena: Lakeshore to Riverside | Arena: Lakeshore to Riverside | Bike Lane |
| 102 | Arena: Lakeshore to Riverside | Arena: Lakeshore to Riverside | Bike Lane |
| 103 | Balcones Woods Drive: Mopac to Flagstaff | Balcones Woods Drive: Mopac to Flagstaff Dr. | Bike Lane |
| 104 | Barton Springs: Bridge over Barton Creek needs to provide access to cyclists | Barton Springs Bridge over Barton Creek | Barrier/ Connectivity |
| 105 | Barton Springs Rd., | Barton Springs Rd | Bike Lane |
| 105 | Barton Springs Road needs bike lanes. | Barton Springs Rd | Bike Lane |



Appendix C :: Bicycle Master Plan Public Process

| Public Input Comments | | | |
|-----------------------|--|--|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 105 | Barton Springs Road at Zilker Park needs bicycle lanes to Rollingwood | Barton Springs Rd: Robert E. Lee to Mopac | Bike Lane |
| 105 | Barton Springs Rd. between Robert Lee and Mopac. | Barton Springs Rd: Robert E. Lee to Mopac | Bike Lane |
| 105 | Barton Springs, | Barton Springs, | Bike Lane |
| 105 | Barton Springs: Congress to Lamar | Barton Springs: Congress to Lamar | Bike Lane |
| 105 | Barton Springs Rd. Lamar to Congress | Barton Springs: Lamar to Congress | Bike Lane |
| 105 | Barton Springs: Lamar to S. Congress needs a bicycle lane | Barton Springs: Lamar to S. Congress | Bike Lane |
| 105 | A South Austin crosstown lane would be helpful, but close to downtown: Barton Springs | Barton Springs: Mopac to Congress | Bike Lane |
| 105 | Barton Springs: Robert E. Lee to Mopac | Barton Springs: Robert E. Lee to Mopac | Bike Lane |
| 105 | Barton Springs: Robert E. Lee to Mopac | Barton Springs: Robert E. Lee to Mopac | Bike Lane |
| 105 | Barton Springs: Robert E. Lee to Mopac | Barton Springs: Robert E. Lee to Mopac | Bike Lane |
| 105 | Barton Springs: Robert E. Lee to Mopac | Barton Springs: Robert E. Lee to Mopac | Bike Lane |
| 105 | Bike lanes on Barton Springs Bridge to Mopac - know they are coming | Barton Springs: Robert E. Lee to Mopac | Bike Lane |
| 105 | Barton Springs, between South 1st and Lamar and from Robert E Lee to Mopac. | Barton Springs: Robert E. Lee to Mopac | Bike Lane |
| 105 | Barton Springs, between South 1st and Lamar and from Robert E Lee to Mopac. | Barton Springs: S. 1st to Lamar | Bike Lane |
| 105 | Barton Springs: Lamar to Robert E. Lee - bike lanes too skinny | Barton Springs: Lamar to Robert E. Lee | Repair/ Maintenance |
| 106 | Blue Goose is a good choice for a route to Harris Branch | Blue Goose Rd: Springdale to Harris Branch Pkwy | Bike Lane |
| 107 | Lamar / Bluebonnet | Lamar / Bluebonnet | Barrier/ Connectivity |
| 107 | Bluebonnet: Lamar to Del Curto - new condos, need new bike lane | Bluebonnet: Lamar to Del Curto | Bike Lane |
| 108 | Extend trails south of Blunn Creek on both sides | Blunn Creek on both sides | Trails |
| 109 | Bolm Rd: 183 to Springdale | Bolm Rd: 183 to Springdale | Bike Lane |
| 109 | Bolm Road needs bike lanes between Airport and 183. It is wide and has a well used park on it. | Bolm Road: Airport to 183 | Bike Lane |
| 110 | Braker Lane: Burnet TOD Station to Stonelake Blvd | Braker Lane: Burnet TOD Station to Stonelake Blvd | Bike Lane |



| Public Input Comments | | | |
|-----------------------|--|--|-------------------------------------|
| Map No. | Comment | Location / Address | Туре |
| 111 | Braker Lane: Stonelake Blvd to Seton Center | Braker Lane: Stonelake Blvd to Seton Center | Bike Lane |
| 112 | Barrier at the end of Branding Chase. Impedes access to Riata Park | Branding Chase / Riata Park | Barrier/ Connectivity |
| 113 | Bike Route to ABIA: Extend Brandt Drive to Carson Creek | Brandt Dr. / Carson Creek | Trails |
| 114 | Bridge connecting Furness Dr. to Park Plaza | Bridge connecting Furness Dr. to Park Plaza | Continuity - (Existing Facility) |
| 115 | Brodie / 290 - needs bicycle/ped signal | Brodie / 290 | signal |
| 116 | Brodie from Davis to Davis. To continue on Davis is difficult at Brodie. Create a plan for this transition. | Brodie: Davis to Davis | Bike Map/Bike Plan |
| 117 | Buell: Burnet to Stillwood (Route 16A) | Buell: Burnet to Stillwood (Route 16A) | Bike Route |
| 119 | Burleson | Burleson Rd: | Barrier/ Connectivity |
| 119 | SE Austin has a lack of bike lanes (Burleson), | Burleson | Bike Lane |
| 119 | Burleson | Burleson Rd: | Bike Lane |
| 119 | Burelson: | Burleson: | Bike Lane |
| 119 | Burleson: 71 to 183 | Burleson: 71 to 183 | Bike Lane |
| 119 | Burleson Rd. South of 71 would be better if the brush was cut back. | Burleson: south of 71 | Repair/ Maintenance |
| 119 | Bergstrom Spur - Burleson: Smith School to Todd | Burleson: Smith School to Todd | Trails |
| 120 | Add Texas Parks and Wildlife Department to Key Employeers - 4200 Smith School Rd. This is a huge potentional for commuter cyclists, but there are no good SE Austin bike lane facilites to get there. | Burleson: 290 to 183 | Bike Lane |
| 120 | Smith School Rd: Burleson to Smith School Dr. | Smith School Rd: Burleson to Smith School Dr. | Bike Lane |
| 121 | Burnet Rd, | Burnet Rd | Bike Lane |
| 121 | Burnet: Steck to the Domain. | Burnet Rd: Steck to Domain | Bike Lane |
| 121 | Burnet is not a realistic bike route and should not be treated as such on the maps displayed. | Burnet Rd | Bike Map/Bike Plan |
| 121 | Burnet is not realistic bike routes and should not be treated as such on the maps displayed. | Burnet | Bike Map/Bike Plan |



Appendix C :: Bicycle Master Plan Public Process

| Public Input Comments | | | |
|-----------------------|---|--------------------------------------|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 122 | Install streetlights on Burnet Road between Longhorn Blvd and Kramer LaneFurther correspondence with Mr. Lawver directed him to an appropriate contact at AE, and streetlights were installed near the SE section of the PRC. Mr. Lawver is still requesting streetlights from TXDOT on the remaining portion of Burnet, and is interested in improving the crossing at 183 and Mopac. | Burnet Rd: 183 and Mopac | Safety Concern |
| 124 | Cameron Road from 290 to the Dell Children's Hospital needs more clean lanes and bike lanes. More bike lanes near Dell Children's Hospital. | Cameron Road: HW 290 to 51st | Bike Lane |
| 124 | Exclude Cameron Rd. from Bike Plan from 51st St. to 290 | Cameron Rd: 51st St. to 290 | Bike Map/Bike Plan |
| 125 | Casey and Mount Vernon: steeply banked 90 degree turn | Casey / Mount Vernon | Repair/ Maintenance |
| 126 | Ceasar Chavez should have a two-way dedicated curbed bike lane. | Ceasar Chavez: | Bike Lane |
| 126 | 2-way bike lanes on Cesar Chavez, | Cesar Chavez | |
| 127 | Lamar Pedestrain Bridge connections on North Shore crossing Ceser Chavez | Cesar Chavez / Pfluger Bridge | Barrier/ Connectivity |
| 127 | Extend Pfluger bridge | Pfluger Bridge | Trails |
| 127 | Extend Pflugger ped bridge | Pfluger Bridge | Trails |
| 128 | Bike lane on Cherrywood south through Chestnut | Cherrywood: Schleffer to 12th | Bike Lane |
| 128 | Chestnut | Chestnut | Bike Lane |
| 128 | Chestnut from Manor to 12th needs a bike lane | Chestnut: Manor to 12th St. | Bike Lane |
| 128 | Chestnut needs signs. | Chestnut | signage |
| 129 | Chicon from Manor to 4th St. needs a bike lane | Chicon: Manor to 4th St. | Bike Lane |
| 130 | Colorado | Colorado | Bike Lane |
| 130 | Lavaca | Lavaca | Bike Lane |
| 130 | Lavaca | Lavaca | Bike Lane |
| 130 | Get bike lanes or share rows on Lavaca through downtown. | Lavaca: Cesar Chavez to MLK | Bike Lane |
| 130 | Colorado St. from 11th to Cesar Chavez (otherwise a nice alternative to Congress Ave). | Colorado: 11th to Cesar Chavez | Repair/ Maintenance |
| 133 | Comal | Comal | Bike Lane |
| 133 | This is 1/2 block of bike lane from 3rd and Comal to 4th and Comal. The lane is filthy and the concrete is broken and split. Please expand the lane for more than 1/2 block and repair street. | Comal: 3rd to Manor | Bike Lane |
| 133 | Comal: Fesitval Beach to 11th St. | Comal: Fesitval Beach to 11th St. | Bike Lane |





| Public Input Comments | | | |
|-----------------------|---|---|------------------------|
| Map No. | Comment | Location / Address | Туре |
| 133 | Comal from Manor to Pennsylvania needs a bike lane | Comal: Manor to Pennsylvania | Bike Lane |
| 133 | This is 1/2 block of bike lane from 3rd and Comal to 4th and Comal. The lane is filthy and the concrete is broken and split. Please expand the lane for more than 1/2 block and repair street. | Comal: 3rd to 4th | Repair/ Maintenance |
| 134 | Bike sensitive traffic lights: Comal and 12th. | Comal / 12th | signal |
| 135 | Connect South Congress to downtown | Congress | Bike Lane |
| 135 | Congress needs bike lanes, | Congress | Bike Lane |
| 135 | Congress Ave. should have bike lanes, | Congress | Bike Lane |
| 135 | S. Congress needs bike lanes, | Congress | Bike Lane |
| 135 | Congress Ave, 11th to Oltorf | Congress: 11th to Oltorf | Bike Lane |
| 135 | Dedicate bicycle lane on Congress Ave Bridge | Congress: Barton Springs to Cesar Chavez | Bike Lane |
| 135 | Convert outside lanes of Congress bridge to bike/bus lanes | Congress: Barton Springs to Cesar Chavez | Bike Lane |
| 135 | South Congress to Ben White from the river | Congress: Ben White to Barton Springs | Bike Lane |
| 135 | Extend S. Congress bike lanes into downtown and south to 71 and beyond | Congress: MLK to Slaughter | Bike Lane |
| 135 | Complete the south Congress Bike lanes and REMOVE THE DIAGONAL PARKING! | Congress: Riverside to Ben White | Bike Lane |
| 135 | Bike Lanes in Downtown on Congress | Congress: Riverside to MLK | Bike Lane |
| 135 | Congress: Riverside to Ben White - if you can't widen the road, widen the sidewalk | Congress: Riverside to Ben White | Bike Route |
| 135 | South Congress isn't striped for bicycle lanes continuously down south of Ben White. Please get that project done as soon as possible. | Congress: Ben White to Barton Springs | Repair/ Maintenance |
| 135 | S. Congress Ave get rid of diagnol parking | Congress: Oltorf to Riverside | Repair/ Maintenance |
| 135 | South Congress Ave currently unsafe biking between parked (non-parallel) cars & moving traffic. | Congress: Oltorf to Riverside | Safety Concern |
| 135 | South Congress sharrows between Oltorf & River. | Congress: Oltorf to Riverside | Sharrows |
| 136 | Keep lanes on Steck from Mesa to Mopac add lanes East of Mopac to Shoal Creek | Steck: Mopac to Shoal Creek | Bike Lane |
| 136 | Route 16 - The neighborhood section of Contour/ Fairfield is a residential street and has no traffic calming planned. The recommended faculity in the bike plan calls for traffic calming. If this is not going to happen perhaps we should change the recommendation. | Contour / Fairfield | Bike Map/Bike Plan |
| 100 | STOCK HEEDS IN PLOYED SULETY. | JICCK | Salery Concern |


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| | Public Input Comments | | | |
|------------|--|--|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 136 | Steck | Steck: Ohlen and Mopac | Safety Concern | |
| 136 | Farfield at N. Lamar, Signal control (?) | Farfield / N. Lamar | Signal | |
| 137 | Build a trail along Country Club Creek | Country Club Creek | Trails | |
| 137 | Country Club Creek trail has great opportunities to take cyclists off the death trap called Pleasant Valley Rd. We need signage on Elmont and Wickersham | County Club Creek Trail | Trails | |
| 137 | Country club creek trail between Guerrero Colorado River Park and Mabel Davis Park. | County Club Creek Trail: Guerrero Park and Mabel Davis Park | Trails | |
| 138 | Dalton: Hergotz to Hawkins | Dalton: Hergotz to Hawkins | Bike Route | |
| 139 | Dean Keeton (full length) - lots of right of ways but built like a motor expressway. | Dean Keaton | Bike Lane | |
| 139 | Dean Keaton needs bike lanes | Dean Keaton | Bike Lane | |
| 139 | Provide a lane under IH-35 on Dean Keaton | Dean Keaton: Manor to Red River | Bike Lane | |
| 139 | Provide a lane under IH-35 on Dean Keaton | Dean Keaton: Manor to Red River | Bike Lane | |
| 139 | Dean Keaton / Chicon: bad pavement, potholes | Dean Keaton / Chicon | Repair/ Maintenance | |
| 139 | Manor to Dean Keaton - help cyclists out to make transition safer, especially under I-35. | Dean Keaton: Manor to IH-35 | Signage | |
| 139 | Manor to Dean Keaton - help cyclists out to make transition safer, especially under I-35. | Dean Keaton: Manor to IH-35 | Signage | |
| 139 | Dean Keaton / Speedway - 4-way stoplight stop all traffic for pedestrian crossing going in all directions. This is 24 hrs/day regardless of pedestrian presence. At mignight, etc. This is rediculous! It wastes gas and time. It should be pedestrian activated only. | Dean Keaton / Speedway | Signal | |
| 140 | Dessau Rd - Bike route unsafe, used to ridable, but not for 3-4 years. | Dessau Rd: | Safety Concern | |
| 140 | Share the Road Signs on Dessau | Dessau Rd: | Signage | |
| 141 | safe access to the Domain | Domain | Bike Route | |
| 142 | Ensure N/S connections exist with Mueller across Manor, possibly across the southern park located just north of Manor. | Ensure N/S connections exist with Mueller across Manor, possibly across the southern park located just north of Manor. | Barrier/ Connectivity | |
| 142 | safe access to Mueller | Domain | Bike Route | |
| 143 | Doris Dr. Renton to Burnet | Doris Dr.: Renton to Burnet | Bike Route | |
| 143 | Renton Drive: Ohlen to Doris Dr | Renton Drive: Ohlen to Doris Dr | Bike Route | |

| | Public Input Comments | | | |
|------------|---|--|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 144 | Duval/Mopac needs ped/bike bridges. | Duval / Mopac | Barrier/ Connectivity | |
| 144 | Gracy Farms Ln and Mopac and Duval | Gracy Farms Ln / Mopac | Barrier/ Connectivity | |
| 144 | Mopac: Duval to Burnet - improve frontage road to get to the Domain | Mopac: Duval to Burnet | Barrier/ Connectivity | |
| 144 | Duval Bike lanes are great! | Duval: | Bike Lane | |
| 145 | Country Club Creek Trail: Existing trail from the end of Elmont Drive to the Colorado River Park. | Elmont Drive: to Colorado River Park | Trails | |
| 146 | E.M. Franklin: Manor to 12th Street | EM Franklin: Manor to 12th | Bike Route | |
| 147 | add bike lane | Enfield Rd: Lamar to Lake Austin | Bike Lane | |
| 147 | add bike lane | Enfield Rd: Lamar to Lake Austin | Bike Lane | |
| 147 | | Enfield Road from Mopac to Lake Austin Blvd | Bike Lane | |
| 147 | | Enfield Road, MoPac to Exposition | Bike Lane | |
| 147 | | Enfield Road: Exposition to Downtown | Bike Lane | |
| 147 | bike lane needed | Enfield Road: Exposition to Harford | Bike Lane | |
| 147 | Branches trimmed, lane widened and separated with curb | Enfield Road: Exposition to Lake Austin | Bike Lane | |
| 147 | Clear existing bike lane of overhanging brush from Lions Golf Course | Enfield Road: Lake Austin to Exposition | Bike Lane | |
| 147 | Maintain bike lane of overhanging brush | Enfield Road: Lake Austin to Exposition | Bike Lane | |
| 147 | Needs to be maintained | Enfield Road: Lake Austin to Exposition | Bike Lane | |
| 147 | better definition and maintenance of bikeway | Enfield Road: Lake Austin to Exposition | Bike Lane | |
| 147 | better definition and maintenance of the bikelane | Enfield Road: Lake Austin to Exposition | Bike Lane | |
| 147 | bike lane | enfield road: Mopac to Scenic | Bike Lane | |
| 147 | | Enfield: Exposition to Mopac | Bike Lane | |
| 147 | Bike lane to connect to trail that goes to town lake | Enfield: Exposition to Mopac | Bike Lane | |
| 147 | bike lane | Enfield: Lake Austin to Exposition | Bike Lane | |
| 147 | | Enfield: Mopac to Lake Austin | Bike Lane | |

| Public Input Comments | | | |
|-----------------------|---|--|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 147 | Addition of Bike Lane, and improvement for portion that already exits | Enfield: Scenic to Lamar | Bike Lane |
| 147 | | Every major street: Enfield, | Bike Lane |
| 147 | Bike lane | North side of Enfield: Mopac to Lake Austin | Bike Lane |
| 148 | | Every major street: Windsor, | Bike Lane |
| 148 | | west of exposition: Windsor | Bike Lane |
| 149 | | Every major street: Exposition | Bike Lane |
| 149 | bike lanes not kept well enough for bikes to stay in lane | Exposition | Bike Lane |
| 149 | bike lanes to be kept better | Exposition | Bike Lane |
| 149 | sidewalks opposite Elem. School | Exposition Blvd: Westover to 35th | Bike Lane |
| 149 | lane preserved and protected by a curb | Exposition: Casis to O'Henry | Bike Lane |
| 149 | better protection for bikes at intersections w/traffic lights | Exposition: Westover to Lake Austin | Bike Lane |
| 149 | wider bike lanes | Exposition: 35th to Enfield | Bike Lane |
| 149 | bike lane | the west side of exposition | Bike Lane |
| 150 | | 38th Street: Exposition to Balcones | Bike Lane |
| 150 | | Every major street: 35th | Bike Lane |
| 150 | Bike lanes | West 35th Street: Mopac to Laguna Gloria | Bike Lane |
| 151 | The intersection of Far West and Mopac needs improvement. The Far West pedestrian bridge is one of the few ways to cross Mopac and link the northwest side with central Austin. Once you cross the bridge you get into a terrible intersection. Eastbound is even worse. | Far West / Mopac | Barrier/ Connectivity |
| 151 | Fix intersection at Far West & Mopac Rt.22 | Far West / Mopac | Barrier/ Connectivity |
| 151 | Bridge @ Shoal Creek connecting to Far West needs reconfiguration to cater to cyclists | Far West - bridge | Repair/ Maintenance |



| | Public Input Com | nments | |
|------------|---|--|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 151 | Present configuration of bridge entrance unsafe for cyclists entering it from eastbound Far West traffic lanes. Curb requires riders to make non-fluid turn from eastbound traffic on Far West into the entrance of the bridge. Two vertical steel beams at entrance complicate turn in conjunction with Westbound cyclists/walkers waiting adjacent these beams. My suggestion would be to cut the curb back about 6 feet to the south of the entrance, remove the steel beams and install a round/oval concrete barrier in the center of the bridge entrance. | Shoal Creek pedestrian bridge: Far West and MOPAC | Repair/ Maintenance |
| 152 | Flagstaff Dr.: Balcones Woods Drive to Malaga Drive | Flagstaff Dr.: Balcones Woods Drive to Malaga Drive | Bike Lane |
| 153 | create a bike route on Garner as an alternative. | Garner | Bike Lane |
| 154 | Georgian Drive South of Rundberg needs speed bumps. This is a huge shortcut/alternative route for IH-35 and a north/south bike route that is very dangerous. | Georgian Drive: South of Rundberg | Traffic Calming |
| 155 | Gracy Farms Ln and Mopac and Duval | Gracy Farms Ln / Duval | Barrier/ Connectivity |
| 156 | Great Northern (White Rock to Foster) bike faculity is shown on the map but does not have a route number assigned | Great Northern: White Rock to Foster | Bike Map/Bike Plan |
| 156 | Great Northern: White Rock to Foster needs route number | Great Northern: White Rock to Foster | Bike Route |
| 157 | Greystone: Mopac to Valburn | Greystone: Mopac to Valburn | Bike Route |
| 158 | Grimsley: Adelphi to Duval - please do something NOTE: AMHERST PARALLES GRIMSLEY AND GOES FROM ADELPHI TO DUVAL | Grimsley: Adelphi to Duval (AMHERST) | Bike Lane |
| 158 | Amherst Dr. next to Summit Elementary and the Library is a suiccide street for any kid trying to ride. Would love to see the street enlarged or a lane next to the sidewalk. | Amherst | Safety Concern |
| 159 | Grimsley: Adelphi to Duval - please do something NOTE: GRIMSLEY ONLY GOES FROM HAVELOCK TO SCRIBE | Grimsley: Adelphi to Duval | Bike Lane |
| 160 | Bike Route to ABIA: Connect Grove Dr. to Hergotz Lane over 183 | Grove Dr / 183 | Barrier/ Connectivity |
| 161 | Grove | Grove Dr.: | Bike Lane |
| 161 | ACC Riverside Campus needs bike lanes | Grove: Montopolis to end of street | Bike Lane |
| 162 | Guadalupe | Guadalupe | Bike Lane |
| 162 | Guadalupe, | Guadalupe | Bike Lane |

| | Public Input Comments | | | |
|------------|--|-----------------------------------|------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 162 | Guadalupe: 21st to 24th - PRIORITIZE | Guadalupe: 21st to 24th | Bike Lane | |
| 162 | The Bike lane that ends on Guadalupe at 23rd is TERRIFYING! The lane ends and leaves you to face ferocious traffic or run over students on the sidewalk. | Guadalupe: 23rd and northbound | Bike Lane | |
| 162 | The intersection of Guadalupe and 24th St. Transition northbound on Guadauple should be improved for bicycle access. | Guadalupe: 23rd and northbound | Bike Lane | |
| 162 | Improve Guadalupe 24th St. to N. Loop | Guadalupe: 24th St. to N. Loop | Bike Lane | |
| 162 | Probably the most important one is Guadalupe North of 24th St. There are alot of students on that road and it becomes very dangerous, very fast. | Guadalupe: 24th to 45th | Bike Lane | |
| 162 | Guadalupe through UT | Guadalupe: 24th to 45th | Bike Lane | |
| 162 | I'd like to see a bike lane all the way up Guadalupe (past 24th). | Guadalupe: 24th to 45th | Bike Lane | |
| 162 | Complete Guadalupe Lane, | Guadalupe: 24th to 45th | Bike Lane | |
| 162 | Guadalupe from 24th to 51st, | Guadalupe: 24th to 51st | Bike Lane | |
| 162 | Guadalupe: 29th to 45th, check to see if center turn lane can be narrowed to provide for additional room for bikes | Guadalupe: 29th to 45th | Bike Lane | |
| 162 | Guadalupe: 29th to 45th, very dangerous, lots of angry students. Very bad | Guadalupe: 29th to 45th | Bike Lane | |
| 162 | Guadalupe: 29th to North Loop, very dangerous, needs a bike lane | Guadalupe: 29th to North Loop | Bike Lane | |
| 162 | Guadalupe: 29th to North Loop, especially northbound | Guadalupe: 29th to North Loop | Bike Lane | |
| 162 | Guadalupe: 38th 1/2 to 45th - make biking to Central Market feasible | Guadalupe: 38th 1/2 to 45th | Bike Lane | |
| 162 | Guadalupe (46th to S. 1st), | Guadalupe: 46th to S. 1st | Bike Lane | |
| 162 | Get bike lanes or share rows on Lavaca and Guadalupe through town. | Guadalupe: Cesar Chavez to MLK | Bike Lane | |
| 162 | Make Guadalupe into continuous bikeway from N. Loop through campus through dowtown, down to S. 1st St. | Guadalupe: N. Loop to S. 1st | Bike Lane | |
| 162 | Get bike lanes or share rows on Guadalupe through downtown. | Guadalupe: Cesar Chavez to MLK | Bike Lane | |
| 162 | G-lupe lane needs to be more noticeable. | Guadalupe: MLK to 24th | Repair/ Maintenance | |
| 162 | Lane Diet on Burnet, North Guadalupe. | Guadalupe | Road Diet | |
| 162 | Guadalupe: 24th to 45th - SCARY | Guadalupe: 24th to 45th | Safety Concern | |
| 162 | Guadalupe -24th to 45th could be a corridor with very high ridership but currently is too scary for most. | Guadalupe: 24th to 45th | Safety Concern | |



| | Public Input Com | ments | |
|------------|--|--|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 162 | Guadalupe northbound bike lane disappears before Dean Keaton, real scary. Need to remove planters, and move sidewalk to continue bike lanes. | Guadalupe: 24th to 45th | Safety Concern |
| 163 | Add Harford Plaza Bridge (over 5th near Mopac) as a public connector | Harford Plaza Bridge (over 5th near Mopac) | Bike Route |
| 164 | | Harris | Bike Lane |
| 164 | | Harris | Bike Lane |
| 164 | bike lane added | Harris Blvd | Bike Lane |
| 164 | mark bike lane | Harris Blvd | Bike Lane |
| 164 | add bike lane | Harris Blvd. | Bike Lane |
| 164 | bike lane | Harris Blvd.: W. 29th to W. 32nd | Bike Lane |
| 164 | Harris: 24th to 32nd (see map for smaller streets) | Harris: 24th to 32nd | Bike Route |
| 165 | Hawkins: Dalton to Hyman | Hawkins: Dalton to Hyman | Bike Route |
| 166 | Hergotz: 183 to Dalton | Hergotz: 183 to Dalton | Bike Route |
| 167 | Hyman: Hawkins to Pringle Circle | Hyman: Hawkins to Pringle Circle | Bike Route |
| 168 | Southbound access road of IH-35 and Ben White: Bergstrom Spur south of IH-35 to westbound shoulder of Ben White | IH-35 and Ben White: Bergstrom Spur south of IH-35 to westbound shoulder of Ben White | Bike Route |
| 169 | IH-35 / 4th St - crossing becomes railroad tracks | IH-35 / 4th St | Barrier/ Connectivity |
| 169 | IH-35 / 4th St - bad crossing | IH-35 / 4th St | Barrier/ Connectivity |
| 169 | IH-35 / 4th St eastbound very bad surface conditions (chunky with rails) | IH-35 / 4th St. | Barrier/ Connectivity |
| 169 | IH-35 / 4th St feeder crossing difficult with lots of traffic and no right of way for cyclists | IH-35 / 4th St. | Barrier/ Connectivity |
| 169 | IH-35 / 4th St - always broken glass | IH-35 / 4th St | Repair/ Maintenance |
| 169 | IH-35 / 4th St - needs freeway signal warning drivers of bicycle crossing | IH-35 / 4th St | Signage |
| 170 | IH-35 / 11th St | IH-35 / 11th St | Barrier/ Connectivity |
| 171 | IH-35 and Manor Rd crossing, especially eastbound | IH-35 / Manor | Barrier/ Connectivity |
| 171 | IH-35 / Manor | IH-35 / Manor | Barrier/ Connectivity |
| 171 | IH-35 / Manor - westbound crossing signal should be sychronized with crossing IH-35. It is during the day but not evenings | IH-35 / Manor | signal |

| | Public Input Comments | | |
|------------|--|--|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 172 | IH-35 / Dean Keaton - hard to cross here | IH-35 / Dean Keaton | Barrier/ Connectivity |
| 173 | Smoother connection at 32nd and IH-35 | IH-35 / 32nd St. | Barrier/ Connectivity |
| 174 | IH-35 / 40th St this cross needs help | IH-35 / 40th St. | Barrier/ Connectivity |
| 175 | "Northbound IH-35 bridge over the river needs extension along the north side. -[Nathan] - I think that this means that the ramp that comes off the I35 bridge does not connect to the street. The parking lot is very broken up by my recolection." | IH-35 bridge over the river- extension along north side | Barrier/ Connectivity |
| 176 | Industrial: Congress to St. Elmo | Industrial: Congress to St. Elmo | Bike Lane |
| 177 | add bike lanes | Jefferson St.: 38th to 29th | Bike Lane |
| 177 | | Jefferson to tie to buses | Bike Lane |
| 177 | NOTE: JEFFERSON ENDS AT ETHRIDGE AVE.; CHANGES TO HARTFORD RD. WHICH CONTINUES TO WINDSOR | Jefferson: 35th to Windsor | Bike Lane |
| 177 | bike lane | Jefferson: Gaston to 35th | Bike Lane |
| 177 | | Jefferson: Gaston to 35th | Bike Lane |
| 177 | bike lane | Jefferson: Northwood to 35th | Bike Lane |
| 179 | | Johnson Creek Greenbelt | Bike Lane |
| 179 | Restore | Johnson creek Hike & Bike | Bike Lane |
| 180 | Jollyville: Aboretum to 360 | Aboretum: Jollyville to 360 | Bike Route |
| 181 | Build bicylce facilities on Kinney Avenue/ | Kinney Ave | Bike Lane |
| 181 | How about Kinney only having parking on only one side? | Kinney Ave | Parking |
| 182 | Koenig from 360 to IH-35. | Koenig: 360 to IH-35 | Bike Lane |
| 183 | Proposed route from the east on Kramer to Mopac needs connectivity to the west side | Kramer Ln / Mopac | Barrier/ Connectivity |
| 183 | Kramer: Mopac to Burnet | Kramer: Mopac to Burnet | Bike Lane |
| 184 | The Domain in general, where possible | Kramer, Mopac & Burnet | Bike Route |
| 185 | Surface improvement on Lafayette and 34th St | Lafayette / 34th St. | Repair/ Maintenance |
| 186 | would like to create hike / bike trail around Lions | Lake Austin / Enfield / Exposition loop | Bike Lane |
| 187 | Lake Austin Blvd should not be characterized as having a bike lane (Nadia thinks-???) | Lake Austin Blvd | Bike Lane |
| 187 | | lake austin blvd | Bike Lane |
| 187 | Better marking, better signage. | Lake Austin Blvd, especially west of Expo. | Bike Lane |

| Public Input Comments | | | |
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| Map No. | Comment | Location / Address | Туре |
| 187 | bike lanes (school children) | Lk Austin Blvd.: Exposition to Redbud | Bike Lane |
| 188 | Concern about Mopac as an E/W barrier. There seems to be no real way for cyclists to get across Mopac (I know you know all of this) I would like to check out the tunnels under Mopac and look into what innovative signing/wayfinding we might be able to use to direct people off of Lake Austin, through the tunnels and safely to 5th Street. | Central West Austin | Barrier/ Connectivity |
| 188 | Under Mopac Interchange from Lake Austin Blvd to 5th Street needs repair (especially if we are considering it a possible alternative to navigating the Mopac Interchange). | Lake Austin: to 5th Under Mopac | Repair/ Maintenance |
| 189 | Lakeshore: Pleasant Valley to Riverside | Lakeshore: Pleasant Valley to Riverside | Bike Lane |
| 189 | Lakeshore: Pleasant Valley to Riverside | Lakeshore: Pleasant Valley to Riverside | Bike Lane |
| 189 | Lakeshore: - connect to Hike & Bike Trail | Lakeshore: | Trails |
| 190 | The whole South Lamar business corridor is currently mostly inaccessible. Help! | Lamar | Barrier/ Connectivity |
| 190 | Crossing N. Lamar needs improvement between 5th and 38th. | Lamar: 5th to 38th | Barrier/ Connectivity |
| 190 | Lamar add lanes or path | Lamar | bike facility |
| 190 | Bike infrastructure for S. Lamar - Barton Springs to Ben White | Lamar: Ben White to Town Lake | bike facility |
| 190 | Lamar: Kinney to Barton Springs Rd - bicycle Iane | Lamar: Kinney to Barton Springs Rd | Bike Lane |
| 190 | Lamar. | Lamar | Bike Lane |
| 190 | Lamar should have bike lanes. | Lamar | Bike Lane |
| 190 | S. Lamar needs bike Lanes | Lamar | Bike Lane |
| 190 | S. Lamar sidewalk bike lane. | Lamar | Bike Lane |
| 190 | South Lamar, | Lamar | Bike Lane |
| 190 | Lamar * Lamar * | Lamar Blvd: | Bike Lane |
| 190 | S. Lamar needs uphill bike friendly route | Lamar Blvd: Riverside to Ben White | Bike Lane |
| 190 | Lamar needs bike lanes | Lamar: | Bike Lane |
| 190 | Lamar: 38th 1/2 to 45th - make biking to Central Market feasible | Lamar: 38th 1/2 to 45th | Bike Lane |
| 190 | Lamar: Barton Springs to Mary - very important, needs bike lanes | Lamar: Barton Springs to Mary | Bike Lane |
| 190 | Lamar: Ben White to Riverside - got to be a way to make Lamar more bike friendly | Lamar: Ben White to Riverside | Bike Lane |

| Public Input Comments | | | |
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| Map No. | Comment | Location / Address | Туре |
| 190 | Lamar: Ben White to Riverside - got to be a way to make Lamar more bike friendly | Lamar: Ben White to Riverside | Bike Lane |
| 190 | S Lamar area between Ben White and Town Lake,, | Lamar: Ben White to Riverside | Bike Lane |
| 190 | s. Lamar to Town Lake | Lamar: Ben White to Town Lake | Bike Lane |
| 190 | Lamar: Riverside to Ben White - we need a bicycle lane to access Barton Springs | Lamar: Riverside to Ben White | Bike Lane |
| 190 | I ride north Lamar on the sidewalk, and would prefer a bike lane | Lamar: Cesar Chavez to 183 | Bike Lane |
| 190 | North Lamar | North Lamar Blvd: | Bike Lane |
| 190 | South Lamar: Riverside to Ben White | S. 1st St: Riverside to Ben White | Bike Lane |
| 190 | Lamar is not a realistic bike route and should not be treated as such on the maps displayed | Lamar | Bike Map/Bike Plan |
| 190 | S. Lamar - any road with so many great local businesses (including/ especially restaurants) should really be a priority for pedestrian & bike accessibility. | Lamar | Bike Map/Bike Plan |
| 190 | Lamar is not realistic bike routes and should not be treated as such on the maps displayed. | Lamar Blvd | Bike Map/Bike Plan |
| 190 | South Lamar: Riverside to Ben White - if you can't widen the road, widen the sidewalk | Lamar Blvd: Riverside to Ben White | Bike Route |
| 190 | Lamar: 71 to Riverside - dangerous | Lamar: 71 to Riverside | Safety Concern |
| 190 | Lamar: Riverside to Ben White - very dangerous | Lamar: Riverside to Ben White | Safety Concern |
| 190 | Lamar Blvd. from Oltorf to River (signs at least) | Lamar: Oltorf to Riverside | Signage |
| 191 | add lanes or path to 1st | S. 1st | bike facility |
| 191 | S. 1st - any road with so many great local businesses (including/ especially restaurants) should really be a priority for pedestrian & bike accessibility. | S. 1st | Bike Lane |
| 191 | S 1st bike lane needed | S 1st: Riverside to William Cannong | Bike Lane |
| 191 | Add bike lanes to S. 1st. | S. 1st | Bike Lane |
| 191 | S. 1st | S. 1st | Bike Lane |
| 191 | S. First, | S. 1st | Bike Lane |
| 191 | South 1st. | S. 1st | Bike Lane |
| 191 | South 1st | S. 1st | Bike Lane |
| 191 | S. 1st needs bike lanes | S. 1st | Bike Lane |
| 191 | South 1st St. | S. 1st St. | Bike Lane |
| 191 | South 1st St: Riverside to Ben White | S. 1st St: Riverside to Ben White | Bike Lane |
| 191 | S. 1st: Barton Springs to Mary - needs climbing lane | S. 1st: Barton Springs to Mary | Bike Lane |

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| | Public Input Com | iments | |
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| Map No. | Comment | Location / Address | Туре |
| 191 | Climbing lane on S. 1st southbound from Barton Springs to Ben White | S. 1st: southbound Barton Springs to Ben White | Bike Lane |
| 191 | South First needs uphill bike friendly route | S. 1st: southbound Barton Springs to Ben White | Bike Lane |
| 192 | Better racks at Whole Foods | Lamar / 6th St. | Coordination/ Collaboration |
| 193 | Improve crossing at Lamar and MLK | Lamar / MLK | Barrier/ Connectivity |
| 194 | Lamar / Morrow - please make crossing more friendly | Lamar / Morrow | Barrier/ Connectivity |
| 194 | Intersection of Lamar and Morrow - Westbound on Morrow - | Lamar / Morrow | Barrier/ Connectivity |
| 194 | Morrow and Lamar, specifically westbound Morrow. There is a long wait time with, please install a bike activated button. This is a common TCEQ route. There are a lot of cyclists going to TCEQ that use this route. | Morrow / Lamar | signal |
| 195 | Lyons Road needs bike lane striping. It has Boggy Creek Farm on it which should be bike accessible. | Lyons Rd: | Bike Lane |
| 195 | Lyons Rd: Springdale to Boggy Creek | Lyons Rd: Springdale to Boggy Creek | Bike Lane |
| 195 | Lyons: Springdale to Pleasant Valley - great low traffic route! Needed for bikes! | Lyons: Springdale to Pleasant Valley | Bike Lane |
| 196 | It would be great to have a direct paved route across Mable Davis Park to connect to Woodward/ Parker with Burleson/71 for commuters. Current gravel trail is circuitious and not ideal for commuting. | Mable Davis Park Trail | Trails |
| 197 | Malaga Dr: Flagstaff to Santa Cruz | Malaga Dr: Flagstaff to Santa Cruz | Bike Lane |
| 198 | Manchaca , from Lamar to Ben White. | Manchaca: Lamar to Ben White | Bike Lane |
| 198 | Manchaca needs bike lanes at the same level as sidewalk | Manchaca: Stassney to Lamar | Bike Lane |
| 198 | Manchaca: Barge to Jones - there is an existing, off- road facility here | Manchaca: Barge to Jones | Bike Map/Bike Plan |
| 198 | Extend the bike/ped sidewalk on Manchaca from Slaughter to Town Lake | Manchaca | Trails |
| 199 | Manor: Airport to 51st St this is very dangerous and scary, needs some sort of bicycle facility | Manor: Airport to 51st St. | Bike Lane |
| 199 | Bike lane should continue west on Manor from Chicon to U.T. | Manor: Chicon to Red River | Bike Lane |
| 199 | Manor east of Airport Blvd, ROAD DIET like the west of Airport | Manor: Airport to 183 | road diet |

| | Public Input Comments | | |
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| Map No. | Comment | Location / Address | Туре |
| 200 | Problem with UT Employee parking on Manor Rd. It makes the road too narrow for cars and bikes. Remove parking? | Manor Road: Leona to Comal | Parking |
| 200 | Remove parking on Manor between Leona and Comal | Manor Road: Leona to Comal | Parking |
| 200 | Provide a bicycle lane or restrict parking on Manor between Chicon and west of IH-35 | Manor: Chicon to west of IH-35 | Parking |
| 201 | I'm writing about the proposed bike lane restriping on Mary Street. Better striping and more organized parking will help the existing bike lane. However roundabouts on Mary are the biggest hazard to cyclists. I bike along Mary Street every day and run into some trouble negotiating the roundabouts. The roundabouts narrow and divert the flow of cars directly into the bike lane. Automobiles speed up to pass cyclists approaching the roundabouts, veering around cyclists at the last minute. This runs counter to the actual intent to "calm" traffic automobiles actually speed up to reach and proceed through the roundabout. Stop signs or speed pillows would achieve traffic calming more effectively and preserve the safety of cyclists at the same time. I know there has been much expense involved in installation and maintenance of the traffic circles, and while they offer some aesthetic value to the neighborhood, they do more harm than good. The same may be said for the roundabouts on Annie St., except that Annie carries much less 2- and 4-wheel traffic, so it is not as great a concern. | Mary: Congress to S. 1st | Traffic Calming |
| 202 | bike lane | Meriden Lane: 10th to 9th | Bike Lane |
| 202 | Meridian: 7th to 11th | Meriden: 7th to 11th | Bike Route |
| 203 | Bad intersection crossing, red on Metric | Metric Blvd: | Barrier/ Connectivity |
| 203 | Additional bike lanes have been added to Metric Blvd. Make sure that new bike map and plan show this | Metric: Bittern Hollow to Kramer | Bike Map/Bike Plan |
| 203 | Additional bike lanes have been added to Metric Blvd. Make sure that new bike map and plan show this | Metric: Parmer to Cedar Bend | Bike Map/Bike Plan |
| 203 | Additional bike lanes have been added to Metric Blvd. Make sure that new bike map and plan show this | Metric: US183 WSR to Rutland | Bike Map/Bike Plan |
| 203 | Metric: 183 to Kramer needs to be resurfaced | Metric: 183 to Kramer | Repair/ Maintenance |

| | Public Input Com | iments | |
|------------|--|---|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 203 | Metric: 183 to Kramer needs more Share the Road and Bike Route signage | Metric: 183 to Kramer | Signage |
| 204 | All effort should be made to have better east/west routes. MLK, 6th, 5th, and 4th are not good routes. | MLK: | Barrier/ Connectivity |
| 204 | MLK needs bike lanes | MLK | Bike Lane |
| 204 | MLK needs bike lanes | Mlk | Bike Lane |
| 204 | Would be great to have an east/west option between Duval/Shoal Creek/Lamar | MLK: Lamar to Red River | Bike Lane |
| 204 | MLK needs help, even if only with a multi-use bike path on the sidewalk | MLK: 183 to Lamar | Bike Route |
| 204 | MLK out to 969 would be a nice place for a route/ facility. Some parts of it are frightening | MLK: Airport to SH130 | Bike Route |
| 205 | Improve the intersection of MLK and Red River for Bicycles (continue bike lane?) | MLK / Red River | Barrier/ Connectivity |
| 206 | Montopolis: Burleson to Riverside | Montopolis: Burleson to Riverside | Bike Lane |
| 207 | on Southwest Parkway, connecting the Travis Country subdivision with the Mopac frontage road. That small stretch of road in between Republic of Texas Blvd and Mopac is really dangerous for both runners and bicycles. A path would open this road up, making transit from Mopac to the wider shoulders of Southwest Parkway a reality. It would also give Travis Country residents an alternative to driving (without having to take the greenbelt). | Southwest Parkway: Travis Country subdivision to Mopac | trails |



| | Public Input Comments | | | |
|------------|--|--|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 207 | "Your name was forwarded to me as someone whom I could provide public comments to on Austin's cycling plan. I work for AMD out of a commercial lease building at 5113 Southwest Parkway (called Travis Oaks). Travis Oaks is only 1 – 1.5 miles west of Mopac on SW Parkway. I live very close by in Sunset Valley. | Mopac/290 | Barrier/ Connectivity | |
| | This may seem like an ideal location from which to ride my bike to work being only 3+ miles of mostly flat surface roads. The challenge is that 1.5-2 miles of this commute consist of Highway 290 access roads, a Mopac surface road interchange, and Southwest Parkway. There are no bike lanes, side walks, crosswalks, nor even continuous shoulder lanes (on the Southwest Parkway segment) on 6-lane roads with speed limits of 50mph. There are a few die- hard individuals who will risk this route to work (or for exercise), but in my humble opinion this is not safe to bike or walk. I support all plans to build a comprehensive pedestrian/cycle infrastructure in Austin. I'm lucky that Sunset Valley is relatively bike friendly, but we are small and surrounded by Austin. I want to have safe options to walk or ride a bicycle around Austin. Austin is too beautiful of a space to only be able to commute via car (or bus if you're lucky). It's a shame that most attempts to provide ped/bike friendly access tend to be too little and after the fact. It can be done, but it takes serious commitment to implement " | | | |
| 209 | Connect Barton Creek Bridge to Zilker Park | Mopac: Gaines Ranch to Barton Springs | Trails | |
| 210 | Mopac: La Crosse to 45 - this route should be prioritized | Mopac: LaCrosse to 45 | Repair/ Maintenance | |
| 211 | Mt. Bonnel proposed route? | Mt. Bonnel | Bike Route | |
| 212 | Neches | Neches | Bike Lane | |
| 212 | Improve surface throughout downtown streets - Neches | Neches: | Repair/ Maintenance | |
| 214 | for safer bike riding | Northwood Road: Northwood to Westover | Bike Lane | |
| 214 | bike lane, traffic calming | Northwood/Westover: Harris to Exposition | Bike Lane | |
| 214 | bike lane added | Northwood: Wooldridge to Mopac | Bike Lane | |

| | Public Input Comments | | | |
|------------|--|---|------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 214 | bike lanes | Westover Rd/Northwood Rd: Wooldridge to Exposition | Bike Lane | |
| 214 | create a DEDICATED bike line with no parking | Westover/Northwood: Mopac to Exposition | Bike Lane | |
| 214 | need DEDICATED bike line with no parking allowed | Westover/Northwood: Mopac to Exposition | Bike Lane | |
| 214 | new bike lane; no street parking | Westover: Exposition to Harris | Bike Lane | |
| 214 | | Westover: Exposition to Mopac | Bike Lane | |
| 214 | | Westover: Exposition to Mopac | Bike Lane | |
| 215 | Nueces bike boulevard. | Nueces | bike boulevard | |
| 215 | Nueces= bike boulevard | Nueces | bike boulevard | |
| 215 | Nueces: MLK to 2nd St Bicycle Boulevard | Nueces: MLK to 2nd St. | Bike Lane | |
| 215 | Nueces: MLK to 2nd StRemove parking, barricade for bikes | Nueces: MLK to 2nd St. | Bike Lane | |
| 215 | Remove parking on Nueces and use for bike lane | Nueces | Parking | |
| 215 | No parking on Nueces and give it to bikes with barricades | Nueces: | Parking | |
| 216 | Oltorf: Williow to Schriber | Oltorf: Williow to Schriber | Bike Lane | |
| 216 | Red River: Dean Keaton to Harris - need these bike lanes back! | Red River: Dean Keaton to Harris | Bike Lane | |
| 216 | Oltorf: Lamar – IH-35 - Bike Facility was not possible in Aug. '07 | Oltorf: Lamar to IH-35 | Bike Map/Bike Plan | |
| 216 | The bike lanes between Oltorf and Pleasant Valley to Oltorf and Willow Creek is useless. The lane is too narrow and traffic moves too quickly. Either complete the network to extend along Oltorf, or remove the lane. | Oltorf: Pleasant Valley to Willow Creek | Repair/ Maintenance | |
| 216 | Oltorf: Williow to Pleasant Valley - bike lane is too narrow | Oltorf: Williow to Pleasant Valley | Repair/ Maintenance | |
| 217 | "The citizen also asked why the bike lane does not extend south on Parker from (Glen Springs Way to Woodward). It looks like the street is the same width on both sides of the intersection and that there is no reason not to stripe a bike lane. The bike plan shows that Parker from (Riverside to Oltorf to Glenn Springs) should be a bl5 but that (Glenn Springs to Woodward) should be wc14. What do you think? Is there anything thing that we can do to get a bike line facility in place for this stretch? " | Parker: Glen Springs Way to Woodward | Bike Lane | |
| 217 | Parker: Oltorf to 71 - needs a bike lane | Parker: Oltorf to 71 | Bike Lane | |

| | Public Input Comments | | | |
|------------|---|---|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 217 | Parker: Woodward to Oltorf | Parker: Woodward to Oltorf | Bike Lane | |
| 217 | Redbud Trail: Lake Austin Blvd to Westlake Dr Maintain good facilities | Redbud Trail: Lake Austin Blvd to Westlake Dr. | Bike Route | |
| 217 | Water ponding on Parker near Mariposa | Parker / Mariposa | Repair/ Maintenance | |
| 217 | Along the bike lane at Parker: Woodward to Riverside, has two man holes that are in the middle of the lane. The concrete surrounding them has a very high and uneven lip making biking extremely dangerous, especially at night! Please address! | Parker: Woodward to Riverside | Repair/ Maintenance | |
| 218 | Parmer / Mopac - crossing help | Parmer / Mopac | Barrier/ Connectivity | |
| 218 | Parmer and Mopac | Parmer: and Mopac | Barrier/ Connectivity | |
| 218 | Riata Trace: Pavillion to Huntsville - access to Apple important | Riata Trace: Pavillion to Huntsville | Bike Route | |
| 219 | Rio Grande: MLK to 2nd - make a bicycle boulevard - more direct than West | Rio Grande: MLK to 2nd | bike boulevard | |
| 219 | Rio Grande | Rio Grande | Bike Lane | |
| 219 | Rio Grande, specific routes are in horrible shape. | Rio Grande | Repair/ Maintenance | |
| 219 | Improve surface throughout downtown streets - Rio Grande | Rio Grande: | Repair/ Maintenance | |
| 219 | Parmer: Cameron to Samsung is slated as dangerous | Parmer: Cameron to Samsung | Safety Concern | |
| 220 | Please fix the new bike lane on Riverside Dr. in front of long ctr. It ends and dumps the rider into traffic at the roundabout. | Riverside | Barrier/ Connectivity | |
| 220 | Improve Riverside through Parc & Long Center | Riverside | Bike Lane | |
| 220 | Add bike lanes to East Riverside | Riverside | Bike Lane | |
| 220 | Riverside (particularly on the east side) needs bike facilities (bike lanes) | Riverside | Bike Lane | |
| 220 | Quick access from E. Austin (E. Riverside area) to downtown is only accessible for pedestrians and recreational (mountain) bikes along the hike n bike trail. Better access for utilitarian and road bikes would be nice. Perhaps along Riverside from Pleasant Valley Rd. to Congress would provide access to the city center. | Riverside: Pleasant Valley to Congress | bike facility | |
| 220 | fix Riverside, | Riverside | Bike Lane | |
| 220 | East Riverside, | Riverside | Bike Lane | |
| 220 | Riverside | Riverside Dr.: | Bike Lane | |
| 220 | Riverside:- please help Riverside, I feel trapped at my apartment on Pleasant Valley | Riverside: | Bike Lane | |

| | Public Input Comments | | | |
|------------|---|---|------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 220 | Bike lanes on Riverside: 71 to 183 (connects to the Airport Trail below) | Riverside: 71 to 183 | Bike Lane | |
| 220 | Riverside: Congress to Lamar | Riverside: Congress to Lamar | Bike Lane | |
| 220 | A South Austin crosstown lane would be helpful, but close to downtown: Riverside | Riverside: Lamar to IH-35 | Bike Lane | |
| 220 | Riverside: S. Congress to IH-35 no eastbound mobility. | Riverside: S. Congress to IH-35 | Bike Lane | |
| 220 | Paviliion: Jollyville to Riata Trace - access Apple important | Paviliion: Jollyville to Riata Trace | Bike Route | |
| 220 | Improve East Riverside corridor for cycling | Riverside Dr.: | Bike Route | |
| 220 | Fix the zig-zag crossing on Riverside Dr. | Riverside | Repair/ Maintenance | |
| 220 | Remove the Riverside Zig-Zag | Riverside Dr: S. 1st to Lamar | Repair/ Maintenance | |
| 220 | Dawson and Riverside intersection has a weird dog leg sidewalk crossing. I know 3 people that have fallen there. Make it a straight level crossing. | Riverside z-crossing | Repair/ Maintenance | |
| 220 | Riverside: S. 1st to Lamar - is bad for A riders | Riverside: S.1st to Lamar | Repair/ Maintenance | |
| 220 | Riverside: S. 1st to Lamar - is bad for A riders and commuters with hybrids | Riverside: S.1st to Lamar | Repair/ Maintenance | |
| 220 | Riverside: S. 1st to Lamar - very bad for A riders and commuters with hybrids | Riverside: S.1st to Lamar | repair/ maintenance | |
| 220 | Riverside speed limit is too high through the park | Riverside Dr.: | Safety Concern | |
| 220 | Riverside from Congress to Travis Heights, add sidewalk and make more like Portland | Riverside Dr.: Congress to Travis Heights | Trails | |
| 220 | Connect Academy Dr. to Travis Heights Blvd via an off-street facility over Blunn Creek off of Riverside | Riverside: Academy Dr to Travis Heights Blvd | Trails | |
| 220 | Fix the new bike facility in front of the Long Center. It ends at the roundabout and leaves the cyclists with no safe options | Riverside: Lamar to S. 1st | Trails | |
| 220 | Riverside: S. 1st to Lamar - provide separated paths along the entire length on both sides - 90 degree turn on the south side is not practical | Riverside: S 1st to Lamar | Trails | |
| 221 | Pease Park Trail - improve - rough riding surface | Pease Park Trail | Trails | |
| 222 | Continuous bike lane(s) | Pecos Drive: Enfield to 35th | Bike Lane | |
| 222 | Better marked bike lanes and extending same thru intersections | Pecos Drive: Enfield to 35th | Bike Lane | |
| 222 | Repair Robert E. Lee [1] ASK ERIC FOR CLARIFICATION | Robert E. Lee: | Repair/ Maintenance | |
| 223 | Roundup: Manchaca to Western Trails - I want to be able to ride to Central Market (Westgate) | Roundup: Manchaca to Western Trails | Bike Lane | |

| | Public Input Comments | | | |
|------------|--|---|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 223 | Penny Lane: Burnet to Rockwood | Penny Lane: Burnet to Rockwood | Bike Route | |
| 224 | The intersection of S. 1st pedestrian paths where the bridge meets Cesar Chavez is dangerous. traffic whips around from the bridge northbound to turn right on Cesar Chavez. | S. 1st St / Cesar Chavez | Barrier/ Connectivity | |
| 224 | Re: the Pfluger Bridge - if the different color pavement is supposed to indicate bikes go here, pedestrians there, I've never figured it out. | Pfluger Bridge | bike facility | |
| 224 | Facilitate Pfluger Bridge, | Pfluger Bridge | Bike Map/Bike Plan | |
| 225 | Pleasant Valley and Lakeshore: Fix the intersection | Pleasant Valley / Lakeshore | Barrier/ Connectivity | |
| 225 | Pleasant Valley / Lakeshore - improve trail connectiong | Pleasant Valley / Lakeshore | Barrier/ Connectivity | |
| 225 | Provide northbound off-road faciity or shared-use sidewalk across Pleasant Valley Bridge | Pleasant Valley Bridge | Barrier/ Connectivity | |
| 225 | Pleasant Valley Bridge - very hard to cross with pedestrians | Pleasant Valley Bridge | Barrier/ Connectivity | |
| 225 | Pleasant Valley Bridge too narrow to ride on Bike | Pleasant Valley: Lakeshore to Cesar Chavez | Barrier/ Connectivity | |
| 225 | Pleasant Valley from Webberville to 12th Street goes from a four lane to a two lane and there is a bridge. It is very speedy and challenging. | Pleasant Valley: Webberville to 12th St | Barrier/ Connectivity | |
| 225 | bike lanes on Pleasant Valley dead ends at Lakeshore. Where the hike and bike trail ends at Lakeshore and Pleasant Valley it is v. hard to cross the street to get to bike lane on Pleasant Valley. There is a walk sign, but it is pretty much ignored by cars. | Plesant Valley / Lakeshore | Barrier/ Connectivity | |
| 225 | Bike lane on Pleasant Valley: Riverside to Lakeshore ends and then begins at Longhorn Dam. Is it possible to connect these two section along the road? | Plesant Valley: Riverside to Longhorn Dam | Barrier/ Connectivity | |
| 225 | Pleasant Valley south area connecting with existing bike lane and continue up to 7th street | Pleasant Valley: Burleson to 7th | Bike Lane | |
| 225 | N/S corridor E. of I-35. Pleasant Valley-Chestnut- Cherrywood is a start. | Pleasant Valley: Burleson to 7th | Bike Lane | |
| 225 | Pleasant Valley: Cesar Chavez to Lakeshore - needs a bike lane for connectivity | Pleasant Valley: Cesar Chavez to Lakeshore | Bike Lane | |
| 225 | Install bike lanes to complete gap beginning at Pleasant Valley and Webberville to Pleasant Valley and Longhorn Dam. | Pleasant Valley: Webberville to Longhorn Dam | Bike Lane | |
| 225 | We should also look to see if Pleasant valley south of Oltorf could have bike lanes. | Pleasant Valley: Oltorf to Ben White | Bike Lane | |



| | Public Input Comments | | | |
|------------|---|---|--------------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 225 | The development around Samsung Blvd is built out. Employees of Samsung and residents often use Sprinkle Cut-off as a road for biking, running and walking. Improving connectivity through Samsung Boulevard would increase use. | Samsung Blvd: Parmer to Sprinkle Cut-off | Bike Lane | |
| 225 | It looks like there is a sidewalk connecting Pleasant Valley and Burleson Road. It can be seen on 2006 Aerials. We should also look to see if Pleasant valley south of Oltorf could have bike lanes. | Pleasant Valley / Burleson Road | Bike Map/Bike Plan | |
| 225 | Prioritize funding for Pleasant Valley project from Cesar Chavez to Lakeshore | Pleasant Valley: Cesar Chavez to Lakeshore | Bike Map/Bike Plan | |
| 225 | Can speed be limited to 35 mph rather than 45 mpt. There are a lot of pedestrians and cyclists along the Pleasant Valley corridor. | Pleasant Valley | Coordination/ Collaboration | |
| 225 | Sidewalk gap on Pleasant Valley near Elmont | Pleasant Valley / Elmont | Repair/ Maintenance | |
| 225 | Pleasant Valley:- connect to Hike & Bike Trail south of the bridge | Pleasant Valley: | Trails | |
| 225 | Plesant Valley - across the Colorado River - The east side should have a separate bike/ped facility that leads to the trails on the east side of Roy G. Guerrero Park | Pleasant Valley: northbound, east of Guerrero Park | Trails | |
| 226 | Bike Lane on Pleasant Valley/Todd: Ben White to Button Bend | Pleasant Valley/Todd: Ben White to Button Bend | Bike Lane | |
| 226 | Add Perez Elem to Bike Map | Pleasant Valley Rd (7499), Austin, TX | Bike Map/Bike Plan | |
| 226 | Improve Pleasant Valley for access to Perez Elem. | Pleasant Valley: Edgecreek to William Cannong | Bike Route | |
| 226 | Alignment of bike lane on San Jacinto 6th St. to 5th St. | San Jacinto: 5th to 6th | signage | |
| 227 | San Jacinto (through campus). | San Jacinto: Dean Keaton to MLK | Bike Lane | |
| 227 | Pringle Circle: Hyman to Brandt Drive | Pringle Circle: Hyman to Brandt Drive | Bike Route | |
| 228 | Add Bike Lane to Radam Lane | Radam Lane: | Bike Lane | |
| 228 | Radam: Congress to James Casey (make Bike Lane due to new CMTA transit center) | Radam: Congress to James Casey | Bike Lane | |
| 228 | Schriber: Oltorf to Live Oak | Schriber: Oltorf to Live Oak | Bike Route | |
| 229 | Trail to connect Seton Center and Santa Cruz | Seton Center: and Santa Cruz | Trails | |
| 230 | Make an on site connection from the termination of Southern Walnut Creek Trail at Govalle Park to the LAB at Shady Lane - connect down Shady to Bolm to Govalle | Shady: 5th St to Bolm | Bike Route | |

| | Public Input Comments | | |
|------------|---|---|--------------------------|
| Map No. | Comment | Location / Address | Туре |
| 231 | Build a proper bike trail/bridge along Shoal Creek between 5th St. and West Ave. This link between the Shoal Creek and Town Lake Trails is LONG overdue. I know you've been waiting on curmudgeon landowners to grant easements, but I wish you'd build through the creek or over the creek or something to get the trail finished. Even better, the city council and Cap Metro should take a thorough look at getting around Austin from the sobering perspective of a bicycle seat. Especially with EPA's lowered ground- level ozone standards this year, Austin will be non- compliant and will need to get busy reducing car travel. | Shoal Creek bridge: 5th Street and West Avenue | Barrier/ Connectivity |
| 232 | Complete Shoal Creek Trail for cyclists. | Shoal Creek Trail | Barrier/ Connectivity |
| 232 | Please complete the rehab of Shoal Creek Trail | Shoal Creek Trail | Trails |
| 232 | Fix missing links in Shoal Creek Trail | Shoal Creek Trail | Trails |
| 232 | Shoal Creek trail needs to be fixed - please complete for bikes | Shoal Creek Trail | Trails |
| 232 | Shoal Creek Trail - This bike path is poorly maintained | Shoal Creek Trail | Trails |
| 232 | Complete Shoal Creek trail from 5th to West so get continuous trail from 38th to Townlake. | Shoal Creek Trail | Trails |
| 232 | Make Shoal Creek Trail contiguous between 12th and Town Lake. | Shoal Creek Trail | Trails |
| 232 | Shoal Creek Trail should be better signed at Town Lake Trail - i.e. when using Town Lake Trail, there should be a clear sign from both directions telling users of the adjoing Shoal Creek Trail | Shoal Creek Trail / Town Lake Trail | Trails |
| 233 | Stillwood: Buell to Steck (Route 16A) | Stillwood: Buell to Steck (Route 16A) | Bike Route |
| 234 | W. Slaughter Lane and Mopac | Slaughter Lane / Mopac | Barrier/ Connectivity |
| 235 | Slaughter | Slaughter Lane: | Bike Lane |
| 235 | Southwest Middle School on Slaughter must have bike/pedestrian accessibility | Slaughter Ln: | Bike Lane |
| 236 | Southwest Parkway:needs wider bicycle facilities | Southwest Parkway: | Bike Route |
| 237 | Speedway / San Jacinto / 30th - very junky intersection | Speedway / San Jacinto / 30th | Safety Concern |
| 238 | bike lane needed (bike lane on Exposition has a lot of traffic and is too steep for kids) | Spring Lane: Windsor to Westover | Bike Lane |
| 239 | Springdale - bike lane, | Springdale: Ledesma to E. 7th St. | Bike Lane |

| | Public Input Comments | | | |
|------------|--|---|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 239 | Springdale: Ledesma to E. 7th St full of glass, debris, and fast car speeds | Springdale: Ledesma to E. 7th St. | Repair/ Maintenance | |
| 240 | St. Elmo: Congress to Fredirich | St. Elmo: Congress to Fredirich | Bike Lane | |
| 240 | Bike Lane on St. Elmo: Congress to Nickols Crossing | St. Elmo: Congress to Nickols Crossing | Bike Lane | |
| 241 | Stassney needs bike lane too. | Stassney | Bike Lane | |
| 241 | Stassney: | Stassney: | Bike Lane | |
| 241 | Stassney: IH-35 to Burleson | Stassney: IH-35 to Burleson | Bike Lane | |
| 241 | Stassney: Nuckols Crossing to Burleson | Stassney: Nuckols Crossing to Burleson | Bike Lane | |
| 242 | Signal sensitivity problem at Steck and Rockwood | Steck / Rockwood | signal | |
| 243 | a pedestrian and bicycle entrance to Yett Creek Park at Black Angus Drive | terminus of Black Angus Drive | Trails | |
| 244 | a pedestrian and bicycle entrance to Yett Park at Mustang Chase | terminus of Mustang Chase | Trails | |
| 245 | Tillery Bike Lanes are great! | Tillery | Bike Lane | |
| 245 | Tillery - add bike lane. | Tillery | Bike Lane | |
| 245 | Add Tillery Bike Lanes from 5th to Oak Springs | Tillery: 5th to Oak Springs | Bike Map/Bike Plan | |
| 245 | Tillery south of Oak springs has bike lane but is not on the map. Great route. There is a section of Tillery north of Airport to Manor Rd that is on the map but a citizen has complained about being very dangerous. It is marked in blue and looks to be a low traffic two lane road. Give a route number to the continious route. | Tillery: Manor to 5th | Bike Map/Bike Plan | |
| 246 | Continue Bike Lanes on Trinity from Lady Bird Lake to 7th | Trinity: Town Lake to 7th St. | Bike Lane | |
| 247 | New Bike Lanethoroughfare during festivals (ACL, 4th July, Cap10K) | Upson Street: Lake Austin to 7th St | Bike Lane | |
| 248 | Vega from Southwest Pkwy to William Cannon is a major route used when traveling southwest | Vega: Southwest Pkwy to William Cannon | Bike Lane | |
| 249 | Ventura | Ventura: | Bike Route | |
| 250 | Place warning signs on Vinson for track crossing on bicycle | Vinson / RR crossing | Barrier/ Connectivity | |
| 250 | Vinson: St. Elmo to Orland Blvd - Street is narrow, RR crossing is difficult | Vinson: St. Elmo to Orland Blvd - Street | Barrier/ Connectivity | |
| 251 | Bicycle Lanes at Waller and 2nd to Cesar Chavez | Waller: 2nd to Cesar Chavez | Bike Lane | |
| 251 | Make sure that is Waller Creek are included in bike plan. Is Waller even a bike path. Are there plans for reconstruction. Downtown plan only? | Waller Creek | Bike Map/Bike Plan | |
| 251 | Complete Waller Creek Trail | Waller Creek | Trails | |



| | Public Input Comments | | | |
|------------|--|---|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 252 | Walnut Creek Trail under IH-35 | Walnut Creek Trail under IH-35 | Trails | |
| 252 | Walnut Creek from IH-35 to Peggotty Rd. | Walnut Creek: IH-35 to Peggotty Rd. | Trails | |
| 253 | Waters Park Road - too narrow for cycling, but connected to commuter rail and a proposed route by Halff | Waters Park Road: | Bike Map/Bike Plan | |
| 254 | Webberville: Rosewood to Pleasant Valley | Webberville: Rosewood to Pleasant Valley | Bike Lane | |
| 255 | Clarify signage for Rte. 31 around West/Heart Hospital/40th St. | West / 38th 1/2 | Signage | |
| 256 | bike lane | West 34th St.: Jefferson to Lamar | Bike Lane | |
| 257 | West Ave: - make it a bicycle boulevard | West Ave: | bike boulevard | |
| 258 | Put a trail on West Bouldin Creek, south of the river | West Bouldin Creek | Trails | |
| 259 | Western Trails: Westgate Blvd to Manchaca - I want to be able to ride to Central Market (Westgate) | Western Trails: Westgate Blvd to Manchaca | Bike Lane | |
| 260 | Westgate Blvd: Lamar to Stassney - I want to be able to ride to Central Market (Westgate) | Westgate Blvd: Lamar to Stassney | Bike Route | |
| 261 | Riverside repair between Pleasant Valley and Wickersham will create an opportunity to acess for trail across Riverside | Wickersham: Riverside to Pleasant Valley | Trails | |
| 262 | William Cannon | William Cannon: | Bike Lane | |
| 262 | William Cannon - needs facilities - also, the sidewalk is abstracted | William Cannon: | Bike Lane | |
| 262 | Bicycle lanes or paths along William Cannon from SW Pkway to Brodie and beyond. | William Cannon: SW Pkwy to Brodie | Bike Lane | |
| 263 | William Cannon and 290 intersection is a major hassle | William Cannon / 290 | Barrier/ Connectivity | |
| 264 | Willow Springs Rd: Alpine to Woodward | Willow Springs Rd: Alpine to Woodward | Bike Route | |
| 265 | Use Williamson Creek as a trail | Williamson Creek | Trails | |
| 266 | | Windsor Rd between Lamar and Lake Austin Blvd. | Bike Lane | |
| 266 | | windsor Rd needs a bike lane | Bike Lane | |
| 266 | Mopac to Lamar is dangeroussomeone tried to run me off the road | Windsor Road: Lamar to Exposition | Bike Lane | |
| 266 | bike lane | windsor: Lake austin to Mopac | Bike Lane | |
| 266 | addition | Windsor: Mopac to Exposition | Bike Lane | |
| 266 | Add new Bike Lane | Windsor: Mopac to Matthews | Bike Lane | |

| | Public Input Comments | | | |
|------------|---|--|--------------------------|--|
| Map No. | Comment | Location / Address | Туре | |
| 267 | Would like to see safe path near Windsor to 24th to UT. | Windsor/24th St: Mopac to Guadalupe | Bike Lane | |
| 268 | sidewalk bike lane along Winsted!!!!! | Winstead | Bike Lane | |
| 268 | Winstead: Windsor to Lake Austin Blvd - great route | Winstead: Windsor to Lake Austin Blvd | Bike Lane | |
| 268 | bike lanes should be built | Winsted Ln / Mopac Svc Rd: Windosr to Enfield | Bike Lane | |
| 268 | Extend hike and bike trail north of Enfield | Winsted In. | Bike Lane | |
| 269 | Speed bumps on Woodland from Parker to IH-35 | Woodland: Parker to IH-35 | Traffic Calming | |
| 270 | Woodward at or near Parker Lane has a bike lane that is too narrow | Woodward / Parker | Repair/ Maintenance | |
| 271 | Yager Lane, | Yager Lane | Bike Lane | |
| 271 | Bike lanes on Yager Lane | Yager Lane: | Bike Lane | |
| 271 | Convert Yager Lane shoulders to bike lanes: Pamer to Techridge | Yager Lane: Pamer to Techridge | Bike Lane | |
| 271 | Yager Lane needs more frequent street maintenance | Yager Lane: | Repair/ Maintenance | |
| 272 | Yager Lane at IH-35 needs bike lane maintenance (cleaning) | Yager Lane / I-35 | Repair/ Maintenance | |
| 273 | Drop 4th Street as a route from Comal to Tillery due to redundancy provided by the Lance Armstrong Bikeway | 4th Street: Comal to Tillery (delete) | Bike Map/Bike Plan | |
| 274 | Jester is not in bike plan but there are bike lanes already installed. Add it to the 2008 bike plan update and route map. | Jester Neighborhood | Bike Map/Bike Plan | |
| 275 | Break through barrier of Lamar Blvd near Westgate to make accessible to cyclists. | Lamar Blvd / Westgate | Barrier/ Connectivity | |
| 276 | Carson Creek Blvd: Brandt Dr to Presidential Blvd | Carson Creek Blvd: Brandt Dr to Presidential Blvd | Bike Route | |
| 277 | | Cassis School Area | Bike Lane | |
| 278 | Use COA owned Bergstrom Spur for Rails to trail for bikes | Bergstrom Spur | Trails | |
| 278 | Add Bergstrom Spur of Rail Line, extends from McKinney Falls Pkwy near Carson Creek southbound to Burleson | Bergstrom Spur of Rail Line, McKinney Falls Pkwy near Carson Creek southbound to Burleson | Trails | |
| 278 | Bergstrom Spur - Todd Ln to St. Elmo | Bergstrom Spur: Todd Ln to St. Elmo | Trails | |
| 279 | Rattan Creek Trail | Rattan Creek: Parmer Lane to Los Indios Trail | Trails | |

PUBLIC INPUT COMMENTS



HALFF



PUBLIC INPUT COMMENTS: SECTOR A1



PUBLIC INPUT COMMENTS: SECTOR A2







PUBLIC INPUT COMMENTS: SECTOR A4







City of Austin 2009 Bicycle Plan Update

PUBLIC INPUT COMMENTS: SECTOR B2







PUBLIC INPUT COMMENTS: SECTOR B4





PUBLIC INPUT COMMENTS: SECTOR C1







PUBLIC INPUT COMMENTS: SECTOR C4



PUBLIC INPUT COMMENTS: SECTOR D1


PUBLIC INPUT COMMENTS: SECTOR D2





PUBLIC INPUT COMMENTS: SECTOR D4



City of Austin 559 2009 Bicycle Plan Update





PUBLIC INPUT COMMENTS: SECTOR E2











City of Austin 2009 Bicycle Plan Update



A

APPENDIX D: BICYCLE NETWORK FACILITY RECOMMENDATIONS





Appendix D :: Bicycle Network Facility Recommendations

BICYCLE FACILITY SELECTION METHODOLOGY

Bicycle facility selection for the recommendations in this Plan was done by using a combination of methodologies. Field analysis, study of availability of alternate routes, consideration of potential future roadway changes, and public input influenced facility recommendations. A main influence on the recommendation was the Federal Highway Administration (FHWA) "Design Bicyclist" methodology (Chapter 2, pages 84-86), which identifies traffic operation characteristics that influence the preferred facility.

First, roadway cross sections were evaluated to determine how the existing roadway could be modified to provide space for the bicycle facility. This evaluation incorporates traffic characteristics, such as on-street parking, traffic volume and speed. Secondly, if an existing roadway could not feasibly accommodate a bicycle facility given the FHWA methodology, potential alternates were identified and evaluated. Future road projects were also considered, including the prospect of widening a road based on the AMATP 2025 Plan, proposed Capital Improvement Projects, and where growth might put pressure on roadway expansion.

Also, facility recommendations identified by the Street Smarts Task Force represent the preferred routes and recommendations by the bicycling community in Austin. Therefore, these recommendations were considered heavily when determining the recommendations in this Plan.

Lastly, public input received during the planning process was also heavily weighted and incorporated into the recommendations of this Plan.

It is important to note that the recommended facility listed in these tables is the most *feasible* recommendation, given the factors described above, and not necessarily the most conservative for each roadway. Conditions will change over time, thus affecting the recommended bicycle facility. If the opportunity arises to install a more conservative bicycle facility, per FHWA and/or staff recommendation, then that shall be the recommended facility. For FHWA recommendations, roads in the state highway system are identified as Class A bicycle facilities and the facility recommendations.

Recommendations in Appendix D will be implemented only after further technical and feasibility analysis is completed by all City departments and other governmental agencies to determine the potential impact to transportation and public safety response as a whole. If it is determined that a specific bicycle facility is infeasible due to its impact on transportation and public safety response as a whole, an alternate route or facility should be pursued and shall follow amendment process if criteria for amendment is met.

For recommendations concerning areas outside of the City of Austin's jurisdiction, the City of Austin will work with other jurisdictions to promote a regional bicycle network.

| Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|--------------|--------------------------------|----------------------------|-------------------|-------------------------|-------------|-------------------------------------|-----------------------------|
| # ROADWAY | 'S IN THE CITY OF AUSTIN JURIS | SDICTION (including ETJ) | | , | | | |
| 3RD ST | | | | | | | |
| 54.01 | BAYLOR ST | LAMAR BLVD N SVRD SB | SHARED LANE | BIKE LANE | 468 | 8-CL-8 | |
| 54.02 | | BOWIE ST | | BIKE LAINE BIKE LANE | 425 | 19 LINMARKED | |
| 54.04 | BOWIE ST | WEST AVE | WIDE CURB | WIDE CURB | 770 | 22 5-CI-22 5 | |
| 54.05 | WEST AVE | 3RD ST W (EXISTING) | NO ROAD | BIKE LANE | 515 | | |
| 54.06 | SHOAL CREEK TRAIL | NUECES | BIKE LANE | BIKE LANE | 215 | 10P-12-CL-12-10P | Y |
| 54.07 | NUECES | SAN ANTONIO ST | SHARED LANE | BIKE LANE | 341 | 10P-12.5-12.5-CL-12.5-17.5 | Y |
| 54.08 | SAN ANTONIO ST | TRINITY ST | SHARED LANE | BIKE LANE | 2,679 | 10P-12.5-12.5-CL-12.5-17.5 | Y |
| 4 TH ST | | | | | | | |
| 54.09 | TRINITY | IH 35 | WIDE CURB | MULTI-USE PATH | 1,424 | 30 UNMARKED | <u>Ý</u> |
| 54.11 | | BRUSHT SI | WIDE CURB | | 2 3 4 4 | 28 3CS 4SW | t v |
| 54.12 | COMAL | CHICON | WIDE CURB | WIDE CURB | 1,366 | 28-3 GS-4 SW | Y |
| 54.14 | CHICON ST. | ROBERT MARTINEZ JR. STREET | WIDE CURB | WIDE CURB | 1,322 | 36-5 SW | |
| 54.17 | PEDERNALES | PLEASANT VALLEY | WIDE CURB | WIDE CURB | 1,388 | 30 UNMARKED | |
| 54.18 | PLEASANT VALLEY | TILLERY | WIDE CURB | WIDE CURB | 1,372 | 30 UNMARKED | |
| 354.06 | BRAZOS | TRINITY | WIDE CURB | BIKE LANE | 351 | 18-14-CL-14-18 | Y |
| 5TH ST | | | | | | | |
| 52.09 | CAMPBELL | WEST LYNN ST | SHARED LANE | BIKE LANE | 637 | 13-11-11 | |
| 52.10 | | | | BIKE LANE | 3,020 | 55W-18-11-12-65W | |
| 52.11 | | | SHARED LAINE | | 724 | 185W-10-10-10-11-185W | |
| 52.12 | NELICES STREET | CONGRESS AVE | SHARED LANE | SHARED LANE | 1 859 | 10SW-17-11-11-18-10SW | |
| 52.14 | CONGRESS AVE | SAN JACINTO | SHARED LANE | SHARED LANE | 808 | 10SW-17-11-11-16-11SW | |
| 52.15 | SAN JACINTO STREET | TRINITY | SHARED LANE | SHARED LANE | 351 | 10SW-18-11-11-17-9SW | |
| 52.16 | TRINITY | RED RIVER | SHARED LANE | SHARED LANE | 726 | 10SW-16-10-18-23SW | |
| 54.20 | TILLERY | SPRINGDALE | BIKE LANE | BIKE BOULEVARD | 1,384 | 22-CL-22 | Y |
| 54.21 | SPRINGDALE RD | SHADY LN | SHARED LANE | BIKE BOULEVARD | 1,637 | 10-10-CL-10-10 | Y |
| 154.01 | COMALST | CHICON ST | SHARED LANE | BIKE BOULEVARD | 1,367 | 20 UNMARKED | Y |
| 154.02 | | PEDERNALES SI | SHARED LANE | BIKE BOULEVARD | 2,6/6 | 10-10-CL-10-10 | Ý V |
| 154.03 | PEDERNALES SI | DI EASANT VALLEY DD N | SHARED LANE | BIKE BOULEVARD | 458 | 10-10-CL-10-10 | ř. |
| 154.04 | PLEASANT VALLEY RD N | | BIKELANE | BIKE BOULEVARD | 1 344 | 10-10-CL-10-10 | Y |
| 5TH TO WA | | HEEEKT 31 | DIRE LAINE | DIKE DOOLE VARD | 1,044 | 10-10-02-10-10 | |
| 954.13 | 5TH ST E | WALLER | NONE | MULTI-USE PATH | 1,024 | | Y |
| 6TH ST | | | | | | | |
| 52.17 | MOPAC | WEST LYNN ST | WIDE CURB | BIKE LANE | 2,719 | 4SW-GS-17-11-19 | |
| 52.18 | WEST LYNN ST | lamar blvd s | SHARED LANE | BIKE LANE | 2,989 | 10SW-5GS-16-11-10-2GS-6SW | |
| 52.19 | LAMAR BLVD N | WEST AVE | SHARED LANE | SHARED LANE | 1,159 | 6SW-18-10-12-10SW | |
| 52.20 | WEST AVE | NUECES STREET | SHARED LANE | SHARED LANE | 725 | 11SW-17-10-9-18-6SW | |
| 52.21 | NUECES SIREEI | CONGRESS AVE | SHARED LANE | SHARED LANE | 1,860 | SW-18-10-9-17-SW | |
| 52.22 | REATOS | SAN LACINITO | | | 431 | 205W-9-11-10-19-185W | |
| 52.23 | SAN JACINTO STREET | TRINITY | SHARED LANE | SHARED LANE | 349 | 105W-19-10-10-10-10-20-113W | |
| 52.25 | TRINITY | RED RIVER | SHARED LANE | SHARED LANE | 712 | 11SW-10-9-10-10-20-9SW | |
| 52.26 | RED RIVER | BRUSHY | WIDE CURB | WIDE CURB | 1,206 | 20-CL-20 | 74 |
| 7TH ST | | | | | | | |
| 52.27 | RED RIVER | BRUSHY | Shared lane | BIKE LANE | 1,211 | 8 P -12-10-CL-10-12-7 | 79 |
| 52.29 | BRUSHY | WALLER | Shared lane | BIKE LANE | 1,051 | 4SW-4GS-17-11-CL-12-17-4GS-4SW | 79 |
| 52.30 | WALLER | CHICON | SHARED LANE | BIKE LANE | 2,704 | 5SW-12-11-10LT-12-12-6SW | 79 |
| 52.31 | CHICON | WEBBERVILLE | SHARED LANE | BIKE LANE | 1,606 | 6SW-7GS-10-10LT-11-10-7GS-5SW | 79 |
| 52.32 | WEBBERVILLE | | SHARED LANE | BIKELANE | 2,481 | 4SW-28PAV-10-11-9L1-11-10-28PAV-4SW | |
| 331.02 | | WEST AVE | | | 2,073 | 6 PL-26-6 PL | |
| 9TH ST | NOLCES SIREET | WEST AVE | JIIARED LARE | SHARED LARE | 721 | 012-20-012 | |
| 50.01 | WEST LYNN | BLANCO ST | WIDE CURB | BIKE LANE | 1.893 | 15-CL-15 | |
| 50.02 | BLANCO ST | LAMAR BLVD N | SHARED LANE | BIKE LANE | 996 | 12.5-CL-12.5 | |
| 50.03 | LAMAR BLVD N | GUADALUPE ST | WIDE CURB | WIDE CURB | 2,504 | 15-CL-15 | |
| 50.04 | GUADALUPE ST | LAVACA ST | WIDE CURB | WIDE CURB | 358 | 16-12-15-8P | |
| 50.05 | LAVACA ST | CONGRESS AVE | SHARED LANE | SHARED LANE | 795 | 10P-12-12-12-8P | |
| 50.06 | CONGRESS AVE | SAN JACINTO | SHARED LANE | SHARED LANE | 802 | 10P-12-12-12-8P | |
| 50.07 | SAN JACINTO | TRINITY | CLOSED ROAD | SHARED LANE | 353 | CLOSED ROAD | |
| 30.08 | | IH 35 | SHARED LAINE | SHARED LAINE | 1,425 | 10P-12-12-12-8P | |
| 152.01 | | GUADALUPE ST | WIDE CURB | WIDE CURB | 2 472 | 20-01-20 | |
| 152.01 | GUADALUPE ST | LAVACA ST | WIDE CURB | WIDE CURB | 3.59 | 18-CI-18 | |
| 152.03 | LAVACA ST | COLORADO ST | SHARED LANE | SHARED LANE | 353 | 13-28-P | |
| 152.04 | COLORADO ST | CONGRESS AVE | SHARED LANE | SHARED LANE | 432 | 13-13-13-13-8P | |
| 152.05 | CONGRESS AVE | BRAZOS ST | SHARED LANE | SHARED LANE | 450 | 8P-12-12-12-8P | |
| 152.06 | BRAZOS ST | San jacinto | Shared lane | SHARED LANE | 362 | 8P-12-12-12-8P | |
| 152.07 | SAN JACINTO | TRINITY | SHARED LANE | SHARED LANE | 355 | 8P-11-11-11-8P | |
| 152.08 | TRINITY | IH 35 | WIDE CURB | WIDE CURB | 1,420 | 11P-15-11-14-8P | |
| 111H SI | | CONCRESS AVE | | | 577 | 0.0.10.01.10.10.15 | |
| 40.17 | | | | | 914 | 9-9-10-CE-10-10-13 | |
| 40.18 | SHOAL CREEK BLVD | WEST AVE | WIDE CURB | WIDE CURB | 584 | 20-CL-20 | |
| 50.10 | WEST AVE | RIO GRANDE | WIDE CURB | BIKE LANF | 347 | 20-CL-20 | |
| 50.11 | RIO GRANDE | SAN ANTONIO | SHARED LANE | BIKE LANE | 729 | 24-CL-12-8P | |
| 50.12 | SAN ANTONIO | GUADALUPE ST | WIDE CURB | BIKE LANE | 341 | 24-CL-16-8P | |
| 50.13 | GUADALUPE | COLORADO STREET | BIKE LANE | BIKE LANE | 574 | 10SW-8BL-12-CL-12-12-12BL-10SW | |
| 50.15 | SAN JACINTO | TRINITY | SHARED LANE | BIKE LANE | 360 | 8 P -12-10-CL-10-10 | |
| 50.16 | COLORADO STREET | IH 35 | SHARED LANE | BIKE LANE | 1,418 | 10-10-CL-10-10 | 1 |
| 50.17 | IH 35 SB SVRD | IH 35 NB SVRD | WIDE CURB | BIKE LANE | 271 | 15-15-CL-15-15 | 1 |
| 50.18 | IH 35 | | WIDE CURB | | 1,064 | 20-CL-20 | 1 |
| 149.14 | | | | WIDE CLIPR | 2 101 | 20-CL-20 20-CL-20 | |
| 12TH ST | | | | | 2,171 | | |
| 48.09 | WEST LYNN ST | LAMAR BLVD | WIDE CURB | BIKE LANE | 2.728 | 15-CL-15 | |
| 48.10 | LAMAR BLVD N | WESTAVE | SHARED LANE | SHARED LANE | 986 | 6SW-10-14-10TL-10-9-12GS-4SW | |
| 48.11 | WEST AVE | NUECES STREET | | SHAREDIANE | 1 144 | 7P-11-10-14MED-10-12- | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 1 of 38

| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|-------------------|----------------------|-----------------|------------------------|-------------------------|-------------|--|-----------------|----------------|
| 48.12 | NUECES STREET | COLORADO STREET | SHARED LANE | SHARED LANE | 1,332 | 6SW-2GS-17-8-13M-8-17-6GS-6SW | | |
| 48.19 | SAN JACINTO | TRINITY ST | SHARED LANE | BIKE LANE | 371 | 10-10-32MED-10-10 | | |
| 48.20 | | | WIDE CURB | BIKE LANE | 1,490 | 4SW-4GS-21-27M-21-3GS-6SW | 2 | Y |
| 48.22 | NB IH 35 SVR RD | BRANCH STREET | WIDE CURB | BIKE LANE | 286 | 9SW-18-CL-19-4SR-4SW | 2 | Y |
| 48.23 | BRANCH STREET | CHICON | BIKE LANE | BIKE LANE | 3,560 | 5SW-4GS-19-CL-18-2GS-4SW | | Y |
| 48.24 | CHICON | CHESTNUT | BIKE LANE | BIKE LANE | 1,258 | 4SW-4BL-17-CL-17-4BL-4SW | | Y |
| 48.25 | | HARVEY | BIKE LAINE | BIKE LAINE | 2,312 | 4SW-4BL-17-CL-17-4BL 4SW-4BL-17-CL-17-4BL-4SW | | |
| 48.27 | HARVEY | OAK GROVE | BIKE LANE | BIKE LANE | 214 | 5SW-4BL-18-CL-17-3BL-4SW | | Y |
| 48.28 | OAK GROVE | SPRINGDALE | BIKE LANE | BIKE LANE | 5,335 | 4SW-3GS-6BL-15-CL-15-6BL-5SW | | Y |
| 48.29 | SPRINGDALE RD | WEBBERVILLE | WIDE CURB | BIKE LANE | 692 | 65W-4G5-18-CL-19-6G5-55W | | Y |
| 148.14 | OLANDER | NAVASOTA | WIDE CURB | BIKE LANE | 767 | 15-CL-15 | | - |
| 14TH ST | | | | | (0.) | | | |
| 48.08 | PALMA PLZ. | WEST LYNN ST | WIDE CURB | | 634 | 20-CL-20 | | |
| 15TH ST | 111 33 14 3 ¥ KD 14B | | WIDE CORB | DIKE LAINE | 710 | 13-61-13 | | |
| 148.07 | LAMAR BLVD N | WEST AVE | SHARED LANE | SHARED LANE | 853 | 12-12-12-14 MED -12-1 | | |
| 148.08 | WEST AVE | RED RIVER ST | SHARED LANE | SHARED LANE | 4,266 | 10-10-10-14 MED -10-1 | | |
| 148.09 | RED RIVER | IH 35 | SHARED LANE | SHARED LAINE | 1,039 | 10-10-14 MED -10-1 | | |
| 344.01 | SAN GABRIEL | WEST AVE | WIDE CURB | WIDE CURB | 829 | 15-CL-15 | | |
| 344.02 | WEST AVE | NUECES ST | WIDE CURB | WIDE CURB | 712 | 20-CL-20 | | |
| 31 19 | NUECES | RIO GRANDE | WIDE CURB | WIDE CURB | 368 | 30.5 LINMARKED | | |
| 344.03 | NUECES | TRINITY | WIDE CURB | WIDE CURB | 3,037 | 17.5-CL-17.5 | | |
| 21ST ST | | | | | | | | |
| 46.01 | SAN GABRIEL ST | PEARL ST | SHARED LANE | BIKELANE | 497 | 10-CL-10 | | |
| 46.04 | RIO GRANDE ST. | GUADALUPE ST | BIKE LANE | BIKE LANE | 1,000 | 6 SW-6 GS-17-CL-17-6 GS-6 SW | | |
| 46.05 | GUADALUPE | UNIVERSITY AVE. | WIDE CURB | BIKE LANE | 721 | 26-CL-24 | | |
| 46.06 | UNIVERSITY AVE | SAN JACINTO | WIDE CURB | WIDE CURB | 1,768 | 26-CL-24 | | _ |
| 46.07 | SAN JACINTO BLVD | ROBERT DEDMAN | WIDE CURB | BIKE LANE | 944 | 14-CL-14 | | |
| 24TH ST | | | | | | | | |
| 42.05 | LAMAR BLVD N | RIO GRANDE | SHARED LANE | BIKE LANE | 2,562 | 6SW-6GS-9-8-8-9-6GS-6SW | | |
| 42.06 | RIO GRANDE | NUECES | SHARED LANE | BIKELANE | 326 | 9-8-8-9-4SW 9-9-CL-9-9 | | |
| 42.08 | NEUCES | GUADALUPE ST | SHARED LANE | BIKE LANE | 505 | 9SW-8-8.5-8.5-8-SW | | |
| 42.09 | GUADALUPE | SPEEDWAY | WIDE CURB | BIKE LANE | 1,451 | 6SW-8P-14-9.5-9.5-14-8P-15SW | | |
| 261H SI 342.04 | SAN GABRIEL | | WIDE CURB | BIKELANE | 477 | 14 5-14 5 | | |
| 342.05 | SAN PEDRO | NUECES | WIDE CURB | BIKE LANE | 996 | 15-CL-15 | | |
| 27TH ST | | | | | | | | |
| 340.03 | NUECES | GUADALUPE ST | WIDE CURB | BIKE LANE | 504 | 15-CL-15 | | - |
| 340.04 | WHITIS | SPEEDWAY | WIDE CURB | BIKE LANE | 1,100 | 15-CL-15 | | |
| 28TH ST | • | | | | | | | |
| 340.02 | RIO GRANDE | NUECES | WIDE CURB | BIKE LANE | 483 | 20-CL-20 | | |
| 40.07 | IFFERSON | SAN GABRIEL | BIKELANE | BIKELANE | 2 805 | 14-CI-10-4 BI | | |
| 40.08 | SAN GABRIEL | EAST DR | BIKE LANE | BIKE LANE | 2,199 | 4 SW-7 GS-3 BL-11-CL-11-3 BL-4 SW | | - |
| 30TH ST | | | | | | | | |
| 31.07 | WEST AVE | | BIKE LANE | | 628 | 29.5 UNMARKED | | v |
| 40.11 | UNIVERSITY AVE | DUVAL | BIKE LANE | BIKE BOULEVARD | 1,399 | 5 BL-12-CL-12-5 BL-101-4 CS-4 SW | | Y |
| 31ST ST | | | | | | | | |
| 47.38 | SPEEDWAY | WALLING | BIKE LANE | BIKE BOULEVARD | 728 | 4SW-4G-3BL-11.5-14.5-4BL-5-4SW | | Y |
| 32ND ST | SHOAL CREEK BLVD | LAWAR BLVD N | DIKE LAINE | DIKE LAINE | 1,374 | ODL-2U-ODL | | |
| 40.13 | DUVAL ST. | IH 35 N SVRD SB | WIDE CURB | BIKE LANE | 3,403 | 15-CL-15 | | |
| 34TH ST | IFFERRON | | | | 1 400 | SWL 00 07 4 SWL | | |
| 38.01 | SHOAL CREEK BLVD | LAMAR BLVD | WIDE CURB | BIKELANE | 1,409 | 3W-GS-27-4 SW | | |
| 38.03 | LAMAR BLVD N | WEST AVE | WIDE CURB | BIKE LANE | 740 | 6 SW-18-CL-21 | | |
| 38.04 | WEST AVE | GUADALUPE ST | WIDE CURB | BIKE LANE | 1,075 | 4 SW-3 GS-17-CL-17-6 SW | | |
| 38.05 | GUADALUPE | SPEEDWAY | SHARED LANE | SHARED LANE | 1,649 | 27 UNMARKED | | - |
| 139.06 | CHERRYWOOD | LARRY LN | WIDE CURB | BIKE LANE | 700 | 15-CL-15 | | Y |
| 35TH ST | | | | | | | | |
| 36.04 | MT BONNELL | DEAD END | WIDE CURB | BIKE LANE | 1,034 | 24-cl-21 | | |
| 36.05 | FOOTHILLS TERRACE | | SHARED LANE | BIKELANE | 2 509 | 24-CI-21 9-10-CI-10-9 | | |
| 36.07 | EXPOSITION BLVD. | MOPAC | SHARED LANE | BIKE LANE | 1,596 | 5 SW-9-10-CL-10-9-5 SW | | |
| 36.08 | MOPAC | JEFFERSON | SHARED LANE | BIKE LANE | 2,051 | 5 SW-10-10-CL-10-10-5 SW | | |
| 36.09 | JEFFERSON | TONKAWA TRL | SHARED LANE | BIKE LANE | 1,791 | 10-10-10 M-10-10-5 SW | | |
| 36.10 | TONKAWA TRL | LAMAR BLVD | SHARED LANE | BIKE LANE | 1,186 | 10-10 M-10-10-5 SW | | |
| 36.11 | LAMAR BLVD N | GUADALUPE ST | SHARED LANE | BIKE LANE | 1,787 | SW-GS-12-12-9 TL-12-12-4 SW | | |
| 36.12 | GUADALUPE | SPEEDWAY | WIDE CURB | BIKELANE | 1,659 | 4 SW-5 GS-15-CL-14-7 GS-5 SW | | |
| 36.13 | DUVAL ST | RED RIVER | SHARED I ANF | BIKE LANE | 2.342 | 0 377-7 GS-14-CL-15-7 GS-6 SW 10-10-CL-10-10 | | |
| 38TH HALF | ST | | | - | | | | |
| 36.15 | RED RIVER | IH 35 | SHARED LANE | BIKE LANE | 1,205 | 6 SW-13-CL-15-6 SW | | |
| 36.16 | CHERRYWOOD | | WIDE CURB WIDE CURB | BIKE LANE | 2,286 | 6 377-18-0L-17-6 SW 15-0L-15 | | Y |
| 40TH ST | | | | | 3,134 | | | |
| 34.01 | SHOAL CREEK BLVD | MEDICAL PKWY | SHARED LANE | SHARED LANE | 2,083 | 27 UNMARKED | 91 | |
| 34.02 | MARATHON BLVD | LAMAR BLVD N | WIDE CURB | WIDE CURB | 380 | 4SW-4GS-19-CL-19-4GS-4SW | | |
| 34.04 | SPEEDWAY | DUVAL | SHARED LANE | SHARED LANE | 1,840 | 5 SW-7 PL-27-7 PL-6 GS-6 SW | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-------------------------|--------------------------|-------------------|-------------------------|--------------|---------------------------------|-----------------|----------------|
| 34.06 | DUVAL ST | PECK AVE. | SHARED LANE | SHARED LANE | 456 | 4 SW-24-4 SW | | |
| 34.08 | DUVAL ST. | PECK AVE. | WIDE CURB | WIDE CURB | 457 | 5SW-7GS-30-6GS-4SW | | |
| 34.09 | PECK AVE. | RED RIVER | SHARED LANE | SHARED LANE | 1,438 | 13-CL-13 | | |
| 43RD ST | | 11135 | WIDE CORB | DIKE LAINE | 1,555 | 4311-20-CL-27 | | |
| 332.01 45TH ST | GUADALUPE | DUVAL | WIDE CURB | WIDE CURB | 2,995 | 39 UNMARKED | | |
| 32.02 | MOPAC | | SHARED LANE | SHARED LANE | 604 | 10.5-10-CL-10-10.5 | | |
| 32.03 | SHOAL CREEK BLVD | GUADALUPE ST | SHARED LANE | BIKE LANE | 2,629 | 5 SW-11-11-13 M-11-11-2 GS-4 SW | | |
| 32.05 | GUADALUPE | SPEEDWAY | SHARED LANE | BIKE LANE | 1,656 | 9-10-CL-10-9-4 SW | | |
| 32.06 | SPEEDWAY | DUVAL ST | SHARED LANE | BIKE LANE | 1,341 | 4 SW-9-10-CL-10-9-4 SW | | |
| 32.07 | RED RIVER | AIRPORT | SHARED LANE | BIKE LANE | 1,738 | 10-10-CL-10-9 | | |
| 46TH ST | | | | | .,=== | | | |
| 47.33 | GUADALUPE | SPEEDWAY | SHARED LANE | BIKE BOULEVARD | 1,639 | 27 UNMARKED | | Y |
| 330.01 | RED RIVER | | WIDE CURB | WIDE CURB | 1,018 | 30 UNMARKED | | |
| 330.06 | AIRPORT BLVD | HARMON AVE | WIDE CURB | WIDE CURB | 122 | 30 UNMARKED | | |
| 47TH ST | A \ / E \ I | DUIVAL | | WIDE CUPP | 220 | 14.01.14 | | |
| 330.03 | DUVAL ST. | CASWELL | WIDE CURB | WIDE CURB | 1,279 | 14-CL-14 15-CL-15 | | |
| 49TH ST | | | | | ., | | | |
| 41.12 | | WOODVIEW | WIDE CURB | WIDE CURB | 1,661 | 4 SW-28-4 SW | | |
| 41.13 | SHOAL CREEK BLVD | CRESTMONT DR | WIDE CURB | WIDE CURB | 334 | 5 SW-19-CL-19-5 SW | | |
| 328.03 | SUNSHINE | GROVER | WIDE CURB | WIDE CURB | 698 | 19-CL-19-5SW | | |
| 51ST ST | | | | RIKELANE | 050 | | | |
| 30.01 | GUADALUPE | AIRPORT | BIKE LANE | BIKE LAINE | 4,647 | 5 SW-3 BL-10-CL-10-3 BL-6 SW | | Y |
| 30.03 | AIRPORT BLVD | HARMON | Shared lane | BIKE LANE | 1,220 | 37-4 SW | | Y |
| 30.04 | HARMON | CAMERON RD | SHARED LANE | BIKE LANE | 852 | 37-4 SW | 50 | Y |
| 30.05 | BERKMAN | MANOR RD | SHARED LANE | BIKE LANE | 4,531 | 10-10-CL-10-10-3 GS-5 SW | 48 | I |
| 30.07 | MANOR RD. | SPRINGDALE | SHARED LANE | BIKE LANE | 3,362 | 10-10-CL-10-10-3 GS-5 SW | 48 | |
| 30.08 | SPRINGDALE RD | US 183 | SHARED LANE | BIKE LANE | 4,840 | 12-12- 14 MED -12-12 | | |
| 320.01 | | GROVER | WIDECORD | WIDE CORB | 007 | 28 UNMARKED | | |
| 913.04 | 515151E | LITTLE WALNUT CREEK PARK | NONE | MULII-USE PAIH | 1,344 | | | |
| 947.31 | 51ST ST W | 46TH ST W | NONE | MULTI-USE PATH | 2,249 | | | |
| 28.08 | AVE F | DUVAL | BIKE LANE | BIKE LANE | 960 | 3BL-9.5-10-9.503BL | | Y |
| 28.09 | DUVAL ST | BRUNING | BIKE LANE | BIKE LANE | 1,062 | 29 UNMARKED | | |
| 28.11 | AIRPORT BLVD | HARMON AVE | WIDE CURB | BIKE LANE | 1,546 | 29 UNMARKED | | |
| ABERDEEN | DR | MINCON | | | 107 | | | |
| ABIA | ENGLEWOOD | VINSON | SHARED LANE | SHARED LANE | 477 | 45W-4.5G5-27-4.5G5-45W | | |
| 965.22 | PRESIDENTIAL | PARKING FACILITY | NONE | MULTI-USE PATH | 2,568 | | | |
| 923.01 | BURLESON | SPIRIT OF TEXAS | NONE | MULTI-USE PATH | 20,471 | | | |
| 303.01 | CONVICT HILL RD. | LA NARANJA LN. | WIDE CURB | BIKE LANE | 4,814 | 20-CL-20 | | |
| 303.02 | LA NARANJA LN. | ESCARPMENT BLVD | WIDE CURB | BIKE LANE | 1,068 | 19-CL-19 | | |
| 303.03 | CLAIRMONT DR. | ESCARPMENT BLVD | WIDE CURB | BIKE LANE | 1,381 | 19-CL-19 | | |
| 347.31 | CONGRESS AVE | RAVINE DR | WIDE CURB | WIDE CURB | 831 | 15-CL-15 | | |
| 347.32 | RAVINE DR | NEWNING | WIDE CURB | WIDE CURB | 761 | 15-CL-15 | | |
| 120 17 | WYCLIFE | WATERS PARK | WIDE CURB | BIKELANE | 5 881 | 20-CL-20 | | |
| ADIRONDA | ACK TRL | ····· | | | -, | | | |
| 7.06 | SPICEWOOD SPRINGS RD | HYRIDGE | WIDE CURB | BIKE LANE | 5,386 | 20-CL-20 | | |
| 39.12 | LAMAR BLVD N | GUADALUPE ST | BIKE LANE | BIKE LANE | 1,481 | 5BL-10-10-10CTL-10-10 | | |
| 39.13 | GUADALUPE | HUNTLAND | SHARED LANE | BIKE LANE | 1,377 | 13-10-11 CTL -11-13 | | |
| 39.14 | HUNTLAND | DENSON | SHARED LANE | BIKE LANE | 1,226 | 14-11-11 CTL -11-13 | | v |
| 39.16 | KOENIG | 51ST ST E | SHARED LANE | BIKE LANE | 2,336 | 13-11-12 CTL -11-11 | | Y |
| 39.17 | 51ST ST E | 45TH ST E | SHARED LANE | BIKE LANE | 3,078 | 14-11-11 CTL -11-13 | | |
| 39.18 | 45TH ST E | | SHARED LANE | BIKE LANE | 900 5 705 | 14-11-11 CTL -11-13 | 55 | |
| 39.20 | ANCHOR LN | MANOR RD | SHARED LANE | BIKE LANE | 1,145 | 11-10-10- MED 35-13-1 | 55 | |
| 39.21 | MANOR RD. | MLK / FM 969 | SHARED LANE | BIKE LANE | 1,574 | 12-12-11 CTL-12-13 | 55 | |
| 51.25 | | SUNSET I N | SHARED LANE | BIKELANE | 1 112 | 12-CI-12 | | |
| ALDRICH | RIVEROIDE DR | SONSELEN | SHI KED EF KRE | Bitte Er titte | 1,112 | | | |
| 59.11 | 51ST ST E | AIRPORT BLVD | NOROAD | SHARED LANE | 3,398 | 8P-10-CL-10-8P* | | |
| 59.12 ALEXANDR | SISISIE | AIKPORI BLVD | BIKE LANE | BIKE LANE | 591 | OBL-13.5-13.5-10MED-11-11-11* | | |
| 382.02 | COPANO DR. | CROFTWOOD DR. | SHARED LANE | BIKE LANE | 3,550 | 11-11-CL-11-11 | | |
| ALSATIA DI 88.14 | R BELLOWS FALLS AVE. | CURRIN LN. | WIDE CURB | WIDE CURB | 1,721 | 17.5-CL-17.5 | | |
| ALUM ROC | | | WIDECUP | BIKELANE | 1 700 | 20-01-20 | | |
| AMARILLO | AVE | | THE CORD | | 1,/07 | | | |
| 302.01 | DALLAS | MCNEIL | WIDE CURB | WIDE CURB | 2,255 | 20-CL-20 | | |
| 314.03 | ANDERSON MILL | ТАМАҮО | WIDE CURB | WIDE CURB | 2,567 | 22-CL-22 | | |
| 35.01 | CASSADY DR | PARMER | SHAREDIANE | BIKE LANF | 2.096 | 10-10-15 M-10-10 | | |
| 35.02 | DUVAL RD | CASSADY DR | SHARED LANE | BIKE LANE | 3,369 | 5 SW-10-10-CL-10-10-5 SW | | |
| ANCHOR | | | | | | | | |

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| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|-------------------|--|----------------------------|------------------------|-------------------------|--------------|--|-----------------|----------------|
| # 36.18 | MANORWOOD RD | MANOR RD | WIDE CURB | BIKE LANE | 1,133 | 15-CL-15 | | |
| ANDERSO | N LN | | | RIKELANE | 1 197 | 12 12 12 CTL 12 12 | | |
| 18.10 | SHOAL CREEK BLVD | BURNET RD | SHARED LANE | BIKE LANE | 3,698 | 12-12-12 CTL -12-12 12-12-12 CTL -12-12 | | |
| 18.11 | BURNET | | SHARED LANE | BIKE LANE | 2,757 | 12-12-12 CTL -12-12 | | |
| ANDERSO | N MILL | | SHARED LAINE | BIKE LAINE | 3,733 | 12-12-12 CIL -12-12 | | |
| 110.01 | FM 620 | SPICEWOOD PKWY | SHARED LANE | BIKE LANE | 7,094 | 12-12-14MED-12-12 | | |
| 110.02 | SWALLOW DR | US 183 | SHARED LANE | BIKE LANE | 3,328 | 11-11-CL-11-11 | | |
| 110.04 | US 183 | POND SPRINGS RD | SHARED LANE | BIKE LANE | 1,610 | 13-12-13 CTL-12-13 | | |
| 110.05 | POND SPRINGS RD PARMER I N W | PARMER LN W FND OF ROAD | SHARED LANE | BIKE LANE BIKE LANE | 10,599 | 15-15-17MED-15-15 11.5-CI-11.5 | | |
| 110.07 | END OF ANDERSON MILL | GRAND AVENUE PKWY | NO ROAD | BIKE LANE | 21,987 | 5B-12-12-12CTL-12-12-5B* | | |
| 364.03 | STRATEORD | MOPAC | SHARED LANE | SHARED LANE | 2.597 | 24 LINMARKED | | |
| ANGELINA | ST | | | | _, | | | |
| 53.04 ANNIE ST | COMAL ST | 11TH ST E | WIDE CURB | WIDE CURB | 974 | 17.5-CL-17.5 | | |
| 31.28 | BOULDIN | S 5TH ST | Shared lane | BIKE LANE | 564 | 14-CL-13.5-5SW | | |
| 68.10 | BRACKENRIDGE ST | EAST SIDE DR | BIKE LANE | BIKE LANE | 1,139 | 3 BL-11-CL-10-3 BL 20-CL-20 | | |
| ANTONE S | T | CONORESS / TE | THE CORE | DIRE DAILE | , 0, | 20 61 20 | | |
| | AIRPORT BLVD | BERKMAN | NO ROAD | SHARED LANE | 2,611 | 8P-10-CL-10-8P* | | |
| 21.17 | GREAT HILLS TR | CAPITAL OF TEXAS HWY | BIKE LANE | BIKE LANE | 2,583 | 5BL-11-13-2G-13M-2G-13-11-5BL | | |
| ARBORSID | CREST PARK | CRISWELL | | BIKELANE | 2 739 | | | |
| ARDENWO | OD RD | CRISTILLE | | | 2,730 | | | |
| 139.01 | IH 35 N SVRD NB | BRADWOOD | WIDE CURB | WIDE CURB | 209 | 15-CL-15 | _ | Y |
| 59.25 | TOWN CREEK | RIVERSIDE | WIDE CURB | BIKE LANE | 1,090 | 37 UNMARKED | | |
| ARPDALE S | ST | RILLERONNET | WIDE CUR | WIDE CLIPP | 1.2/1 | | | |
| ARTERIAL 1 | I1 | BLUEBOINNEI | WIDE CORB | WIDE CORB | 1,001 | 20 UNMARKED | | |
| 88.10 | MOPAC EXPY. | STORMY RIDGE RD. | SHARED LANE | BIKE LANE | 6,922 | 11-CL-11 | | |
| 399.01 | SPICEWOOD PKWY | SCOTLAND WELL | BIKE LANE | BIKE LANE | 1,965 | 4P-5BL-11-CL-11-5BL-4P | | |
| ASHWOOD | D RD | MARIEWOOD | | WIDE CURP | 702 | | | V |
| ATLANTA S | IT IN IT INT | MAPLEWOOD | WIDE CORB | WIDE CURB | /93 | 13-CL-15 | | T |
| 129.08 | LAKE AUSTIN BLVD | ATLANTA TO MOPAC SB RAMP | WIDE CURB | WIDE CURB | 220 | 20-CL-20 | | |
| AVENUE H | AILANIA IO MOPAC SB RAMP | VEIERANS DR | SHARED LANE | SHARED LANE | 435 | 13.5-13.5 | | |
| 330.02 | 46TH ST E | 47TH ST E | WIDE CURB | WIDE CURB | 369 | 14-CL-14 | | |
| 102.01 | S BELL BLVD / US IE3 | US 183A SB SVRD | SHARED LANE | BIKE LANE | 590 | 12-12-12TL-MED | | |
| 102.02 | US 183A SB SVRD | US 183A NB SVRD | SHARED LANE | BIKE LANE | 423 | 12-12-12TL-CL-12TL-12-12-12 | | |
| BACKTRAI | US 183 | O CONNOR DR | SHARED LANE | BIKE LANE | 21,269 | 12-12-MED | | |
| 22.09 | LEMONWOOD | LADERA NORTE | SHARED LANE | SHARED LANE | 1,256 | 13.5-CL-12.5 | | |
| 23.05 | CEDAR CREST DR | SPRING HOLLOW | WIDE CURB | BIKELANE | 485 | 40 UNMARKED | | |
| 23.06 | SPRING HOLLOW | FOUR IRON | WIDE CURB | BIKE LANE | 4,788 | 18.5-CL18.5 | | |
| 323.04 | OCEANAIRE BLVD BROOKWOOD | FOUR IRON DR US 183 | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 356 | 35 UNMARKED 40 UNMARKED | | |
| 339.13 | CEDAR CREST DR | BROOKWOOD | WIDE CURB | BIKE LANE | 1,332 | 40 UNMARKED | | |
| 21.28 | NORTH HILLS DR | HARTIN | SHARED LANE | BIKELANE | 979 | 12-CI-12 | | |
| 21.29 | HART LN | NORTHLAND DR | SHARED LANE | BIKE LANE | 3,216 | 12.5-12CTL-12.5 | | |
| 21.30 | NORTHLAND DR | PARK CREST DR | SHARED LANE | BIKELANE | 806 | 10-10-CL-10-10 | | |
| 23.29 | HANCOCK | PERRY LN | SHARED LANE | BIKE LANE | 1,947 | 13-1CL-13 | | |
| 23.34 BALCONES | EDGEMONT S WOODS DR | 35TH ST W | SHARED LANE | WIDE CURB | 3,405 | 12-12 | | |
| 6.02 | JOLLYVILLE | US 183 | SHARED LANE | BIKE LANE | 749 | 11-11-CL-11-11 | 51 | |
| 6.03 | SANTA CRUZ | US 183 | WIDE CURB | BIKE LANE | 1,597 | 40 UNMARKED | 51 | |
| BANISTER I | .N | | HIDE COND | | 4,240 | | | |
| 25.21 | MORGAN LN | CASEY REDD ST | SHARED LANE | SHARED LANE | 1,237 | 10-10-CL-10-10 | | |
| 31.37 | SOUTHWAY DR | GARDEN VILLA LN | WIDE CURB | BIKE LANE | 758 | 21-CL-20.5-6SW | | |
| 31.38 | SOUTHWAY DR | MORGAN LN | WIDE CURB | BIKE LANE | 1,175 | 21-CL-20-5SW | | |
| 363.03 | CAMERON | SPRINGDALE | NO ROAD | BIKE LANE | 9,962 | 5B-12-12-12CTL-12-12-5B* | | |
| BARRINGT | | | WIDE CUPP | BIKELANE | /12 | 20-01-20 | | |
| 23.09 | PARLIAMENT PL | FIREOAK | WIDE CURB | WIDE CURB | 4,486 | 3-4SW-20-CL-20-4SW-3 | | |
| BARTON C | REEK BLVD | | | | 000 | 20.024/50.00 | | |
| 109.01 | FURLONG DR. | LOST CREEK BLVD. | WIDE CURB | BIKE LANE | 14,237 | 20-23MED-20 15-14CTL-15 | | |
| 109.03 | LOST CREEK BLVD. | CARRANZO DR. | SHARED LANE | BIKE LANE | 10,240 | 13-CL-13 | | |
| 916.01 | CAMP CRAFT RD | ZILKER PARK | MULTI-USE PATH | MULTI-USE PATH | 50,133 | NATURAL, UNEVEN SURFACE | | |
| 934.13 | MOPAC RAMP | MOPAC RAMP | NONE | MULTI-USE PATH | 1,982 | | | |
| BARTON H | ILLS DR | | | | | | | |
| 11.01 | ROBERT E LEE | BARTON SKYWAY | BIKE LANE | BIKE LANE | 6,317 | 6 SW-4 BL-16-CL-16-4 BL-7 GS-4 SW | | |
| 11.08 | FARNSWOOD CIR BARTON HILLS DR | BARION SKYWAY FARNSWOOD | WIDE CURB | BIKE LANE | 1,557 846 | 4BL-15-CL-15-4BL 19-CL-19 | | |
| BARTON S | KWY | DAEDELL | DIVELANCE | - | | | | |
| 11.02 | RARION HILLS DR | KAH)HII | RIKELANE | RIKELANE | 2 549 | 5 SW-15-C1-13-5 BL-5 SW | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|---------------------------------|------------------------------------|-------------------------|---------------------------|--------------|---|-----------------|----------------|
| 11.03 | RAEDELL | LAMAR BLVD | BIKE LANE | BIKE LANE | 1,163 | 5 BL-14-CL-14-5 BL-5 SW | | |
| 31.35 BARTON SPI | RAYWOOD RINGS RD | GARDEN VILLA | WIDE CURB | WIDE CURB | 573 | 4SW-5GS-42-4SW | | |
| 64.20 | MOPAC | ANDREW ZILKER ROAD | BIKE LANE | BIKE LANE | 2,229 | 3-10-13-CL-12-11-4 | | Y |
| 64.21 | ANDREW ZILKER ROAD | ROBERT E LEE | BIKE LANE | BIKE LANE | 1,828 | 11-12-CL-12-11 | | Y |
| 64.22 | | | | BIKE LANE | 2,621 | 6 SW-3 BL-10-10-9 TL-14 M-9-10-3 BL-8 SW | 4 | Y |
| 64.23 | BOULDIN | S 1ST ST | SHARED LANE | BIKE LANE | 1,000 | 5 SW-8 GS-12-12-CL-10 TL-11 TL-12-13-6 SW | 6 | |
| 64.25 | S 1ST ST | RIVERSIDE DR W | SHARED LANE | BIKE LANE | 532 | 11-11-CL-12 TL-12 TL-11-6 SW | 6 | |
| 64.26 | RIVERSIDE DR W | CONGRESS AVE | SHARED LANE | BIKE LANE | 741 | 11-11-CL-12 TL-12 TL-11-6 SW | 6 | |
| 343.12 | 6TH ST W | 3RD ST W | WIDE CURB | BIKELANE | 980 | 15-CI-15 | | |
| BEAUFORD | DR | | | | | | | |
| 22.04 | JESTER BLVD | LAKEWOOD | WIDE CURB | WIDE CURB | 522 | 5SW-20-CL-20 | | |
| 77 15 | HOKANS | PEYNERO | SHAPED LANE | BIKELANE | 4.140 | | | |
| 77.16 | EILERS | REYNERO | SHARED LANE | BIKE LANE | 4,298 | 21 UNMARKED | | |
| BECKETT RD | | | | | | | | |
| 5.02 | | WILLIAM CANNON DR | SHARED LANE | SHARED LANE | 1,213 | 6 SW-24 UNMARKED GS-22 | | |
| 5.03 | CONVICT HILI | | BIKELANE | BIKELANE | 1,003 | 4 SW-3 5 GS-4 5 BL-16-CL-16-4 5 BL-1 5 GS-4 SW | | |
| 5.05 | KIVA | NEW HORIZONS | BIKE LANE | BIKE LANE | 2,004 | 5 SW-10 GS-4.5 BL-16-CL-16-4.5 BL-2 GS-5 SW | | |
| 5.06 | NEW HORIZONS | DAVIS | BIKE LANE | BIKE LANE | 2,248 | 6 SW-4.5 BL-16-CL-16-4.5 BL-6 SW | | |
| 5.07 | DAVIS | SLAUGHTER | BIKE LANE | BIKE LANE | 2,637 | 6 SW-5 BL-15-CL-15-4.5 BL-6 SW | | |
| 41.04 | KROMER | LAZY LN | WIDE CURB | WIDE CURB | 534 | 28 UNMARKED | | |
| BEE CAVES | TO WILLIAM CANNON CON | NECTOR | | | | | | |
| 980.04 | BEE CAVES | WILLIAM CANNON DR | NONE | MULTI-USE PATH | 2,302 | | | |
| RELEAST DD | | | - | | | | | |
| 357.01 | NORTHRIDGE | SUFFOLK | WIDE CURB | BIKE LANE | 1,818 | 15-CL-15 | | |
| BELLOWS FA | ALLS AVE | | | | | | | |
| 88.13 | SESBANIA DR. | ALSATIA DR. | WIDE CURB | WIDE CURB | 1,314 | 37 UNMARKED | | |
| 355.07 | | | WIDECURB | BIKELANE | 1 292 | 20-01-20 | | |
| BERKELEY A | VE | KOBERT FIMARITIE | WIDE CORD | DIRE LAINE | 1,272 | 20-02-20 | | |
| 380.08 | BLARWOOD DR | WEST GATE BLVD | BIKE LANE | BIKE LANE | 385 | 4.5SW-3GS-20-CL-21-3GS-4.5SW | | |
| 380.09 | | BLARWOOD DR | BIKE LANE | BIKE LANE | 1,178 | 5 SW-4 BL-18-CL-16-4 BL-5 SW | | |
| 380.10 | MANCHACA RD | | BIKE LANE | BIKELAINE | 1 866 | 4 SW-4 BL-20-CL-17-4 BL-5 SW | | - |
| 380.12 | MANCHACA RD. | CANNONLEAGUE DR. | WIDE CURB | WIDE CURB | 1,166 | 30 UNMARKED | | |
| BERKETT DR | | | | | | | | |
| 376.01 | WESTGATE BLVD | BAXTER | WIDE CURB | BIKE LANE | 1,915 | | | - |
| 376.02 | BERKETT CV | MANCHACA RD | WIDE CURB | BIKELANE | 1.146 | 44 UNMARKED 44 UNMARKED | | |
| BERKMAN D | R | | | | | | | |
| 57.21 | CORONADO HILLS | 51ST ST E | BIKE LANE | BIKE LANE | 9,438 | 5SW-5BL-18-CL-18-5BL-5SW | 3 | Y |
| 57.22 BILBROOK P | 1 212121E | MANOR RD | NOROAD | BIKELANE | 5,652 | /P-6BL-11.5-54MED-11.5-6BL-/P* | | ř |
| 31.58 | - Slaughter ln. | NORTH PLATT RIVER DR. | WIDE CURB | WIDE CURB | 5,255 | 21-CL-21 | | |
| BILL HUGHE | S RD | | | | | | | |
| 380.13 | WILLIAM CANNON DR | THELMA DR. | WIDE CURB | WIDE CURB | 1,064 | 22-CL-22 | | |
| 47 11 | METRIC BLVD | PARKEIELD | WIDE CURB | BIKELANE | 5.086 | 3.5g-6sw-21-21 | | |
| BLAKE MAN | OR RD | | 11102 00110 | Bille Er ille | 0,000 | 0.05 0.07 21 21 | | |
| 14.26 | BURLESON MANOR | UNION LEE CHURCH | SHARED LANE | BIKE LANE | 18,659 | 12-CL-12 | | |
| 79.01 | HAMILTON POINT CIR | | WIDE CURB | BIKE LANE | 15,206 | 15-CL-15 | | |
| BLANCO ST | IATLOR LIN | BURLESON MANOR | SHAKED LAINE | DIKE LAINE | 0,740 | 12-CL-12 | | |
| 343.09 | 12TH ST W | 10TH ST W | WIDE CURB | BIKE LANE | 565 | 15-CL-15 | | |
| 343.10 | 10TH ST W | 7TH ST W | WIDE CURB | BIKE LANE | 1,006 | 15-CL-15 | | |
| 343.11 | 7TH ST W | 6TH ST W | WIDE CURB | BIKE LANE | 510 | 15-CL-15 | | |
| 371.04 | MOORE RD | VON QUINTUS RD | SHARED LANE | BIKE LANE | 6,759 | 10-CL-10 | | |
| BLUE BLUFF | RD | | | | | | | |
| 69.03 | OLD HWY 20 | LINDELL LN | WIDE CURB | BIKE LANE | 10,323 | 17-CL-17 | | |
| BLUE GOOS | | | | | 5 374 | 12 CL 12 | | |
| BLUE MEAD | OW DR | Austin Citt Limit | JHARED LAINE | WIDE SHOULDER | 3,378 | 12-CL-12 | | |
| 380.15 | BLUFF SPRINGS RD. | MEADOW LAKE BLVD. | WIDE CURB | BIKE LANE | 4,914 | 22-CL-22 | | |
| BLUEBONNE | T LN | | BU/E 1 1 1 1 E | | 1.110 | | | |
| 25.13 | | LAMAR BLVD S | BIKELANE | BIKELANE | 2 386 | 9.55W-5BL-14-CL-15-5BL-55W | 99 | |
| 25.15 | LAMAR BLVD S | DEL CURTO RD. | SHARED LANE | SHARED LANE | 743 | 20-7GS-4SW | | |
| 68.02 | RUNDELL PL | HETHER ST | BIKE LANE | BIKE LANE | 134 | 5 SW-5 BL-14-CL13-5 BL-5 SW | 99 | |
| BLUEGRASS | DR | | DIKELANIE | DIKELANE | 5 (00 | | | |
| IUESTAR D | | BLUFFSIONE | DIKE LANE | DIKE LANE | 5,699 | 03 YY-3BL-13-UL-13-3BL | | |
| 90.07 | LUVORA CV. | SUNDROP VALLEY DR. | WIDE CURB | WIDE CURB | 1,628 | 15-CL-15 | | |
| BLUFF BEND | DR | | | | | | | |
| 57.10 | BRAKER LN | NEWPORT AVE | SHARED LANE | SHARED LANE | 4,091 | 11-CL-11 55W 14 CL 12 | | |
| 57.11 BLUFF SPRIN | GS RD | CHILDKE33 | SHAKED LANE | SHAKED LANE | 614 | 33 YY-14-UL-1Z | | |
| 59.39 | WILLIAM CANNON DR | SLAUGHTER | SHARED LANE | BIKE LANE | 13,707 | 13-12-CL-12-13 | | |
| BLUFFSTONE | LN | 0.000.000 | D.U.S | DU/E 1 | _ | | | |
| 18.03 | | CAPITAL OF TEXAS HWY | BIKE LANE | BIKE LANE | 1,178 | /SW-5BL-22-CL-22-5BL-7SW | | |
| Note: The B | oardwalk Project, initiated i | n 2008, is charged with completin | g the Town Lake Hike ar | nd Bike Trail and will ir | nclude recon | nmendations on mobility, including bicycles along | Town Lake | Trail. |
| The proces | s will evaluate the possibility | of including an off-road bicycle r | oute alongside the Lake | and make recomme | endations ba | used on, but not limited to, community input, physi | cal condition | ns, |

space limitations, and compatibility with other uses. Alignment of the trail will defer to the Boardwalk Project planning process.

912.03 EAST TOWN LAKE LAKESHORE NONE MULTI-USE PATH 6,828

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 5 of 38 Page 5 of 38

| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|--------------------------------|-------------------------------|--------------------------|-------------------------|-------------|--|-----------------|----------------|
| 912.04 L | AKE TRAIL | CONNECTOR TO TOWN LAKE | NONE | MULTI-USE PATH | 543 | | | |
| BOGGY CRE | EK PARK TO WEBBERVILLE CON | NECTOR | | | | | | |
| 903.07 G | GUERRERO SR. CITIZEN CNTR. | WEBBERVILLE | NONE | MULTI-USE PATH | 466 | | | Y |
| 150.03 SI | PRINGDALE RD | AIRPORT BLVD | WIDE CURB | BIKE LANE | 1,563 | 15-CL-15 | | |
| 150.04 A | | GARDNER RD | WIDE CURB | BIKE LANE | 3,181 | 22-CL-22 | | - |
| BOULDER LN | | | WIDE CORD | DIRE EAR | 1,770 | | | |
| 103.01 C | | FM 620 | SHARED LANE | BIKE LANE | 2,984 | 11-11-MED | | |
| 103.02 N | M 620 | MEDIAN ENDS | SHARED LANE | BIKE LANE | 1,078 | 12-12-42MED-12-12 | | |
| BOULDIN AV | | | | | 4 434 | 55W 27.5 ACS ASW | | |
| 331.03 N | ARTON ST KINGS KD | ANNIE | SHARED LANE | SHARED LANE | 4,438 | 27-6 GS-4 SW | | |
| BOWIE ST | | 5TH ST W | | RIKELANE | 490 | 13 CL 13 | | |
| 343.07 5 | TH ST W | 3RD ST W | WIDE CURB | BIKE LANE | 470 | 20-CL-20 | | |
| 902.03 G | | 3RD | NONE | MULTI-USE PATH | 339 | | | |
| 14.23 B | LUE BLUFF RD | FM 973 | NO ROAD | BIKE LANE | 10,359 | 5B-12-12-12CTL-12-12-5B* | | _ |
| BOYER BLVD | | | | DIKELANE | 70/ | | | |
| BRACKENRID | IGE ST | MEARNS MEADOW | WIDE CURB | BIKE LAINE | 706 | 59 UNMARKED | | |
| 68.09 N | ARY ST | ANNIE ST | SHARED LANE | SHARED LANE | 358 | 27 UNMARKED | | |
| 139.02 A | RDENWOOD RD | WRIGHTWOOD RD | WIDE CURB | WIDE CURB | 1,474 | 15-CL-15 | | Y |
| BRAKER LN | 01100/0115 | | | DIKELANE | 0.40 | | | |
| 10.06 J | S 183 SVRD SB | MOPAC EXPY SVRD NB | SHARED LANE | BIKE LANE | 5,015 | 11-11-11-12 M-11-11-11-5 G5-5 SW | 22 | |
| 10.08 N | OPAC EXPY SVRD NB | METRIC BLVD | SHARED LANE | BIKE LANE | 8,503 | 5 SW-GS-12-10-12-22 M-12-10-12-GS-5 SW | 25 | |
| 10.09 N 10.10 P | ARKFIFLD DR | LAMAR BLVD | SHARED LANE | SHARED LANE | 4,681 | 4 SW-4 GS-12-10-12-13 M-12-10-12-4 GS-4 SW 6 SW-4 GS-13-11-13-13 M-13-11-13-4 GS-6 SW | 25 | |
| 10.11 L | AMAR BLVD N | WEDGEWOOD DR | SHARED LANE | SHARED LANE | 4,998 | 6 SW-13-12-14 CTL-12-13-6 SW | 25 | |
| 10.12 W | VEDGEWOOD DR | DESSAU RD WORN SOLE | SHARED LANE | SHARED LANE | 2,460 | 6 SW-13-12-14 M-12-13-6 SW | | Y |
| 910.01 S | TONELAKE BLVD | BURNET RD | NONE | MULTI-USE PATH | 6,070 | | | |
| BRANDT DR | FAD FND | EVENING SHADOWS | WIDE CURB | WIDE CURB | 161 | 20-CI-20 | | |
| 84.21 SI | LAUGHTER LN. | BLUFF SPRINGS RD. | SHARED LANE | SHARED LANE | 2,180 | 12-CL-12 | | |
| 347.01 G | RAND AVENUE | MERRILL TOWN | SHARED LANE | SHARED LANE | 5.367 | 11-11-CI-11-11 | | |
| BRAZOS ST | | | | | 0,000 | | | |
| 47.50 1 BRENTWOOD | ITH ST E | CESAR CHAVEZ ST E | SHARED LANE | SHARED LANE | 3,566 | 18 SW-11-11-11-18-9 SW | | |
| 22.23 G | GROVER AVE | GUADALUPE ST | WIDE CURB | WIDE CURB | 2,861 | 28-4GS-4SW | | |
| 26.02 C | CAMERON | WESTMINSTER DR | SHARED LANE | BIKE LANE | 2,999 | 6SW-10-10-1CL-10-10-6SW | | |
| BRIDLE PATH | 05110 | EVERALITION | | | 4.075 | | | |
| 148.01 S | CENIC XPOSITION BLVD. | SHARON LN. | SHARED LANE | SHARED LANE | 2,517 | 22 UNMARKED | | |
| BRISBANE RD | | | | | 010 | 4 SW 2 5 CS 27 | (2) | |
| BROADMEAD | DE AVE | SEMINART RIDGE | SHARED LANE | SHARED LAINE | 919 | 4 5W-3.5 G3-2/ | 63 | |
| 21.07 N | NEADOWHEATH DR | ANDERSON MILL | SHARED LANE | BIKE LANE | 3,505 | 12-CL-12 | | |
| BROADMOO | M 620 R DR | MEADOWHEATH DR | SHARED LANE | BIKE LANE | 4,293 | 12-CL-12 | | |
| 28.13 C | AMERON RD | WESTMOOR DR | WIDE CURB | BIKE LANE | 520 | 20-CL-20 | | |
| 28.14 W | VESTMOOR DR | BERKMAN | WIDE CURB | BIKE LANE | 3,092 | 15-CL-15 | | |
| 17.02 C | CITY LIMIT | WILLIAM CANNON DR W | SHARED LANE | BIKE LANE | 2,830 | 5 SW-5 GS-11-14-17 M-12-12-6 SW | | |
| 17.03 W | VILLIAM CANNON DR W | CONVICT HILL HARPERS FERRY | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 1,026 | 6SW-16-11.5-17M-10.5-16.5-6SW 6SW-17-10-17M-11.5-16.5-6SW | | |
| 17.05 H | ARPERS FERRY | DAVIS | WIDE CURB | BIKE LANE | 4,966 | 6SW-16-11.5-17M-10.5-16.5-6SW | | |
| 17.06 D | AVIS DEFRIN | DEER LN SLAUGHTER | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 451 | 6 SW-14.5-11.5-17M-10.5-14-6 SW 6SW-14-10.5-17.5M-10.5-13.5-6SW | | |
| 17.08 SI | LAUGHTER LN. | CITY LIMIT | WIDE CURB | BIKE LANE | 2,265 | 17-CL-15 | | |
| <u>17.10</u> C | andali dr | YANDALL DR EM 1626 | WIDE CURB | BIKE LANE | 1,327 | 17-CL-15 | | |
| 17.09 C | CITY LIMIT | CITY LIMIT | WIDE CURB | BIKE LANE | 7,682 | 17-CL-15 | | |
| 347.11 G | RADY | DIAMONDBACK TRI | SHARED LANE | SHARED LANE | 2.291 | 4\$W-5G-27-5G-4\$W | | |
| BRUNING AV | /E | | on alles bare | on all of a le | 2,2,7 | | | |
| 28.10 5 | 3RD ST E | AIRPORT BLVD | WIDE CURB | BIKE LANE | 330 | 29 UNMARKED | | |
| 115.06 S | CHOOL | MONTEREY OAKS BLVD. | SHARED LANE | BIKE LANE | 473 | PRIVATE DRIVE | | |
| 115.08 SI 115.09 W | UMMERSET /III.IAM CANNON DR | WILLIAM CANNON DR | BIKE LANE SHARED LANE | BIKE LANE BIKE LANE | 2,271 | 4 SW-2 GS-5 BL-15-CL-16-5 BL-2 GS-4 SW 1.5-13-CL-13-1-22 GS-5 SW | | |
| BRUSH COUN | ITRY TO SUNSET VALLEY CONNE | ECTOR | era alle er dite | | 2,/ 07 | | | |
| 915.07 C | CONNECTOR ALONG BRUSH | SUNSET VALLEY TRIB | NONE | MULTI-USE PATH | 1,164 | | | |
| BRUSHY ST | | | | | | | | |
| 52.28 7 BUCK I N | TH ST E | 6TH ST E | WIDE CURB | WIDE CURB | 362 | 44 UNMARKED | | |
| 79.05 D | EAD END | 7000 FEET FROM E SH 71 WB | SHARED LANE | BIKE LANE | 797 | 10-CL-10 | | |
| 79.06 7 | UUU FEET FROM E SH 71 WB | SH 71 E WB | SHARED LANE | BIKE LANE | 7,095 | 12-CL-12 | | |
| 317.07 C | GATLING GUN LN. | FRATE BARKER RD. | WIDE CURB | WIDE CURB | 2,056 | 23.5-CL-23.5 | | |
| 16.09 S | TILLWOOD | BURNET RD | WIDE CURB | BIKE LANE | 1.358 | 18-CL-18 | | |
| BUENOS AIRE | S PKWY | | | | ., | | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|--|--|--------------------------|-------------------------|------------------|--|-----------------|----------------|
| 73.10 BUFFALO F | LOS CIELOS PASS | NIGHT SKY | WIDE CURB | BIKE LANE | 728 | 4 SW -3 GS-15-CL-15-3 GS-4 SW | | |
| 25.27 | JONES ROAD | STASSNEY LANE | WIDE CURB | BIKE LANE | 2,524 | 5SW-19-CL-18.5 | | |
| 901.02 | | CITY LIMITS | NONE | MULTI-USE PATH | 6,356 | | | |
| 901.03 | CITY LIMITS | SPICEWOOD SPRINGS RD | NONE | MULTI-USE PATH | 6,956 | | | |
| 901.05 | OLD LAMPASSAS TRL | BULL CREEK UPPER PARK | NONE | MULTI-USE PATH | 2,291 | | | |
| 901.06 | 9700 BLOCK SPICEWOOD SPRGS, NORTH END OF CITY PAR* | SPRINGS WHERE BULL CREEK CRO* | MULTI-USE PATH | MULTI-USE PATH | 6,531 | NATURAL | | |
| 901.07 | 7000 BLOCK SPICEWOOD SPRINGS WHERE BULL CREEK CRO* | SPICEWOOD SPRINGS ROAD, WEST OF YUCCA MOUNTAIN RD | NONE | MULTI-USE PATH | 2,911 | | | |
| 901.08 | SPICEWOOD SPRINGS ROAD, WEST OF YUCCA MOUNTAIN RD | 5900 BLK OF SPICEWOOD SPRINGS WHERE CREEK CROSSES* | NONE | MULTI-USE PATH | 5,434 | | | |
| 901.09 | 5900 BLK OF SPICEWOOD SPRINGS WHERE CREEK CROSSES* | BULL CREEK LOWER PARK TRAILS/CAP TX HWY | NONE | MULTI-USE PATH | 3,933 | | | |
| 901.10 | NORTH END BULL CREEK LOWER PARK, E OF CAP TX HWY | SOUTH END BULL CREEK LOWER PARK, E OF CAP TX HWY | MULTI-USE PATH | MULTI-USE PATH | 7,119 | NATURAL | | |
| 901.11 | NORTH END BULL CREEK LOWER PARK, W OF CAP TX HWY | SOUTH END BULL CREEK LOWER PARK, W OF CAP TX HWY | MULTI-USE PATH | MULTI-USE PATH | 7,126 | NATURAL | | |
| 901.12 | N END BULL CREEK PARK | S END BULL CREEK PARK / LAUREL WOOD DR | MULTI-USE PATH | MULTI-USE PATH | 4,608 | NATURAL | | |
| 901.13 | TRAIL END IN BULL CREEK PARK | LAKEWOOD DR | NONE | MULTI-USE PATH | 1,183 | | | |
| 901.14 | LAKEWOOD DR | FM 2222 | NONE | MULTI-USE PATH | 3,179 | | | |
| BULL CREE | FM 2222 K RD | COLORADO RIVER | NONE | MULII-USE PATH | 7,520 | | | |
| 29.01 | HANCOCK | 45TH ST W | WIDE CURB | BIKE LANE | 2,913 | 18-CL-17 | | |
| 29.02 | 39TH ST W | 36TH ST W | BIKE LANE | BIKE LANE | 1,212 | 5 SW-9-9-CL-19-7 GS-4 SW | | |
| BULLICK H | OLLOW RD | 514 (00 | | DIVELANE | 1 (000 | | | |
| BURLESON | MANOR RD | FM 620 | SHARED LANE | BIKE LANE | 16,228 | -CL- | | |
| 79.03 79.04 | BLAKE MANOR RD FM 969 | FM 969 BUCK LN | WIDE SHOULDER NO ROAD | BIKE LANE BIKE LANE | 12,775 19,720 | 15-CL-15 | | |
| BURLESON | RD | AU 73 | DUCELANIE | DUCELLAND | | | | |
| 72.04 | OLTORF ST | SH 71 | BIKE LANE | BIKE LANE | 5,609 | 5 SW-4 BL-16-CL-16-5 BL-5 SW | | T |
| 72.06 | SH 71 E | MONTOPOLIS | WIDE CURB | BIKE LANE | 6,731 | 14-12-12 TL-12-14-5 SW | 60 | |
| 72.07 | | | SHARED LANE | BIKELANE | 2,840 | 13-11-12 TL-11-13 | 60 | |
| 72.08 | US 183 | MCKINNEY FALLS PKWY | SHARED LANE | BIKE LANE | 4,776 | 9 SW-13-14-12 TL-14-13-8 SW | 60 | |
| 72.10 | US 183 | FM 973 | WIDE SHOULDER | BIKE LANE | 10,846 | 5 SW-12-12-12TL-12-12 | 60 | |
| 72.05 BURNET LN | TODD LN | BURLESON RD | NOROAD | BIKE LANE | 660 | 5B-12-12-12C1L-12-12-5B* | | |
| 24.11 | PAYNE AVE | BURNET RD | WIDE CURB | WIDE CURB | 457 | 15-CL-15 | 68 | |
| 437.04 | US 183 | OHLEN RD | SHARED LANE | BIKELANE | 3 709 | 13-11-11 CTL -12-13 | 69 | |
| 437.05 | OHLEN | STECK | SHARED LANE | BIKE LANE | 397 | 10.5-15-10.5-12 CTL - | 69 | |
| 437.06 | STECK | ANDERSON LN | SHARED LANE | BIKE LANE | 2,128 | 13-11-11 CTL -12-13 | | |
| 437.07 | KOENIG I N W | 49TH / WOODROW | SHARED LANE | BIKE LANE BIKE LANE | 8,366 5,465 | 13-11-11 CIL -12-13 12-12-CI -12-12 | | |
| 437.09 | 49TH ST / WOODROW | 45TH ST W | SHARED LANE | BIKE LANE | 1,816 | 12-12-CL-12-12 | | |
| BURRELL D | | WOOTEN | | BIKELANE | 2 685 | 20-01-20 | | Y |
| BUSINESS F | PARK DR | HOOLEN | THE CORE | DIRE D'UTE | 2,000 | 20 61 20 | | - |
| 21.20 CABANA L | JOLLYVILLE RD N | TALLWOOD DR | WIDE CURB | BIKE LANE | 987 | 20-CL-20 | | |
| 120.14 CAMERON | CASSADY I RD | DORSETT | WIDE CURB | BIKE LANE | 3,497 | 20-CL-20 | | |
| 10.17 | SPRINKLE | CAMERON RD / BLUE GOOSE RD | SHARED LANE | WIDE SHOULDER | 2,570 | 12-CL-12 | | |
| 57.19 | RUTHERFORD | CORONADO HILLS | SHARED LANE | BIKE LANE | 3,851 | 6SW-8-8-8-13M-8-8-8-4GS-6SW | | |
| <u>59.04</u> 59.05 | KUNDBERG FERGUSON | RUTHEREORD | SHARED LANE | BIKE LANE | 1,924 | 10-10-12 MED -10-10 10-10-10-12 MED -10-1 | | |
| 59.07 | CORONADO HILLS | ST JOHN'S | SHARED LANE | BIKE LANE | 1,301 | 10-12-12-13 MED -10-1 | | |
| 59.08 | ST JOHNS | US 290 E | SHARED LANE | BIKE LANE | 1,821 | 10-12-13 MED -10-1 | | |
| 59.09 | RENU | SIST ST F | SHARED LANE | BIKE LANE BIKE LANE | 3,050 | 10-10-CL-10-10 10-10-CL-10-10 | | |
| 67.03 | GREGG | GREGG MANOR | WIDE CURB | BIKE LANE | 2,561 | 14-CL-14 | | |
| 67.04 | 1700 FT N OF CLINTON AVE | GREGG | WIDE CURB | BIKE LANE | 7,652 | 14-CL-14 | | |
| 64.03 | | BARCLAY | SHARED LANE | SHARED LANE | 331 | 12-CL12 | | |
| 88.25 | GRIZZLY OAK DR. | S IST ST. | WIDE CURB | BIKE LANE | 1,492 | 15-CL-15 | | |
| 327.01 | STANLEY | | | | 203 | | | |
| 327.02 | BISSEL | STANLEY | SHARED LANE | SHARED LANE | 2,040 | 5 SW-27 | | |
| 327.03 | MATTHEWS | BISSEL | WIDE CURB | WIDE CURB | 1,604 | 5 SW-37-4 GS-4 SW | | |
| 376.05 | PARKSIDE LN | CANNONLEAGUE DR. | SHARED LANE | SHARED LANE | 1,042 | 27 UNMARKED | | |
| CAPISTRA | NO TRL | | | | 0.000 | | | |
| CAPITAL N | IETRO RAIL-TRAIL | | MIDE COKR | WIDE CUKB | 2,982 | 42 UNMAKNED | | |
| 903.01 | FM 2243 | RUTLAND | NONE | MULTI-USE PATH | 115,336 | | | Y |
| 703.02 | REJEARCH | UTILEN | INUNE | WULTI-USE PATH | 3,850 | | | ſ |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 7 of 38 Page 7 of 38

| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section SSTF Su Barrier Ro | iper oute |
|------------------------|------------------------------|------------------------|-------------------|---|-------------|--|--------------|
| 903.03 | MORROW | DENSON | NONE | MULTI-USE PATH | 7,600 | | Y |
| 903.04 | 51ST ST E | ARDENWOOD | NONE | MULTI-USE PATH | 4,542 | | Y |
| 903.06 | MLK BLVD E | ROSEWOOD | NONE | MULTI-USE PATH | 4,884 | | Y |
| 903.09 | WEBBERVILLE | HIDALGO | NONE | MULTI-USE PATH | 1,382 | | Y |
| CAPITOL V | VIEW DR | | | | 5 007 | 07.10.00 PKED | |
| 63.40 | SLAUGHIER LN (EXTESION) | OLD LOCKHART RD. | SHARED LANE | SHARED LANE | 5,997 | 27 UNMARKED | |
| 70.01 | | S 5TH | | SHARED LANE | 496 | 4 SW-4 GS-27 | |
| 70.02 | S 5TH ST | \$ 15T ST | SHARED LANE | BIKELANE | 1 264 | 5 SW-12-CI-12 | |
| CARSON O | CREEK BLVD | 0 101 01 | 017 1120 27 112 | Bitte Er it te | 1/201 | | |
| 165.12 | EVENING SHADOWS | THORNBERRY | WIDE CURB | WIDE CURB | 2,735 | 20-CL-20 | |
| CASEY ST | | | | | | | |
| 31.40 | BANISTER LANE | MOUNT VERNON DR | SHARED LANE | BIKE LANE | 1,181 | 27 UNMARKED | |
| CASSADY | DR | 0.00001/57 | 11/12 5 01/22 | DUKE LANE | 015 | | |
| 120.15 | | CORONEI | WIDE CORB | BIKE LANE | 215 | 20-CL-20 | |
| 351.01 | | | | WIDE CURB | 2 428 | 15-CI-15 | _ |
| CEDAR AV | TE TE | | WIDE CORD | WIDE CORD | 2,420 | 10-02-10 | |
| 139.10 | ROGERS AVE | MLK BLVD E | WIDE CURB | BIKE LANE | 748 | 15-CL-15 | |
| CEDAR BE | ND DR | | | | | | |
| 120.20 | PARK BEND | RUNNING BIRD | WIDE CURB | BIKE LANE | 1,814 | 22-CL-22 | |
| CEDAR CR | EST DR | | | | | | |
| 23.04 | SPICEWOOD PKWY | BALCONES CLUB DR | WIDE CURB | BIKE LANE | 2,341 | 15-CL-15 | |
| CENTRE CI | | PUTHEREORD | WIDE CUPP | RIKELANE | 1 55/ | 30 CL 30 | |
| 339.02 | | RUTHERFORD | WIDE CORB | BIKE LAINE | 1,556 | 30-CL-30 | |
| 56.01 | MOPAC | RAMPS | SHARED LANE | SHARED LANE | 6 193 | 13-11-CI-11-11 | |
| 56.02 | RAMPS | SANDRA MURAIDA WAY | SHARED LANE | SHARED LANE | 2,346 | 13-11-CL-11-11 | |
| 56.03 | SANDRA MURAIDA WAY | SAN ANTONIO | WIDE CURB | WIDE CURB | 1,975 | 18-10-CL-12-20 | |
| 56.04 | SAN ANTONIO | GUADALUPE ST | SHARED LANE | Shared lane | 368 | 13-24-CL-12-24 | |
| 56.05 | GUADALUPE | LAVACA | SHARED LANE | Shared lane | 351 | 13-24-CL-12-24 | |
| 56.06 | LAVACA | COLORADO | SHARED LANE | SHARED LANE | 361 | 13-24-CL-12-24 | |
| 56.07 | COLORADO STREET | BRAZOS | SHARED LANE | SHARED LANE | 878 | 10-10-10-11 | |
| 54.08 | BRAZUS | | SHARED LANE | SHARED LANE | 1 425 | 18 P - 10-11-21 P | |
| 56.07 | | | SHARED LANE | SHARED LANE | 1,423 | 12-10-14 | |
| 56.11 | BRUSHY | PLEASANT VALLEY | WIDE CURB | BIKE LANE | 7,786 | 18-CL-18 | |
| 56.12 | PLEASANT VALLEY | 5TH ST E | SHARED LANE | BIKE LANE | 5,297 | 11-11-CL-11-11 | |
| CHAPPELL | TO SLAUGHTER CONNECTOR | | | | | | |
| 988.22 | CHAPPELLIN | | NONE | MULTI-USE PATH | 1 070 | | |
| 700.22 | | SE ROOMER CREEK | HORE | MOEN OSET / MIT | 1,070 | | |
| CHAPPELL | | CITY LINUT | | | 0.052 | | |
| 88.21 | CITY LIMIT | | | WIDE SHOULDER | 2,033 | | |
| 88.23 | | WATCHEULEOX DR | SHARED LANE | WIDE SHOULDER | 628 | 24 UNMARKED | |
| CHARING | CROSS RD | | STIT WEED ET WEE | THE SHOULDER | 020 | | |
| 21.14 | BARRINGTON WAY | COMMONWEALTH | SHARED LANE | BIKE LANE | 936 | 13-CL-13 | — |
| CHERRY LN | J | | | | | | |
| 19.10 | ROCKMOOR | SCENIC DR | WIDE CURB | WIDE CURB | 631 | 15-CL-15 | |
| CHERRYW | DOD RD | 0071111115 07 5 | 11/12 5 01/22 | DIVE LANE | | | |
| 59.14 | WILSHIRE | 381H HALF SI E | WIDE CURB | BIKELANE | 1,/// | 14-CL-14 | |
| 59.16 | 34TH ST E | | | | 2 1 6 1 | 3.5 SW-20-CL-19 | <u> </u> |
| CHESTERFI | ELD AVE | MANOK KD | DIKE LANE | DIRE LAIRE | 2,101 | 3.5 3W-20-GE-17 | |
| 347.18 | E KOENIG LN | W NORTH LOOP BLVD | WIDE CURB | BIKE LANE | 1,710 | 30 UNMARKED | |
| CHESTNUT | AVE | | | | , | | |
| 59.17 | MANOR RD. | 12TH ST E | WIDE CURB | BIKE LANE | 3,736 | 5SW-19-CL-20 | |
| 139.11 | PLEASANT VALLEY RD N | ROSEWOOD AVE | WIDE CURB | BIKE LANE | 1,281 | 20-CL-20 | |
| CHICON S | T | | | 000000000000000000000000000000000000000 | 1 707 | | |
| 55.02 | MANOR RD | MLK BLVD E | SHARED LANE | SHARED LANE | 1,/3/ | 45W-9-10-10-7-55W | |
| 55.03 | | | WIDE CURB | BIKELANE | 2,230 | 45W-4G5-18-19-2G5-45W | |
| 55.05 | ROSEWOOD | 11TH ST F | BIKELANE | BIKELANE | 1,312 | BI5-11-CL-11-BI 6-PK7 | |
| 55.06 | 11TH ST E | 7TH ST E | BIKE LANE | BIKE LANE | 1,365 | BL8-11-CL-11-BL5 | |
| 55.07 | 7TH ST E | 4TH ST E | SHARED LANE | BIKE LANE | 1,075 | BL6-12-CL-12-BL6 | |
| 55.08 | 4TH ST E | CESAR CHAVEZ ST E | BIKE LANE | BIKE LANE | 1,056 | 5SW-4BL-14-CL-14-4BL-5GS-4SW | |
| 55.09 | CESAR CHAVEZ ST E | HOLLY ST | BIKE LANE | BIKE LANE | 1,418 | 4BL-36-4BL-4SW | |
| 55.10 | HOLLY | BERGMAN | BIKE LANE | BIKE LANE | 1,044 | 4SW-4BL-25-4BL | |
| 55.11 | BERGMAN | NASH HERNANDEZ SR RD | BIKE LANE | BIKE LANE | 621 | 21 UNMARKED | _ |
| 57 10 | | HANSEORD | WIDE CUPP | | 741 | 20-01-20 | |
| CIRCLE C | AT SLAUGHTER CREEK METRO PAR | K TO VELOWAY EXTENSION | THEL CORD | | /41 | 20°0L°20 | |
| | | | | | | | |
| 990.01 | SLAUGHTER CREEK METRO PARK | (VELOWAY | NONE | MULTI-USE PATH | 673 | | |
| | 1 | | | | | | |

| CIRCLE DF | 2 | | | | | | |
|------------|-------------------|-------------------|-------------|---------------|-------|-----------------|----|
| 82.01 | THOMAS SPRING RD. | US 290 W | SHARED LANE | WIDE SHOULDER | 6,821 | 11.5-CL-11.5 | |
| CIRCLE S F | RD | | | | | | |
| 147.01 | EBERHART LN | WILLIAM CANNON DR | WIDE CURB | WIDE CURB | 1,750 | 24-5SW | |
| 147.02 | WILLIAM CANNON DR | DITTMAR RD | WIDE CURB | WIDE CURB | 3,519 | 32.5 UNMARKED | |
| 147.03 | DITTMAR RD E | FOREMOST DR. | SHARED LANE | BIKE LANE | 1,647 | 10-CL-10 | |
| CITY PARK | (RD | | | | | | |
| 1.01 | FM 2222 | CITY LIMIT | SHARED LANE | BIKE LANE | 5,940 | 11-CL-11 | |
| 1.02 | CITY LIMIT | GLEN LAKE DR | SHARED LANE | BIKE LANE | 8,202 | 11-CL-11 | |
| 1.03 | GLEN LAKE DR | CITY LIMIT | SHARED LANE | BIKE LANE | 537 | 11-CL-11 | |
| CLAIRMO | NT DR | | | | | | |
| 303.04 | ABILENE TRL. | DAVIS LN. | SHARED LANE | SHARED LANE | 783 | 12-CL-12 | |
| CLARKSO | N AVE | | | | | | |
| 51.01 | BRUNING | RED RIVER ST | SHARED LANE | SHARED LANE | 1,594 | 24 UNMARKED | |
| 139.07 | 34TH ST E | RANDOLPH RD | WIDE CURB | BIKE LANE | 642 | 15-CL-15 | Y |
| CLARNO [| DR | | | | | | |
| 82.13 | ISLANDER | COPANO DR | SHARED LANE | SHARED LANE | 720 | 4 SW-3.5 GS- 27 | 63 |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|--------------------------|---------------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| CLAWSON | RD | | WIDE CURR | WIDE CURR | 1 579 | ESW 14 E CL 14 | 52 | |
| 325.03 | SOUTHRIDGE | FORT VIEW RD | SHARED LANE | BIKELANE | 3.204 | 12.5-CI-12.5 | 53 | |
| CLAYTON | LN | | | | •/=• · | | | |
| 26.01 | SHERIDAN | CAMERON | SHARED LANE | BIKE LANE | 929 | 6SW-10-10-1CL-10-10-6SW | | |
| CLYDE LIII | | | | | 1 1 4 3 | 10 CL 10 10P | | |
| COASTAL | DR | 11 33 14 34 KD 3D | SHAREDEARE | SHARED LAIRE | 1,145 | | | |
| 317.01 | ALEXANDRIA DR. | DEER LN. | WIDE CURB | BIKE LANE | 2,155 | 19-CL-19 | | |
| COLGATE | | | WIDE CURR | WIDE CURR | 707 | 15 CL 15 | | |
| COLONY L | .OOP DR | NORTHEAST | WIDE CORB | WIDE CORB | 707 | 13-CL=13 | | |
| 326.09 | RITCHIE | LOYOLA | WIDE CURB | BIKE LANE | 2,068 | 22-CL-22 | | |
| 326.10 | RITCHIE | VALLEYFIELD | WIDE CURB | BIKE LANE | 3,214 | 20-CL-20 | | |
| 326.11 | | DECKER | WIDE CURB | BIKE LANE | 2,040 | 22-CL-22 | | |
| COLORAD | PLEASANT VALLEY RD / | | | | | | | |
| 912.08 | LONGHORN DAM | US HWY 183 | NONE | MULTI-USE PATH | 8,442 | | | |
| 912.09 | US HWY 183 | SH 130 | NONE | MULTI-USE PATH | 55,513 | | | |
| 912.10 | SH 130 | ETJ BOUNDARY | NONE | MULTI-USE PATH | 47,846 | | | |
| 47.48 | 11TH ST W | 10TH ST W | WIDE CURB | BIKELANE | 354 | 7P-13-18 | | |
| 47.49 | 10TH ST W | CAESAR CHAVEZ | SHARED LANE | BIKE LANE | 3,213 | 7P-11-11-11 | | |
| 48.16 | 12TH ST W | 1 1TH ST W | SHARED LANE | BIKE LANE | 424 | 25SW-28-CL-28-11GS - 6SW | | |
| COLTON B | LUFF SPRINGS RD | | | DIKELANE | 201 | 12 CL 11 | | |
| 82.50 | SALT SPRINGS | RUNNING WATER | WIDE CURB | WIDE CURB | 1 070 | 4 SW-3 GS-21-CL-21-5 GS-5 SW | | |
| 82.51 | RUNNING WATER | MCKINNEY FALLS PKWY | WIDE CURB | WIDE CURB | 4,522 | 4 SW-3 GS-21-CL-21-5 GS-5 SW | | |
| 82.52 | MCKINNEY FALLS PKWY. | FM 1626 | SHARED LANE | BIKE LANE | 11,076 | 13-CL-11 | | |
| COLUMBIA | A DR | COLCATE | | | 700 | 15.01.15 | | |
| COMAL ST | MARQUEITE | COLGATE | WIDE CORB | WIDE CURB | /99 | 15-CL-15 | | |
| 53.01 | MANOR RD | MLK BLVD E | WIDE CURB | WIDE CURB | 1,496 | 20-CL-20 | | |
| 53.02 | MLK BLVD E | 12TH ST E | WIDE CURB | BIKE LANE | 2,199 | 20-CL-20 | | |
| 53.03 | 12TH ST E | ANGELINA ST | WIDE CURB | WIDE CURB | 1,155 | 22-CL-22 | | |
| 355.01 | | 4IH SI E | WIDE CURB | BIKE LANE | 1,077 | 18-CI-20 | | Y |
| 14.18 COMMON | SPRINGDALE RD | OLD MANOR RD | WIDE CURB | BIKE LANE | 1,654 | 18-CL-18 | | |
| 21.15 | CHARING CROSS | JOLLYVILLE | SHARED LANE | BIKE LANE | 528 | 13-CL-13 | | |
| CONGRES | | 15TH ST E | WIDE CURR | | 1.440 | 24 CL 24 | | |
| 47.52 | BARTON SPRINGS RD | ACADEMY | BIKE LANE | BIKE LANE | 2,654 | 9 SW-11SH-7 BL-11-11-12 M-10-13-6 BL-10 SH-9 SW | 39 | |
| 47.53 | ACADEMY | MARY ST | WIDE CURB | BIKE LANE | 2,681 | 5 SW-9 GS-19-22-CL-10-27-8 GS-5 SW | 39 | |
| 47.54 | MARY ST | | WIDE CURB | BIKE LANE | 2,445 | 4 SW-8 GS-18-21-CL-11-18-9 GS-4 SW | 39 | |
| 47.55 | | BEN WHITE | BIKE LAINE | BIKE LANE | 2 511 | 6 SW-5 BL-12-11-13 M-11-14-4 BL 6 SW-5 BL-11-11-12 M-11-13-4 BL-7 GS-6 SW | | |
| 47.57 | BEN WHITE BLVD E SVRD WB | BEN WHITE BLVD E SVRD EB | SHARED LANE | SHARED LANE | 384 | 11.5-CL-11.5 | 32 | |
| 47.58 | BEN WHITE BLVD | ST. ELMO WEST | BIKE LANE | BIKE LANE | 1,775 | 5 BL-11-12-14 TL-11-11-4 BL-7 SW | 61 | |
| 47.59 | ST. ELMO W | ST. ELMO E | BIKE LANE | BIKE LANE | 297 | 7 SW-6 BL-11-20-CL-18-11-6 BL-7 SW | 61 | |
| 47.60 | ST. ELMO E | EBERHART LN | BIKE LANE | BIKE LANE | 2,729 | 6 SW-5 BL-11-11-15 TL-11-11-5 BL-6 SW | 61 | |
| 347.21 | ATH ST | 5TH ST | SHARED LANE | SHARED LANE | 363 | 16 P -10-10-0-CL-10- | | |
| 347.23 | 5TH ST | 3RD ST | SHARED LANE | SHARED LANE | 718 | 16 P -10-10-0CL-10- | | |
| 347.24 | 3RD ST | 2ND ST | SHARED LANE | SHARED LANE | 350 | 28-10-10-CL-9-10-13-1 | | |
| 347.25 | 2ND ST E | CESAR CHAVEZ ST E | SHARED LANE | SHARED LANE | 361 | 28-10-10-CL-9-10-13-1 | | |
| CONNECT | OR THROUGH LONGVIEW PARK | BARION SPRINGS | MULII-USE PATH | MULII-USE PATH | 1,631 | 8 SW-10-10-10-CL-10-10-9-8 SW | | |
| 982.21 | DR | GOLDBRIDGE | NONE | MULII-USE PATH | 1,051 | | | |
| 316.03 | KROMER | FAIRFIELD DR | SHARED LANE | BIKE LANE | 549 | 27 UNMARKED | | |
| 82.04 | LIS 290 W | | | BIKELANE | 4 031 | 20-CI-20 | | |
| 82.07 | ESCARPMENT BLVD | CHARLES SCHREINER | WIDE CURB | BIKE LANE | 992 | 24-CL-23-8 GS-4 SW | 63 | |
| 82.08 | CHARLES SCHRIENER | BECKETT RD | WIDE CURB | BIKE LANE | 2,937 | 4 SW-3.5 GS-19-CL-22-3.5 GS-4 SW | 63 | |
| 82.09 | BECKETT RD | WOODCREEK | WIDE CURB | BIKE LANE | 1,231 | 6 SW-21-CL-20-3 GS-4 SW | 63 | |
| 380.05 | BRUSH COUNTRY | VERMILLION DR | SHAKED LANE | BIKE LANE | 3,003 | 12-CL-11 5SW-12-9-3 5M-23-5SW | 63 | |
| 380.06 | VERMILLION DR | KANDY DR | SHARED LANE | BIKE LANE | 2,799 | 11-CL-10.5-15GS-5SW | | |
| 380.07 | KANDY DR | BRODIE LN | WIDE CURB | BIKE LANE | 965 | 4SW-3GS-23.5-CL-24-3GS-4SW | | |
| COOPER L | N | | | CULA DE2 1 1 1 2 | | | | |
| 82.34 | | DITTMAR | SHARED LANE | SHARED LANE | 3,092 | 21 UNMARKED | 63 | |
| COPANO I | | MATTHEWS | WIDE CORD | DIRE LAINE | 2,003 | 53W-20-CE-21 | | |
| 82.14 | CLARNO | ESKEW | WIDE CURB | WIDE CURB | 858 | 4 SW-3 GS-20-CL-21-3 GS-4 SW | 63 | |
| 382.01 | ESKEW DR. | ALEXANDRIA DR. | WIDE CURB | BIKE LANE | 1,470 | 20-CL-20 | | |
| CORONAL | OO HILLS DR | DEDICIANI | | DIKELANIE | | | | |
| 57.20 | ST | BEKKMAN | WIDE CURB | DIKE LANE | 1,148 | 43VV-3G3-42-63W | | Y |
| 120.16 | CASSADY | ADELPHI | WIDE CURB | BIKE LANE | 911 | 20-CL-20 | | |
| CORPUS C | HRISTI DR | | | | | | | |
| 302.03 | CITY LIMIT | MCNEIL | WIDE CURB | BIKE LANE | 1,451 | 22-CL-22 | | |
| 302.02 | AMARILLO | CITY LIMIT | WIDE CURB | WIDE CURB | 140 | 20-CL-20 | | |
| 88.32 | | THAXTON | | BIKELANE | 5 122 | 12-CI-12* | | |
| 88.34 | FM 1625 | US 183 | NO ROAD | BIKE LANE | 8,177 | 12-CL-12* | | |
| COUNTRY | CLUB CREEK | | | | | | | |
| 961.01 | ROY G GUERERRO PARK | MABEL DAVIS DISTRICT PARK | NONE | MULTI-USE PATH | 21,296 | | | |
| 344 09 | | DEAD END | WIDE CURB | BIKELANE | 1 957 | 20-CI-20 | | |
| CRAIGWO | | | | | 1,707 | | | _ |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|--------------------------------|---|----------------------------------|----------------------------|--------------------------|------------------|--|-----------------------------|
| 944.08 | CRAIGWOOD | TRACOR | NONE | MULTI-USE PATH | 1,309 | | |
| CREST PAR 10.13 | DESSAU RD | ARBORSIDE LN | NO ROAD | BIKE LANE | 1,489 | | |
| CRESTLAN 47.26 CRESTVIEV | D DR W NORTHCREST V STATION CONNECTOR | GUADALUPE ST | WIDE CURB | WIDE CURB | 948 | 28 UNMARKED | |
| 943.12 | MORROW | AIRPORT | NONE | MULTI-USE PATH | 2,622 | | |
| 10.15 | ARBORSIDE | SPRINKLE | NO ROAD | BIKE LANE | 2,336 | | |
| 82.16 | OD DR ESKEW | WOODHAM | WIDE CURB | WIDE CURB | 1,141 | 4 SW-3 GS-21-CL-20-3 GS-4 SW | 63 |
| 382.03 CROSS PA | ESKEW DR. | ALEXANDRIA DR. | WIDE CURB | BIKE LANE | 1,080 | 20-CL-20 | |
| 314.14 | WALL ST | EXCHANGE DR | SHARED LANE | BIKE LANE | 4,854 | 11-11-16CTL-11-11 | |
| 316.01 | SHOAL CREEK BLVD | ROCKWOOD | WIDE CURB | BIKE LANE | 2,016 | 20-CL-20 | |
| 186.03 | SANFORD DR. | MANCHACA RD | WIDE CURB | BIKE LANE | 5,011 | 20-CL-20 | |
| 165.14 | n Thornberry | DEADEND | SHARED LANE | SHARED LANE | 1,622 | 11-CL-11 | |
| CRYSTALBI | ROOK DR PECAN BROOK | | WIDE CURB | BIKELANE | 3 533 | 20-CL-20 | |
| CULLEN LN | | SLAUCHTER | SHARED LANE | | 2,000 | | |
| 45.08 CUMBERLA | SLAUGHTER LN. | | SHARED LANE | SHARED LANE | 1,405 | 5 SW-3.5 GS-12-12LT-13-3.2 GS-5 SW | 44 44 |
| 372.01 | S 5TH ST | S IST ST | SHARED LANE | SHARED LANE | 1,381 | 45W-3.5G5-41.5 13-CL-13 | |
| 372.02 CUMMING | S IST ST SS ST | CONGRESS AVE | WIDE CURB | WIDE CURB | 2,061 | 18-CL-18 | |
| 51.22 CURLEW D | RAINEY R | EAST AVENUE | SHARED LANE | SHARED LANE | 341 | 27-6SW | |
| 25.37 25.38 | GUIDEPOST TRAIL CROWNSPOINT DR | CROWNSPOINT DR HOWELLWOOD WAY | WIDE CURB SHARED LANE | WIDE CURB BIKE LANE | 2,428 2,554 | 4SW-3.5GS-41-3.5GS-4.0SW 27-5SW | |
| 88.15 | ALSATIA DR. | MASON DELLS LN. | WIDE CURB | WIDE CURB | 752 | 17.5-CL-17.5 | |
| 107.01 DAFFAN LI | YAUPON DR | TEXAS PLUME | SHARED LANE | SHARED LANE | 975 | 10-CL-10 | |
| 14.20 | OLD MANOR RD JOHNNY MORRIS | JOHNNY MORRIS DECKER LN | SHARED LANE WIDE CURB | SHARED LANE WIDE CURB | 2,171 6,628 | 12-CL-12 14-CL-14 | |
| DAHLGREE | EN AVE | GORHAM GLEN LN | WIDE CURB | BIKELANE | 2 279 | 20-20MED-20 | |
| DALLAS DE 314.05 | PARMER LN W | LOS INDIOS TRL | WIDE CURB | WIDE CURB | 6,209 | 22-CL-22 | |
| 165.06 | SHERMAN | SH 71 | SHARED LANE | BIKE LANE | 3,322 | 13-CL-13 | |
| DAUGHER | TY ST | SHERMAN | WIDE CORB | BIRE LAINE | 3,899 | 13-CL-13 | |
| 22.18 DAVIS LN | GREENLAWN | PEGRAM | SHARED LANE | SHARED LANE | 1,163 | 5SW-2G-27-2G | |
| 84.02 84.03 | CLAIRMONT DR. ESCARPMENT BLVD | ESCARPMENT BLVD BECKETT | SHARED LANE SHARED LANE | BIKE LANE BIKE LANE | 1,730 2,828 | 13-13-16MED-13-13 6 SW-13-11-20M-11-13-6 SW | |
| 84.04 | BECKETT | | SHARED LANE | BIKE LANE | 2,581 | 6 SW-13-11-20M-11-13-6 SW | |
| 84.06 | MOPAC EXPY S SVRD NB | CORRAN FERRY | SHARED LANE | BIKE LANE | 3,762 | 11.5-11.5-22MED-11.5-11.5 | |
| 84.12 | LEO | MANCHACA RD | SHARED LANE | BIKE LANE | 3,923 | 10-CL-11 | |
| 51.19 | RED RIVER ST. | RAINEY | WIDE CURB | BIKE LANE | 330 | GS-33-GS | |
| DAWSON 131.15 | BARTON SPRINGS RD | RAMONA | SHARED LANE | BIKE LANE | 1,505 | 13-CL-13 | Y |
| DEAN KEE | | SAN JACINTO | | BIKELANE | 696 | 6SW-8P-14-9 5-9 5-14-8P-15SW | |
| 42.11 | SAN JACINTO | RED RIVER | WIDE CURB | BIKE LANE | 2,779 | 6SW-7P-16-9-10-13M-10-9-16-7P-6SW | |
| 342.06 | GUADALUPE | WHITIS ST | SHARED LANE | BIKE LANE | 349 | 22-12-9MED-11-21 | 40 |
| 342.07 DECKER LA | AKE RD | SPEEDWAY | SHARED LANE | BIKE LANE | 1,092 | 8P-12-12-CL-12-12-8P | |
| 26.10 26.12 | DECKER LN GILBERT ST | FM 973 TAYLOR LN | SHARED LANE | BIKE LANE BIKE LANE | 10,525 10,851 | 12-CL-12 13 GRAVEL | |
| DECKER LA | AKE TO GILBERT CONNECTOR | | | | | | |
| 926.11 | | GILBERT RD | NONE | MULTI-USE PATH | 6,288 | | |
| 80.16 | MCKINNEY FALLS PKWY. | US 183 | SHARED LANE | BIKE LANE | 11,487 | 13.5-CL-13.5 | |
| 84.07 | CORRAN FERRY | BRODIE | WIDE CURB | BIKE LANE | 4,015 | 15-CL-15 | |
| DEL CURTO 25.16 | LAMAR BLVD S | BLUEBONNET LN | WIDE CURB | WIDE CURB | 910 | 18-CL-18 | 53 |
| 25.17 DENSON D | BLUEBONNET LANE | LIGHSEY RD | SHARED LANE | SHARED LANE | 1,985 | 11.5-CL-11 | 53 |
| 24.09 24.10 | LAMAR BLVD N CHESTERFIELD AVE | CHESTERFIELD AVE AIRPORT BLVD | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 1,750 914 | 6SW-18.5-1CL-18.5-6SW 4SW-4G-20.5-1CL-20.5-6SW | |
| 59.02 | BRADBURY LN | PARMER LN | SHARED LANE | BIKE LANE | 3,223 | 13.5-13.5-30MED-13.5-13.5 | |
| <u>59.03</u> 59.01 | PARMER LN AUSTIN ETJ LIMIT | RUNDBERG BRADBURY LN | SHARED LANE SHARED LANE | BIKE LANE BIKE LANE | 16,962 9,205 | 10-10-10-12 MED -10-10-10 13.5-13.5-30MED-13.5-13.5 | |
| DIAMOND 347.12 | BACK TRL | BROWNIE | | | 459 | 4SW-5G-27-5G-4SW | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 10 of 38

| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|-------------------|-------------------------------|-------------------|---|-------------------------|-------------|--|-----------------|----------------|
| # | חי | | | | | | | |
| 84.13 | MANCHACA RD | PALACE PKWY | BIKE LANE | BIKE LANE | 3,764 | 6 SW-6 BL-11-19 M-12-4 BL-6 SW | 100 | |
| 84.14 | FOREST WOOD | PALACE PKWY | BIKE LANE | BIKE LANE | 931 | 6SW-5BL-12-22.5M-12-5BL-6SW | 100 | |
| 84.15 | FOREST WOOD | COOPER | BIKE LANE | BIKE LANE | 2,418 | 5 SW-7 GS-5 BL-13-13 M-17-5 BL-6 SW | 100 | |
| 84.17 | S IST ST | PFACEFUL HILL | WIDE CURB | BIKE LANE | 1.799 | 20-CI-21-2GS-4SW | 100 | |
| 84.18 | LUNAR | PEACEFUL HILL | WIDE CURB | BIKE LANE | 335 | 5SW-20.5-CL-21-5SW | | |
| 84.19 | LUNAR | CONGRESS AVE S | SHARED LANE | BIKE LANE | 1,391 | 21 UNMARKED | | |
| 84.20 | | CIRCLES | SHARED LANE | BIKE LANE | 524 | 22 UNMARKED | | |
| 132.01 | MATTIE | TILLEY ST | NO ROAD | SHARED LANE | 3.535 | 8P-12-72MED-12-8P* | | |
| DOVE SPR | INGS DR | | | | | | | |
| 59.38 | STASSNEY | PLEASANT VALLEY | WIDE CURB | WIDE CURB | 5,490 | 3.5 SW-4 GS-21-CL-21-4 GS-3.5 SW | | |
| 22.06 | | | SHARED LANE | SHARED LANE | 523 | 13.5-CL-12.5 | | |
| DRY CREEK | K SOUTH GREENWAY | STRUCE TO OD DR | STIVILED EVITE | STIT ALLED ET ALLE | 020 | 10.0 GE 12.0 | | |
| 978.01 | W END OF CREEK | US HWY 183 | NONE | MULTI-USE PATH | 6,526 | | | |
| 978.02 | US HWY 183 | SH 130 | NONE | MULTI-USE PATH | 15,827 | | | |
| 978.03 | PEARCE LN | SH 71 E | NONE | MULTI-USE PATH | 36,418 | | | |
| 978.05 | SH 71 E | COUNTY LINE | NONE | MULTI-USE PATH | 10,606 | | | |
| DUNLAP R | D | 25.12.512 | 000000000000000000000000000000000000000 | | 15 (0) | 10.01.10 | | |
| | FM 969 | DEAD END | SHARED LANE | BIKE LANE | 15,601 | 12-CL-12 | | |
| 4.01 | US 183 | JOLLYVILLE | SHARED LANE | BIKE LANE | 1,118 | 6SW-5GS-12-11-CL-12-CL-12-11-7GS-6SW | | |
| 4.02 | US 183 | BIKE LANE BEGINS | SHARED LANE | SHARED LANE | 1,225 | 4 BL-18-11 M-18-4 BL-7 GS-4 SW | 4 | |
| 4.03 | BIKE LANE BEGINS | SANTA CRUZ | | BIKE LANE | 3,903 | 4 BL-18-11 M-18-4 BL-7 GS-4 SW | | |
| 4.04 | AMHERST | MOPAC N SVRD SB | SHARED LANE | BIKE LANE | 2,286 | 10-12-13 M-10-11-6 SW | 21 | |
| DUVAL ST | | | | | | • | | |
| 49.01 | 55TH ST E | 56TH ST E | WIDE CURB | WIDE CURB | 483 | 40 UNMARKED | | v |
| 49.02 | 51ST ST E | 45TH ST E | BIKE LANF | BIKE LAINE | 3.061 | 5SW-5BL-14-CL-15-4BL-5SW | | T Y |
| 49.04 | 45TH ST E | 34TH ST E | BIKE LANE | BIKE LANE | 4,277 | 4SW-4GS-6BL-12-CL-12-6BL-5GS-5SW | | Y |
| 49.05 | 34TH ST E | HARRIS | BIKE LANE | BIKE LANE | 207 | 4SW-3GS-8BL-12-CL-12-7BL-4GS-4SW | | Y |
| 49.06 | HARRIS 30TH ST F | | BIKE LANE | BIKE LANE | 1,798 | 4SW-3GS-5BL-14-CL-14-6BL-4GS-4SW | | Y |
| DUVAL TO | BALCONES PARK CONNECTOR | JAN JACINO | DIRE LAINE | DIRE LAINE | 520 | 1000-000-000-000-000-000 | | |
| 908.01 | AMHERST AND DUVAL | BALCONES PARK | NONE | MUITI-USE PATH | 468 | | | |
| | | | | | | | | |
| 57.24 | PERSHING | MLK BLVD E | WIDE CURB | BIKE LANE | 1,924 | 22-CL-22 | | Y |
| 57.25 | MLK BLVD E | 12TH ST E | WIDE CURB | BIKE LANE | 2,221 | 15-CL-15 | | Y |
| EAST AVE | CILLANDICS | | | | 1.425 | CE 01 CE | | |
| EAST DR | COMMINGS | IH 35 | SHARED LANE | BIKE LAINE | 1,435 | 63-21-65 | | |
| 40.09 | 29TH ST W | 30TH ST W | BIKE LANE | BIKE BOULEVARD | 658 | 21-4 BL | | Y |
| EAST SIDE | | | | | 1.050 | 10 CL 10 | | |
| 51.27 | WOODI AND AVENUE | | SHARED LANE | SHARED LANE | 1,250 | GS-27-GS | | |
| 51.29 | LIVE OAK | OLTORF | SHARED LANE | SHARED LANE | 1,172 | 5SW-27-4SW | | |
| 51.30 | OLTORF ST | ST. EDWARDS | WIDE CURB | WIDE CURB | 2,036 | 5SW-28-GS | | |
| 78.02 | | \$ 157 57 | BIKELANE | BIKELANE | 1 131 | 5 SW-20-CL-21-5 SW | | |
| 78.03 | S IST ST | CONGRESS AVE S | BIKE LANE | BIKE LANE | 3,032 | 5 SW-5 BL-16-CL-16-5 BL | | |
| EDGECLIFI | F TER | | | | | | | |
| 51.24 | PARK PL / TRAVIS HEIGHTS BLVD | RIVERSIDE DR E | SHARED LANE | SHARED LANE | 688 | 20 UNMARKED | | |
| EDGEMON | IT DR | | | | | | | |
| 23.33 | GLEN ROSE DR | BALCONES | SHARED LANE | SHARED LANE | 3,184 | 27 UNMARKED | | |
| EDWARDS | TO WOODWARD CONNECTOR | | | | | | | |
| 921.01 | EDWARDS | WOODWARD | NONE | MULTI-USE PATH | 4,599 | | | |
| | | | | | | | | |
| 560.06 | PKWY | IHRASHER | SHARED LANE | SHARED LANE | 588 | 11.5-CL-11.5 | | |
| 323.01 | FM 620 | PECAN CREEK | WIDE SHOULDER | WIDE SHOULDER | 5,190 | 9SH-13-CL-13-9SH | | |
| ELKHORN | MOUNTAIN TRL | | | | 4 (00 | 00.01.00 | | |
| 314.02 | HUNTERS CHASE | | WIDE CURB | WIDE CURB | 4,638 | 2U-CL-2U | | |
| 47.20 | LAMAR BLVD N | GEORGIAN | SHARED LANE | SHARED LANE | 1,477 | 6SW-13.5-13.5 | | |
| ELROY RD | 514.070 | | | | | | | |
| 72.11 | FM 973 | FAGERQUIST RD | SHARED LANE | BIKE LANE | 16,923 | 12.5-CL-12.5 | | |
| EMERALD | FOREST DR | 111012 | | | 11,042 | | | |
| 31.51 | CARDIFF | STASSNEY LANE | BIKE LANE | BIKE LANE | 3,238 | 4.5SW-3.5GS-5BL-15-CL-16.5-5BL-4GS-4.5SW | 71 | |
| 31.52 | STASSNEY | SPEER | BIKE LANE | BIKE LANE | 3,133 | 4SW-3.5GS-4.5BL-16.5-CL-16-4.5BL-3.5GS-4.5SW | 71 | |
| 331.04 | AVE | | BIKE LANE | BIKE LANE | 1,599 | 2 3 VV - 3 G3 - 5 BL - 16 - CL - 16 - 5 BL - 4 G3 - 5 SW | /1 | |
| 165.21 | HOTEL | PRESIDENTIAL BLVD | WIDE CURB | BIKE LANE | 988 | 20-CL-20 | | |
| ENFIELD R | 0 | DECOM AT | DIVELANS | DIKELANIS | 0.000 | 10.01.10 | | |
| 48.01 | SCENIC PECOS ST | PECOS ST. | BIKE LANE | BIKE LANE | 2,288 | 19-CL-19 20-CL-20 | | |
| 48.03 | EXPOSITION BLVD. | FOREST TR. | SHARED LANE | BIKE LANE | 2,487 | 4SW-3GS-9-10-CL-10-9-6NG-5SW | | |
| 48.04 | FOREST | MOPAC | Shared lane | BIKE LANE | 338 | 5SW-3GS-8-10-CL-10-9-4GS-5SW | | |
| 48.05 | MOPAC | HARTFORD RD. | SHARED LANE | BIKELANE | 828 | 4SW-4GS-9-10-CL-10-8-3GS-4SW | | |
| 148.05 | WOODLAWN | LAMAR BLVD | SHARED LANE | BIKE LAINE | 3,679 | 10-10-CL-10-10 | | |
| ENGLEWO | OD DR | | | | -, -, -, - | | | |
| 31.47 | PHILCO | ORLAND | SHARED LANE | SHARED LANE | 784 | 27 UNMARKED | | |
| SI.48 | | | WIDE CURB | WIDE CURB | 5/6 | 43¥¥-4G3-3/-4.3G3-43¥¥ | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|--------------------------------------|--------------------------------------|----------------------------|----------------------------|----------------|--|-----------------|----------------|
| 3.01 | WILLIAM CANNON DR | CONVICT HILL | BIKE LANE | BIKE LANE | 2,110 | 6 SW-5 BL-4BL-12-10-18M-11-13-4 BL-5BL-6 SW | | |
| 3.02 | CONVICT HILL | OASIS DR | BIKE LANE | BIKE LANE | 3,875 | 6 SW-5 BL-4BL-12-10-18M-11-13-4 BL-5BL-6 SW | | |
| 3.03 | | | BIKE LANE | BIKE LANE | 2,302 | 6 SW-5 BL-4BL-12-10-18M-11-13-4 BL-5BL-6 SW | | |
| 3.05 | SLAUGHTER LN. | APPROX 750 FT S OF SLAUGHTER LN W | BIKE LANE | BIKE LANE | 755 | 6 SW-5BL-13-CL-14-5 BL-8 P-6 SW | | |
| 3.06 | APPROX 750 FT S OF SLAUGHTER LN W | APPROX 1050 FT N OF LA CROSSE AVE | BIKE LANE | BIKE LANE | 1,600 | 6 SW-5BL-13-CL-14-5 BL-8 P-6 SW | | |
| 3.07 | APPROX 1050 FT N OF LA | LA CROSSE | BIKE LANE | BIKE LANE | 1,062 | 6 SW-5BL-13-CL-14-5 BL-8 P-6 SW | | |
| 3.08 | LA CROSSE | SH 45 | BIKE LANE | BIKE LANE | 7,138 | 5 SW-18 GS-6BL-15-42M-15-6BL-5 SW | | |
| ESKEW DR 82.15 | CAPANO | CROFTWOOD | WIDE CURB | WIDE CURB | 3,269 | 4 SW-3 GS-20-CL-21-3 GS-4 SW | 63 | |
| EUROPA LN 302.10 | N PARMER LN W | GANYMEDE | SHARED LANE | BIKE LANE | 228 | 13-CL-13 | | |
| 314.15 | TUSCANY WAY | CROSS PARK | SHARED LANE | BIKE LANE | 3,346 | 11-11-16CTL-11-11 | | |
| 25.01 | 35TH ST W | WESTOVER PD | BIKELANE | BIKELANE | 2 893 | 55W-5BL-14-CL-13 5-5BL-4 55W | | |
| 25.02 | WESTOVER RD | WINDSOR RD. | BIKE LANE | BIKE LANE | 2,673 | 4.5SW-2GS-6BL-13-CL-13-5BL-4.4SW | | |
| 25.03 | WINDSOR RD | BRIDLE PATH | BIKE LANE | BIKE LANE | 2,013 | 4.5SW3GS-5BL-13-3-12-5BL-5SW | | |
| 25.04 | BRIDLE PATH | BRIDLE PATH | BIKE LANE | BIKE LANE | 129 | 5BL-12.5-4M-12-5BL-4.5SW | | |
| 25.05 | | | BIKELANE | BIKE LANE | 3 072 | 4.55W-1.2G5-9-10-CL-10-9 | | |
| FAGERQUI | ST RD | | DIRE LAIRE | DIRE LAINE | 5,072 | 330-38E-17-CE-10-38E | | |
| 72.12 FAIRFIELD | ELROY RD. DR | WOLF LN. | SHARED LANE | BIKE LANE | 16,168 | 12-CL-12 | | |
| 41.01 | PARKFIELD DR | US 183 | WIDE CURB | BIKE LANE | 1,955 | 2-19-CL-19-2-3 GS-4 SW | | |
| 41.02 | US 183 PARKEIELD DR | LAMAR BLVD | SHAKED LANE | BIKE LANE | 3 1 59 | 27 UNMARKED 19-19-5SW | | |
| 316.04 | CONTOUR DR | OHLEN | SHARED LANE | BIKE LANE | 637 | 27 UNMARKED | | |
| FAR WEST I | BLVD | | | | | | | |
| 22.11 | LADERA NORTE | NORTH HILLS | WIDE CURB | BIKE LANE | 3,272 | 19.5-CL-20.5 | | |
| 22.12 | | | SHARED LANE | BIKE LANE | 1,/15 | 10-10.5-1CL-10.5-10-4SW | 98 | |
| 22.13 | CHIMNEY CORNERS | HART LN | BIKE LANE | BIKE LANE | 1,586 | 5SW-5BL-15-11.5-1CL-11.5-15-5BL-4GS-4SW | 98 | |
| 22.15 | HART LN | MOPAC | SHARED LANE | BIKE LANE | 2,566 | 8SW-10-10-10-8-10-10-10-10-8SW | 98 | |
| 22.16 FELIX AVE | HARTLN | MOPAC | SHARED LANE | BIKE LANE | 412 | 85W-10-10-10-8-10-10-10-10-85W | | |
| 360.02 | MONTOPOLIS VARGAS | VARGAS RD VASQUEZ | SHARED LANE SHARED LANE | SHARED LANE SHARED LANE | 1,100 651 | 4SW-3GS-27 13-CL-13 | | |
| 14.15 | | | SHARED LANE | SHARED LANE | 2 117 | 10-CL-10 | | |
| 14.16 | CITY LIMITS | SPRINGDALE | SHARED LANE | SHARED LANE | 7,253 | 13-CL-13 | | |
| FIREOAK D | R | | | D.W.E.L. 4.1.E | | | | |
| 23.10 | BARRINGTON WAY | | WIDE CURB | BIKE LANE | 1,861 | 3-4SW-20-CL-20-4SW-3 | | |
| 323.07 | RAIN CREEK | YAUPON | WIDE CURB | BIKE LANE | 1,671 | 18.5-CL-18.5 | | |
| FLETCHER I | LN | | | | | | | |
| 109.05 | OLD BEE CAVES RD. | SH 71 W | SHARED LANE | SHARED LANE | 1,206 | 12-CL-12 | | |
| 6.01 | MISTING FALLS | JOLLYVILLE | BIKE LANE | BIKE LANE | 1,004 | 5BL-12-CL-12-5BL | | |
| 10.01 | RAIN CREEK PKWY | MISTING FALLS | BIKE LANE | BIKE LANE | 4,716 | 6 SW-5 BL-14-CL-14-5 BL-6 SW | | |
| FLOURNO | / DR | | | | | | | |
| 376.07 | | BLYTHWOOD | WIDE CURB | | 1 931 | 4 SW-19-CL-18 4 GS-4 SW | | |
| FM 1826 TO | D DAVIS LANE CONNECTOR | IDLEWOOD | MDL CORD | DIRE LAIRE | 1,001 | 4311-4 03-37-4 03-4 311 | | |
| 984.01 | FM 1826 | CLAIRMONT DR. | NONE | MULTI-USE PATH | 4,466 | 22-CL-22 | | |
| FM 973 TO | SH 130 CONNECTOR | | | | | | | |
| 973.07 | FM 973 | RIVER | NONE | MULTI-USE PATH | 8,483 | | | |
| 352.01 | RED BUD TRAIL | AUSTIN CITY LIMIT | WIDE CURB | WIDE CURB | 1,530 | 18-CL-19 | | |
| FOREST WO | DOD RD | | | | | | | |
| 31.56 | MATTHEWS LN | DITTMAR RD | SHARED LANE | SHARED LANE | 4,081 | 20.5 UNMARKED | 45 | |
| 374.01 FOSTER LN | MANCHACA RD | CLAWSON RD | WIDE CURB | BIKE LANE | 1,382 | 20-CL-20 | | |
| 20.03 20.04 | GREAT NORTHERN SHOAL CREEK BLVD | SHOAL CREEK NORTHCROSS | BIKE LANE BIKE LANE | BIKE LANE BIKE LANE | 1,027 5,978 | 4SW-6GS-5BL-17.5-CL-15.5 3SW-4BL-15-CL-15-4-7GS-6SW | | |
| FOUR IRON 23.07 | n dr Balcones club | SPICEWOOD SPRINGS | WIDE CURB | BIKE LANE | 2,251 | 6SW-20-CL-21-6SW | | |
| FOUR POIN 103.04 | NTS DR FM 620 | RIVER PLACE | SHARED LANE | BIKE LANE | 4,170 | 13.5-13.5-11MED-13.5-13.5 | | |
| FRATE BAR | | | | BIKELANE | 1.440 | 11-CI-11 | | |
| 388.01 | BRODIE LN. | | SHARED LANE | BIKE LAINE | 3,952 | 11-CL-11 | | |
| 388.03 | CITY LIMIT | MANCHACA RD | SHARED LANE | BIKE LANE | 1,525 | 11-CL-11 | | |
| FREIDRICH | | ST FLMO | WIDE CUPB | BIKELANE | 1 207 | 6 SW-1 5 GS-16-11-01-11-18-2 5 CS 5 SW | | |
| 59.33 | ST. ELMO | PONCIANA | SHARED LANE | BIKE LANE | 3,714 | 5 SW-6 GS-12-13 TL-12 | | |
| FUCHS GR 69.02 | OVE RD BENNETT POKORNEY LN | GREGG MANOR | SHARED LANE | BIKE LANE | <u>12,</u> 176 | 12-CL-12 | | |
| FURNESS D 57.17 | END OF ROAD | RUTHERFORD | WIDE CURB | WIDE CURB | 2,906 | 4SW-4GR-42-WOODS | | |
| GANYMED 302.11 | EUROPA | GANYMEDE CT | SHARED LANE | BIKE LANE | 740 | 13-CL-13 | | |
| 302.12 | GANYMEDE CT | PLUTO | SHARED LANE | BIKE LANE | 595 | 13-CL-13 | | |
| 31.36 | BARTON SKWY | BANISTER | WIDE CURB | WIDE CURB | 2,916 | 4\$W-4.5G\$-27.5 | | |
| GARFIELD | IN | | | | | | _ | |

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| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|---------------------|------------------------------------|------------------------------------|--------------------------|-------------------------|----------------|---|-----------------|----------------|
| 302.07 | SHREVEPORT | RIATA VISTA | WIDE CURB | BIKE LANE | 1,277 | 20-CL-20 | | |
| 347.13 | | ORIOLE DR | SHARED LANE | SHARED LANE | 887 | 4SW-5G-27-5G-4SW | | |
| 342.01 342.03 | HARRIS WOOLDRIDGE DR | CLAIRE AVE SHOAL CREEK BLVD | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 2,079 1,421 | 15-CL-15 15-CL-15 | | |
| 26.03 | WESTMINSTER DR | NORTH HAMPTON DR | WIDE CURB | BIKE LANE | 2,014 | 20-CL-20 | | |
| GATLING C 317.06 | SESBANIA DR. | BRODIE LN | WIDE CURB | WIDE CURB | 5,144 | 20-CL-20 | | |
| GEORGE ST 376.11 | r STASSNEY LN E | PALO BLANCO LN. | WIDE CURB | WIDE CURB | 1,366 | 40 UNMARKED | | |
| GEORGIAN 47.21 | I DR FUIOT | US 183 | BIKELANE | BIKELANE | 3 000 | 6P-4BI-11-11-4BI-6P-3G-4SW | | |
| 47.22 | ELLIOT | US 183 | SHARED LANE | BIKE LANE | 837 | 10-11-CL-11-10 | | |
| GEORGIAN | I OAKS DR | ELLIOT ST W | BIKE LAINE | BIKE LAINE | 3,386 | 3PL-4BL-12-CL-10-4BL-6PL-4SW | | |
| 88.02 GILBERT RD | SPRUCE CANYON DR. | WALEBRIDGE LN. | WIDE CURB | BIKE LANE | 2,582 | 20-CL-20 | | |
| 73.02 | HOG EYE NF7 PERCE TRACE | NEZ PERCE TRACE | WIDE CURB SHARED LANE | BIKE LANE BIKE LANE | 1,173 | 15-CL-15 10-CL-10 | | |
| 73.04 | DECKER LAKE | GILBERT RD | NO ROAD | BIKE LANE | 2,616 | 15-CL-15* | | |
| 73.05 | DEAD END FM 969 | FM 969 FALLWELL | NO ROAD | BIKE LANE BIKE LANE | 7,261 | 15-CL-15 | | |
| GILES LN 67.06 | HARRIS BRANCH | BRAKER | SHARED LANE | BIKELANE | 1.091 | 12-12- 50 MED -12-12 | | |
| 67.07 | BRAKER | US 290 | SHARED LANE | BIKE LANE | 4,995 | 22 UNMARKED | | |
| 971.09 | ETJ BOUNDARY | CAMERON RD | NONE | MULTI-USE PATH | 11,865 | | | |
| 971.10 | CAMERON RD | SH 130 | NONE | MULTI-USE PATH | 23,314 | | | |
| 971.13 | ETJ BOUNDARY | FM 973 | NONE | MULTI-USE PATH | 16,834 | | | |
| 971.14 | FM 973 | FM 969 | NONE | MULTI-USE PATH | 25,529 | | | |
| GILWELL DF | R 767 | COLORADO RIVER | NONE | MULII-USE PAIH | 17,371 | | | |
| 370.01 370.02 | ROSS RD. CITY LIMITS | CITY LIMITS FUTURE PETERSON RD. | WIDE CURB NO ROAD | BIKE LANE BIKE LANE | 3,653 8,641 | 21-CL-21 21-CL-21* | | |
| GLEN ROSE 23.32 | MADRONA | EDGEMONT DR | SHARED LANE | SHARED LANE | 369 | 27 UNMARKED | | |
| GOLDBRID 82.22 | GE DR LONGVIEW PARK | WESTGATE BLVD | WIDE CURB | WIDE CURB | 1,326 | 4 SW-3 GS-41-3 GS-4 SW | 63 | |
| GONZALES 354.07 | ST SPRINGDALE RD | SHADY LN | WIDE CURB | BIKE LANE | 1,623 | 17-CL-17 | | |
| GONZALES | | | NONE | | 4 20 4 | | | |
| GORHAM | GUNZALES GLEN LN | IOWN LAKE HOLLT SHORES | NONE | MULII-USE PAIH | 4,304 | | | |
| 303.08 GOVALLE A | DAHLGREEN AVE. | SOUTH BAY LN. | WIDE CURB | BIKE LANE | 3,222 | 15-CL-15 | | |
| 148.17 | WEBBERVILLE RD | | WIDE CURB | BIKE LANE | 1,825 | 20-CL-20 20-CL-20 | | |
| GRACY FA | RMS LN | SI KINOBALL KD | WIDE CORD | DIRE LAIVE | 1,717 | 2006-20 | | |
| 4.07 | MOPAC N SVRD NB/BURNET | METRIC BLVD | SHARED LANE | BIKE LANE | 4,757 | 6 SW-10-GS-2-10-10-CL-10-10-2-10 GS-6 SW | | |
| GRADY DR | E | BITERNTIOLEOW | WIDE CORB | DIKE LAINE | 2,000 | 4 3VY-2 G3-2-21-CL-21-2-2 G3-4 3VV | | |
| 347.10 GRAND AV | BROWNIE YENUE PKWY | MIDDLE FISKVILLE RD | SHARED LANE | SHARED LANE | 341 | 4SW-5G-27-5G-4SW | | |
| 110.08 | END OF GRAND AVENUE | BRATTON | NO ROAD | BIKE LANE | 2,261 | 5B-12-12CTL-12-12-5B* | | - |
| GREAT BRIT | AIN BLVD | VISION | SHARED LANE | BIKE LAINE | 4,071 | 10-10-10-32MED-10-10-10 | | |
| 386.03 | PALACE PKWY. | S 1ST ST. | WIDE CURB | BIKE LANE | 2,111 | 20-CL-20 | | |
| 23.13 | RAINCREEK PKWY | CAPITAL OF TEXAS HWY | SHARED LANE | BIKE LANE | 3,291 | 4SW-10-10-12M-10-10-4SW | | |
| 309.01 | RAIN CREEK PKWY | JOLLYVILLE RD | SHARED LANE | BIKE LANE | 1,631 | 12-12-13 MED -12-12 | | |
| 309.02 | JOLLYVILLE RD RESEARCH BI VD | STONELAKE BLVD | SHARED LANE | BIKE LANE BIKE LANE | 2.078 | 12-12-13 MED -12-12 12-12-13 MED -12-12 | | |
| GREAT NO | RTHERN BLVD | | | DIRE DIRE | 2,070 | | | |
| 24.01 24.02 | FOSTER HUNT TRAIL | HUNT TRAIL WHITEROCK | BIKE LANE BIKE LANE | BIKE LANE BIKE LANE | 5,723 1,753 | 4BL-4BL-9.5-1CL-9.5-4G-4SW 3BL-9.5-1CL-9.5-3BL | | |
| GREEN EMI 317.05 | ERALD TER LOST OASIS HOLLOW | BRODIE LN. | WIDE CURB | WIDE CURB | 4,285 | 15-CL-15 | | |
| GREENLAW 22,17 | 'n pkwy Shoal creek blvd | DAUGHERTY | WIDE CURB | BIKE LANE | 1,828 | 19.5-1CL-20.5 | | |
| GREENSLO | PE DR CIMA SERENA | SPICEWOOD SPRINGS RD | WIDE CURB | WIDE CURB | 5,269 | 15-CL-15 | | |
| GREENWIC | | | WIDE CLIPP | | 255 | 15 01 15 | | |
| 323.06 GREGG LN | HEATHEROW | SHAKESPEAKEAN | WIDE CURB | BIKE LANE | 355 | 13-CL-15 | | |
| 114.14 | GREGG MANOR RD | END OF EXISTING ROAD | | BIKE LANE | 3,558 | 5B-12-12-23MED-12-12-5B* | | |
| 116.06 | LAZY RIDGE | OLD GREGG LN | WIDE CURB | BIKE LANE | 2,254 | 2SH-19-CL-19-2SH | | |
| 116.07 | | HARRIS BRANCH PKWY | SHARED LANE | BIKE LANE | 10,237 | 12-CL-12 | | |
| 114.13 | CAMERON RD | 2000 FT E OF CAMERON RD | WIDE CURB | BIKE LANE | 1,994 | 16.5-CL-16.5 | | |
| 116.08 | | GREGG MANOR | | BIKE LANE | 13,559 | 5B-12-12-12CTL-12-12-5B* | | |
| 314.18 | HILL LN | FUCHS GROVE | WIDE CURB | BIKE LANE | 6,832 | 15-CL-15 | | |
| 20.01 | VALBURN DR | MESA DR | WIDE CURB | BIKE LANE | 4,319 | 20-CL-20 | | |
| 20.02 | MESA DR | MOPAC EXPY N SVRD SB | WIDE CURB | BIKE LANE | 6,185 | 20-CL-20 | | |
| 63.18 | END OF ROAD | FAIRWAY | SHARED LANE | BIKELANE | 4.342 | 6SW-11-10-17M-10.5-10.5-6SW | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|------------------------|--------------------------|-------------------|-------------------------|-------------|---|-----------------|----------------|
| 63.19 | FAIRWAY | RIVERSIDE | SHARED LANE | BIKE LANE | 1,270 | 6SW-10-11-17M-11-10.5-6SW | | |
| 63.20 GROVER A | | MONTOPOLIS | SHARED LANE | BIKE LANE | 2,625 | 11-10-18M-10.5-10.5-1.5GS-6SW | | |
| 22.22 | JUSTIN LN | BRENTWOOD | WIDE CURB | BIKE LANE | 1,285 | 5SW-6GS-2G-34-2G | | |
| 328.02 | 51ST ST W | 49TH ST W | WIDE CURB | BIKE LANE | 730 | 38-5SW | | _ |
| 045 15 | | | NONE | | 475 | | | |
| 703.13 | PARIALLI DOWN GROZIER | HILLOKEST FARMS | NONE | MULII-USE FAIH | 4/3 | | | _ |
| 20.11 | MORROW | CRESTLAND | BIKE LANE | BIKE LANE | 1.079 | 4BL- 14- CL- 14- 4BL | | |
| 33.01 | LAMAR BLVD N | GUADALUPE ST | Shared lane | BIKE LANE | 1,947 | 4SW-4.5GS-11.5-12.5-3-12.5-19.5-6SW | | |
| 33.02 | GUADALUPE ST W | 45TH ST W | SHARED LANE | BIKE LANE | 217 | 4SW-4.5GS-11.5-12.5-3-12.5-19.5-6SW | | |
| 33.04 | 38TH ST W | 29TH ST W | SHARED LANE | BIKE LANE | 3,042 | 4.55W-3.5GS-12-10-13.5M-10-12-9.55W | | |
| 33.05 | 29TH ST W | 26TH ST W | SHARED LANE | BIKE LANE | 1,917 | 10-10-10.5M-10.5-3GS-4.5SW | | |
| 33.06 | 261H SI W 24TH ST W | 241H ST W 21ST ST W | SHARED LANE | BIKE LANE | 1,004 | 6.5SW-48I-11-10-CI-10-10-48I-11-22.5SW | | |
| 33.08 | 21ST ST W | MLK BLVD W | BIKE LANE | BIKE LANE | 727 | 3.5BL-11-11.5CL-11.5-11.5-14BL-25SW | | |
| 33.09 | MLK BLVD W | 12TH ST W | SHARED LANE | SHARED LANE | 2,595 | 4.25W-18.5-19-105W | | |
| 33.11 | 6TH ST W | 5TH ST W | SHARED LANE | SHARED LANE | 358 | 10.5SW-10-10-10-10-17.6-9.5SW | | |
| 33.12 | 5TH ST W | 4TH ST W | SHARED LANE | SHARED LANE | 347 | 9.5SW-19-10-10.5-17.5-6SW | | |
| 47.27 | ATH ST W | CESAR CHAVEZ ST W | SHARED LANE | SHARED LANE | 1,076 | 3.55W-17-11-11-10-19 SW 6SW-4BL-12 5-5M-12 5-4BL-6SW | | |
| 47.28 | ST. JOHNS | DENSON DR | BIKE LANE | BIKE LANE | 3,770 | 4SW-2G-4BL-14.5-14.5-4BL | | Y |
| 47.29 | DENSON | KOENIG | BIKE LANE | BIKE LANE | 2,315 | 4SW-4G-4BL-14.5-14.5-4BL | | Y |
| 47.30 | NORTH LOOP | 51ST ST W | BIKE LANE | BIKE LAINE | 952 | SW-3BL-10.5-10.5-3BL | | T |
| 47.32 | 51ST ST W | 46TH ST W | WIDE CURB | BIKE LANE | 2,035 | 18.5-17.5-4G-4SW | | |
| 347.20 | 46TH ST W | GUADALUPE ST W | WIDE CURB | BIKE LANE | 616 | 20-CL-20 | | |
| 84.09 | DAVIS | CURLEW | SHARED LANE | BIKE LANE | 946 | 11-CL-11 | | |
| 84.10 | CURLEW | LEO | SHARED LANE | SHARED LANE | 668 | 11-CL-12 | | |
| 34.11 | 41ST ST E | HANCOCK CENTER PARKING | WIDE CURB | WIDE CURB | 410 | 15-CL-15 | | |
| 34.12 | HANCOCK CENTER PARKING | | | | 409 | | | |
| HANCOCK | | | SHARED LAINE | SHARED LAINE | 470 | 11-11-CE-11-11 | | |
| 28.01 | BALCONES BLVD | VALLEY OAK DR | BIKE LANE | BIKE LANE | 1,238 | 5SW-5BL-12-1CL-11-5BL-2GS-5SW | | Y |
| 28.02 | VALLEY OAK DR | WEST FRANCES PL | SHARED LANE | BIKELANE | 1,126 | 5SW-8SH-10.5-1CL-9.5-8SH-5SW | | Y |
| 28.03 | BULL CREEK | SHOAL CREEK | BIKE LANE | BIKE LANE | 1,676 | 4SW-3GS-3BL-9.5-19.5-3BL | | Y |
| 28.05 | SHOAL CREEK | WOODVIEW | BIKE LANE | BIKE LANE | 392 | 5SW-3BL-9.5-10-9.5-3BL-5SW | | Y |
| 57.13 | CHILDRESS | RUNBERG | WIDE CURB | BIKELANE | 2,735 | 18-CI -18 | | |
| HARMON | AVE | | | | _/ | | | |
| 28.12 | 53RD HALF ST E | 51ST ST E | WIDE CURB | WIDE CURB | 1,039 | 30 UNMARKED | | |
| 328.06 | 46TH ST E | 51ST ST E | BIKE LANE | BIKE LANE | 2,390 | BL5-11-11-12CTL-11-11 | | |
| HAROLD G | REEN RD | | | DIKELANIE | 5 000 | | | |
| 150.20 | FM 973 GILBERT | GILBERT RD NORWOOD | NO ROAD | BIKE LANE BIKE LANE | 5,998 | 15-CL-15 | | |
| HARPERS F | ERRY LN | | | | | | | |
| 82.19 | HOLT | BRODIE LN | SHARED LANE | SHARED LANE | 1,212 | 27-3 GS-4 SW | 63 | |
| HARRIS AV | E | EONOVIEW FARK | WIDE CORD | WIDE CORD | 2,770 | 4311-3 03-20-01-21-4 03-4 311 | 00 | |
| 38.07 | DUVAL RD | RED RIVER | WIDE CURB | WIDE CURB | 2,149 | 30 UNMARKED | | |
| 129.01 | 32ND ST W | SPLIT AT WINDSOR | WIDE CURB | BIKE LANE | 4,573 | 14-CL-14 15-CL-15 | | |
| HARRIS BR | ANCH PKWY | MINDSON ND | THE CORE | DIRE D'IRE | 010 | | | |
| 67.05 | US 290 E | 1700 FT N OF CLINTON AVE | SHARED LANE | BIKE LANE | 17,274 | 12-12- MED -12-12 | | |
| 63.02 | HOWARD LN | PARMER LN | Shared lane | BIKE LANE | 4,021 | 11-11-MED-11-11 | | |
| 63.01 | END OF ROAD / CHARLES | HOWARDIN | WIDE CURB | BIKELANE | 5.524 | 16-MED-16 | | |
| HARRISGLE | DICKENS DR | | | | | | | |
| 363.01 | HOWARD | PARMER | WIDE CURB | BIKE LANE | 4,835 | 22-CL-22 | | |
| 321.03 | SPICEWOOD SPRINGS RD | FAR WEST BLVD | WIDE CURB | BIKE LANE | 4,030 | 22-CL-22 | | |
| 321.04 | FAR WEST BLVD | NORTHWEST HILLS | BIKE LANE | BIKE LANE | 877 | 20-CL-20 | | |
| 29.08 | FTHRIDGE | 24TH ST W | WIDE CURB | WIDE CURB | 1.964 | 18-CI-19 | | |
| 29.09 | WINDSOR RD | NILES RD | WIDE CURB | WIDE CURB | 1,716 | 18-CL-18 | | |
| 48.06 | ENFIELD RD. | PALMA PLAZA | WIDE CURB | WIDE CURB | 513 | 15-CL-14.5 | | |
| 120.12 | DORSETT | WYCLIFF | SHARED LANE | BIKE LANE | 2,058 | 13.5-CL-13.5 | | |
| 165.07 | . N DALTON | HYMAN | SHARED LANE | SHARED LANE | 847 | 13-CL-13 | | |
| HEATHERW | | WELLS RDANICH | | | 5.043 | | | |
| 57.02 | HOWARD | WELLS BRANCH | NU RUAD | BIKE LANE | 5,961 | | | |
| 323.05 | SPICEWOOD SPRINGS RD | GREENWICH MERIDIAN | SHARED LANE | BIKE LANE | 1,063 | 13-CL-13 | | |
| 344.04 | SPRINGDALE RD. | WEBBERVILLE RD. | WIDE CURB | WIDE CURB | 2,253 | 5SW-19-CL-19-5SW | | |
| HEINEMAN 302.05 | IN DR MELROSE | SHREVEPORT | WIDE CURB | BIKE LANF | 909 | 20-CL-20 | | |
| HENDERSO | N ST | (TH CT)// | NIDE OURS | DIKELANE | | | | |
| 343.05 HERGOTZ I | 9TH ST W | 61H ST W | WIDE CURB | BIKE LANE | 987 | 15-CL-15 | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|---------------------------------|------------------------|----------------------------|-------------------------|-------------|--|-----------------------------|
| 165.02 | US 183 | HERRERA | WIDE CURB | BIKE LANE | 1,184 | 15-CL-15 | |
| 165.03 | herrera ThOMPSON | DALTON | SHARED LANE | BIKE LANE | 2,8/5 | 13-CL-13 12-CL-12 | |
| HETHER ST | | | | | 0.044 | 07.0.00 4 500 | |
| HIDALGO S | T | LAMAR BLVD | SHARED LANE | BIKE LAINE | 2,244 | 27-3 G3-4 SW | |
| 355.02 | ROBERT T MARTINEZ | NORTHWESTERN AVE | WIDE CURB | BIKE LANE | 653 | 15-CL-15 | Y |
| 23.25 | HILLS DR SIERRA DR | FM 2222 | SHARED LANE | SHARED LANE | 6,465 | 13-1CL-13 | 42 |
| HILLCREST F | ARMS RD | | | BUCCLASIC | 700 | | |
| HILLVIEW R | DEAD END D | END SPIRIT OF TEXAS DR | NO ROAD | BIKE LAINE | /83 | | |
| 40.03 | MARIA ANNA RD | EXPOSITION | WIDE CURB | WIDE CURB | 849 | 4 SW-3 GS-18-CL-19 | |
| 306.01 | RSE CI GRACY FARMS | DEAD END | WIDE CURB | BIKE LANE | 682 | 47 UNMARKED | |
| HOG EYE R | D | | | | | | |
| 73.01 HOGAN AV | FM 973 N /E | GILBERT RD | WIDE SHOULDER | BIKE LANE | 2,285 | 6SH-11-11-CL-11-7SH | |
| 360.01 | GROVE | MONTOPOLIS | WIDE CURB | BIKE LANE | 1,848 | 18-CL-18 | |
| 77.14 | N RD BECKER | PETERSON | SHARED LANE | BIKELANE | 432 | 11-CI-11 | |
| HOLLY ST | | | | | | | |
| 58.02 | IH 35 WALLER | CHICON | WIDE CURB | WIDE CURB | 1,046 | 4SW-4GS-29-CL-8-6GS-5SW | |
| 58.04 | CHICON | POWER PLANT | WIDE CURB | WIDE CURB | 2,004 | 4SW-4GS-18-CL-19-5SW | |
| HOLT DR | WOODHAM | | | | 294 | 27.3.05.4.5W | 43 |
| HOTEL DR | WOODHAM | TIAKI EKSTEKKI | SHARED LANE | SHARED LANE | 200 | 27-5 65-4 51 | 85 |
| 165.20 | SPIRIT OF TEXAS DR | EMPLOYEE AVE | WIDE CURB | BIKE LANE | 1,106 | 20-CL-20 | |
| 114.05 | MCNEIL | MOPAC | SHARED LANE | BIKE LANE | 8,169 | 13.5-13.5-13MED-13.5-13.5 | |
| 116.02 | SCOFIELD RIDGE | TURBINE | WIDE CURB | BIKE LANE | 346 | 47 UNMARKED | |
| 116.03 | CITY LIMIT | DESSAU RD | WIDE CURB | BIKE LANE BIKE LANE | 3,364 | 12.5-12.5 15-15-28MFD-15-15 | |
| 116.05 | DESSAU RD | LAZYRIDGE | WIDE CURB | BIKE LANE | 1,219 | 2SH-19-CL-19-2SH | |
| 25.39 | OD WAY | | SHARED LANE | WIDE CURB | 360 | 12 5-CI -12 5 | |
| HUGHES TO | SUNSTRIP CONNECTOR | | STRALED DATE | THE CORE | 000 | | |
| 980.07 | HUGHES | SUNSTRIP | NONE | MULTI-USE PATH | 660 | | |
| HUNTERS C | HASE DR | | | | | | |
| 314.01 | POND SPRINGS RD | ELKHORN MOUNTAIN | WIDE CURB | WIDE CURB | 1,509 | 22-CL-22 | |
| 165.08 | HAWKINS | PRINGLE | SHARED LANE | SHARED LANE | 492 | 13-CL-13 | |
| HYMEADO | N DR | | | RIKELANE | 1 744 | 11.5 CL 11.5 | |
| HYRIDGE D | R | MEADOW HEATH | SHARED LANE | DIKE LAINE | 1,/00 | 11.3-CL-11.3 | |
| 7.07 | | MOUNTAIN RIDGE | WIDE CURB | BIKE LANE | 274 | 20-CL-20 | |
| 23.16 | MOUNTAIN RIDGE | MESA DR | WIDE CURB | BIKE LANE | 1,655 | 5-20.5-1CL-20.5 | |
| IMPERIAL D | RN | 511.070 | | | 7.501 | | |
| 69.05 | BLVD | FM 969 | WIDE SHOULDER | WIDE SHOULDER | 7,521 | 55H-11-CL-11-55H | |
| 374.05 | CONGRESS AVE S | ST ELMO RD E | WIDE CURB | BIKE LANE | 3,452 | 17.5-CL-17.5 | |
| 115.03 | SOUTHWEST PKWY | US 290 W | NO ROAD | BIKE LANE | 2,109 | 15-15-CL-15-15* | |
| ISLANDER D | DR | 014010 | 0111.050.1.1.15 | | 1.005 | | |
| JACARANE | DA DR | CLARNO | SHARED LANE | SHARED LANE | 1,825 | 4 SW-3 GS-2/ | 63 |
| 59.37 | LEMON | STASSNEY | WIDE CURB | WIDE CURB | 603 | 4 SW-3 GS-41-3 GS-4 SW | |
| 374.03 | RADAM LN. | ST ELMO RD W | WIDE CURB | BIKE LANE | 1.321 | 17.5-CL-17.5 | |
| JAMESTOW | N DR | | | | | | |
| 343.01 | PEYTON GIN FAIRFIFI D | PI YMOUTH | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 953 727 | 40 UNMARKED 40 UNMARKED | |
| 343.03 | PLYMOUTH | BANGOR BEND | WIDE CURB | BIKE LANE | 792 | 40 UNMARKED | |
| JEFFERSON 29.04 | ST BUILL CREEK | 35TH ST W | SHARED LANE | BIKELANE | 584 | 5 SW-9-9-CI-19-7 GS-4 SW | |
| 29.05 | 35TH ST W | 29TH ST W | SHARED LANE | BIKE LANE | 2,447 | 12-CL-14 | |
| 29.06 | 29TH ST W | GASTON AVE | SHARED LANE | BIKE LANE | 1,705 | 12-CL-14 18-CL-19 | |
| JESTER BLVI |) | EITIKIDOL | WIDE CORD | DIRE EAR | 550 | | |
| 22.01 | BRICKLEBUSH CV | ARTERIAL 8 | BIKE LANE | BIKE LANE | 1,524 | 6SW-5P-4BL-10-CL-10-4BL-5P | |
| 22.02 | FM 2222 | HALBERT | WIDE CURB | BIKE LANE | 3,437 | 24-CL-24 | |
| 901.01 | BRICKLEBUSH CV | ARTERIAL 8 | BIKE LANE | BIKE LANE | 3,411 | 6SW-5P-4BL-10-CL-10-4BL-5P | |
| 347.29 | WILSON | NEWTON | WIDE CURB | WIDE CURB | 167 | 15-CL-15 | |
| JOHNNY M | ORRIS RD | DOINT NORTH | | DIKELANE | 10.001 | | |
| 67.09 | US 290 E | POINT NORTH | WIDE CURB WIDE SHOULDER | WIDE SHOULDER | 10,221 | 13-CL-15-15-CS-55W 5SH-11.5-11.5-CL-11.5-11.5-5SH | |
| JOHNSON | CREEK TRAIL | - | | | - | | |
| 929.01 | RD | CESAR CHAVEZ | MULTI-USE PATH | MULTI-USE PATH | 5,444 | 4' PATH | |
| 21.16 | BARRINGTON WAY | GREAT HILLS | BIKE LANE | BIKE LANE | 17,120 | 6SW-4BL-10.5-10.5-10M-10.5-10.5-4BL-6SW | 88 |
| 21.18 | CAPITAL OF TEXAS HWY MESA DR | MESA DR US 183 | SHARED LANE | BIKE LANE BIKE LANE | 2,727 | 13-CL-22 22-CL-13 | |
| JONES RD | | | | | .,027 | | |
| 25.26 | PACK SADDLE PASS | BUFFALO PASS | SHARED LANE | BIKE LANE BIKE LANE | 979 | 5SW-10-10.5-CL-12-10-4SW 12.5GS-10-10.5-CL-11-9-4SW | |
| 325.06 | BUFFALO PASS | MANCHACA RD | SHARED LANE | BIKE LANE | 1,672 | 4SW-7GS-10-11-CL-11-9 | |
| JUSTIN LN | | | | | | | |

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| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|--------------------|----------------------------|-------------------------------|------------------------|-------------------------|--------------|--|-----------------|----------------|
| 22.20 | BURNET | WOODROW | BIKE LANE | BIKE LANE | 3,933 | 4SW-4GS-2G-5BL-13.5-CL-13.5-5BL-2G-5SW | | |
| 22.21 322.04 | WOODROW GROVER | GROVER LAMAR BLVD N | BIKE LANE BIKE LANE | BIKE LANE BIKE LANE | 975 1,618 | 4SW-3GR-5BL-13.5-1CL-13.5-5BL-4SW 6 BL-14-CL-14-6 BL | | |
| 19.08 | SCENIC DR | ROCKMOOR | WIDE CURB | WIDE CURB | 755 | 30 UNMARKED | | |
| KILLINGSV | VORTH WELLS BRANCH PKWY | CAMERON RD | SHARED LANE | BIKELANE | 11.040 | 11.5-CI-11.5 | | |
| 163.01 | KILLINGSWORTH | GREGG | NO ROAD | BIKE LANE | 7,021 | | | |
| 88.17 | MASON DELLS LN | RAVENSCROFT DR. | WIDE CURB | WIDE CURB | 300 | 20-CL-20 | | |
| 29.20 | BARTON SPRINGS RD | VIRGINIA | WIDE CURB | BIKE LANE | 489 | 15-CL-15 | | |
| 29.21 KRAMER L | VIRGINIA N | HETHER | WIDE CURB | WIDE CURB | 4,429 | 15-CL-15 | | |
| 12.03 | BURNET RD | BRAKER LN W | SHARED LANE | BIKE LANE | 2,654 | 6 SW-12-10-CL-10-12-3 GS-6 SW | 58 | |
| 12.04 | METRIC BLVD | PARKFIFLD DR | SHARED LANE | BIKE LANE BIKE LANE | 1,398 | 12-10-CL-10-12 6 SW-GS-12-11-CL-11-12-9 GS-6 SW | 58 | |
| 12.06 | PARKFIELD DR | LAMAR BLVD N | SHARED LANE | BIKE LANE | 3,519 | 5 SW-12-10-CL-10-12-5 SW | 58 | |
| 905.04 KROMER S | DOMAIN DR | BURNET RD | NONE | MULTI-USE PATH | 4,269 | 11-11-CL-11-11 | | |
| 41.03 | FAIRFIELD DR | BECKETT | WIDE CURB | WIDE CURB | 1,630 | 28 UNMARKED | | |
| 90.01 | SPRUCE CANYON DR. | NATICK LN | BIKE LANE | BIKE LANE | 6,275 | 24-CL-24 | | |
| 90.02 | NATICK LN | ESCARPMENT BLVD | WIDE CURB | BIKE LANE | 2,827 | 24-CL-24 | | |
| 90.03 | DAHL GREEN | MOPAC | WIDE CURB | BIKE LANE | 1,720 | 5SW-21-17.5M-21-5SW | | |
| 90.05 | SB MOPAC EXPY. | NB MOPAC EXPY. | WIDE CURB | BIKE LANE | 462 | 16-16-CL-16-16 | | |
| 90.06 | MOPAC ORTE | END OF ROAD | WIDE CURB | BIKE LANE | 2,090 | 21-9M-18.5-5 | | |
| 22.10 | BACKTRAIL | FAR WEST BLVD | WIDE CURB | WIDE CURB | 261 | 41-5SW | | |
| 55.01 | 38TH HALF ST E | DEAN KEETON ST E | WIDE CURB | WIDE CURB | 3,646 | 28 UNMARKED | | |
| 19.13 | ENFIELD/SCENIC RD | REDBUD TRAIL | BIKE LANE | BIKE LANE | 1,679 | 5P-6BL-12-CL-12-7BL-4P | | _ |
| 25.07 | EXPOSITION BLVD. | VETERANS DR | BIKE LANE | BIKE LANE | 2,574 | 5SW-5GS-3.5BL-12-10-CL-11-10-5BL-5SW | | |
| 52.06 | RED BUD TRAIL | EXPOSITION | BIKELANE | BIKELANE | 3,637 | 4SW-8GS-3BL-11-10-CL-9-11-5BL-GS | | |
| 52.08 | MOPAC | CAMPBELL | BIKE LANE | BIKE LANE | 2.005 | 8SW-5BL-14-13-CL-17-11-GS | | |
| LAKE CREE | EK PKWY | | | | | | | |
| 21.03 | LAKELINE BLVD | FM 620 | SHARED LANE | BIKE LANE | 4,360 | 11-11-11-30MED-11-11-11 | | - |
| 105.06 | FM 620 US 183 | PECAN PARK BLVD | SHARED LANE | BIKELANE | 2,854 | 9.5-9.5-9.5-29MED-9.5-9.5-9.5 10-10-10-21MED-10-10-10 | | |
| 105.07 | FM 620 | US 183 | BIKE LANE | BIKE LANE | 8,852 | 4BL-15- 18MED-15-4BL | | |
| 104.02 | BLVD | STONEHEDGE DR | SHARED LANE | BIKELANE | 3 247 | 12-12-12-18MED-12-12-12 | | |
| 104.03 | STONEHEDGE DR | LYNDHURST ST | SHARED LANE | BIKE LANE | 858 | 13-CL-13 | | |
| 104.04 | LYNDHURST ST | MEDIAN | WIDE CURB | BIKE LANE | 5,133 | 16-16-CL-16-16 | | |
| 104.05 | US 183 | FM 1431 | SHARED LANE | BIKE LANE | 25,300 | 12-12- MED -12-12 | | |
| LAKELINE | MALL DR | 110.1004 | | DIVELANE | 1.007 | | | |
| 105.01 | US 183A | PECAN PARK | SHARED LANE | BIKE LANE | 1,927 | 13-13-13-CL-13-13-13 12-12-12-MED-12-12-12 | | |
| LAKESHOR | RE BLVD S | | | | | | | |
| 62.01 | TOWN CREEK | TOWN CREEK PLEASANT VALLEY | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 2,792 | 21-CL-20-6 SW 6 SW-17 GS-20-CL-21-3 GS-5 SW | | |
| LAKEWOO | DD DR | DRIFTWOOD | WIDE CURR | WIDE CUP | 10.074 | 50W 20 CL 20 | | |
| LAMAR BL | VD N | DRIFIWOOD | WIDE CORB | WIDE CORB | 12,2/4 | 33W-20-CL-20 | | |
| 43.01 | IH 35 | PARMER | SHARED LANE | SHARED LANE | 6,825 | 10-11-CL-11-10 | | |
| 43.10 | POWELL LN W | US 183 | WIDE SHOULDER | BIKE LANE | 1,756 | SH 12-12-12-14 CTL - | | |
| 43.11 | MORROW | AIRPORT | SHARED LANE | BIKE LAINE | 2,644 | 12-12-14 CTL -12-12 | | |
| 43.13 | AIRPORT BLVD | JUSTIN | SHARED LANE | BIKE LANE | 417 | 12-12- MED -12-12 | | |
| 43.14 | JUSTIN LN | DENSON | SHARED LANE | BIKELANE | 2,621 | 12-12-13 CTL -12-12 12-12-12 CTL -12-12 | | |
| 43.16 | ROMERIA | GUADALUPE ST | SHARED LANE | BIKE LANE | 5,564 | 12-12-13 CTL -12-12 | | |
| 43.17 | GUADALUPE | 45TH ST W | SHARED LANE | BIKE LANE | 2,311 | 11-11-11 CTL -11-11 | | |
| 43.18 | 38TH ST W | 45TH ST W 34TH ST W | SHARED LANE | BIKELANE | 3,464 | 11-11-11CTL-11-11 | | |
| 43.20 | 34TH ST W | 30TH ST W | SHARED LANE | BIKE LANE | 1,509 | 11-11-11 CTL -10-11 | | |
| 43.21 | 30TH ST W | 29TH ST W | SHARED LANE | BIKE LANE | 599 | 11-11-5 MED-11-11 | | |
| 43.22 | OLD 19TH ST | ENFIELD RD | SHARED LANE | BIKELANE | 5,829 | 13-12-5 MED -12-12 | | |
| LAMAR TC | GONZALES CONNECTOR | | | | | | | |
| 934.04 | LAMAR BLVD N | GUADALUPE ST | NONE | MULTI-USE PATH | 1,806 | | | |
| LANCAST | R | DADDADA 1922 11-1-1- | DIZELINIS | DIVEL | | | | |
| 157.01 | BARBARA JORDAN BLVD | PHILOMENA ST | BIKE LANE | SHARED LANE | 660 1,020 | 6.38L-11.3-18MEU-10-10-6.58L* 8P-10-CL-10-8P* | | |
| LANCE AR | MSTRONG BIKEWAY PATH | | | | _ | | | |
| 954.01 | STEPHEN F AUSTIN DR | s lamar BLVD | MULTI-USE PATH | MULTI-USE PATH | 3,866 | PAVED TRAIL | | Y |
| 954.02 | LAMAR BLVD N | CONNECTOR TO CESAR CHAVE | Z MULTI-USE PATH | MULTI-USE PATH | 848 | | | Y |
| 954.03 | SEAHOLM | SHOAL CREEK TRAIL | MULTI-USE PATH | MULTI-USE PATH | 1,383 | PAVED TRAIL | | Y |
| 954.10 | IH 35 N SVRD SB | IH 35 N SVRD NB | MULTI-USE PATH | MULTI-USE PATH | 296 | PAVED TRAIL | | Y |
| 954.22 | SHADY | BASTROP HWY | NONE | MULTI-USE PATH | 2,930 | | | Y |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 16 of 38 Page 16 of 38

| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|--------------------|----------------------------|-----------------------|--------------------------|--------------------------|-------------|---|-----------------------------|
| LATTA DR | | | | | | | |
| 82.11 | CONVICT HILL ISLANER DR | ISLANDER ALTA LOMA | SHARED LANE | SHARED LANE | 1,185 | 9-11-CL-11-9-6 SW | 63 |
| 115.11 | ALTA LOMA | DAVIS | WIDE CURB | BIKE LANE | 1,533 | 5 SW-3 GS-20-CL-21-3.5 GS-5 SW | |
| 33.14 | MIK BIVD W | 11TH ST W | SHARED LANE | SHARED LANE | 3.027 | 6.55W-19-9-10-17.5-115W | |
| 33.15 | 11TH ST W | 6TH ST W | SHARED LANE | SHARED LANE | 1,793 | 6.55W-3GS-21-10-10-17.5-65W | |
| 33.16 | 6TH ST W | 4TH ST W | SHARED LANE | SHARED LANE | 1 075 | 8.6SW-17.5-11-11-10-10TL-9SW | |
| LAZY LN | 411131 11 | CESAR CHAVEZ SI W | SHARED LANE | SHARED LAINE | 1,075 | 63W-10-12-10-10-17.33W | |
| 41.05 | BECKETT | WOOTEN | WIDE CURB | WIDE CURB | 362 | 28 UNMARKED | |
| 50.24 | SPRINGDALE RD. | TERRY DR. | WIDE CURB | BIKE LANE | 3,817 | 28-5SW | |
| 302.09 | PARMER LN W | PARMER LN W | BIKE LANE | BIKE LANE | 2,715 | 5BL-17-CL-17-5BL | |
| 59.36 | PONCIANA | JACARANDA | WIDE CURB | WIDE CURB | 536 | 37-4 GS-4 SW | |
| 22.08 | | BACKTRAII | | WIDE CURB | 822 | 15-01-15 | |
| LEO ST | | B) (CICITO NE | MBE GORD | THE CORE | 022 | | |
| 25.35 | CAMERON LOOP GUIDEPOST | DAVIS | WIDE CURB SHARED LANE | WIDE CURB SHARED LANE | 540 | 4\$W-3.5G\$-20.5-CL-20.5-3.5G\$-4\$W | |
| LERALYNN | ST | BATIO | | on the bane | 1,010 | | |
| 347.19 | W NORTH LOOP BLVD | W 51ST ST | WIDE CURB | BIKE LANE | 929 | 30 UNMARKED | |
| 25.18 | DEL CURTO RD. | CLAWSON RD. | SHARED LANE | SHARED LANE | 847 | 12-CL-10 | 53 |
| 70.04 | S IST ST | CONGRESS AVE | BIKE LANE | BIKE LANE | 2,014 | 4 BL-17-CL-16-5 BL-5 SW | |
| 14.22 | DECKER LN | BLUE BLUFF RD | SHARED LANE | BIKE LANE | 6,954 | 12.5-CL-12.5 | |
| LITTIG RD | KIMBRO | | WIDECUPB | BIKELANE | 2 285 | 15-CL-15 | |
| LIVE OAK S | ST | T AKSONS | WIDE CORB | DIKE LAINE | 2,203 | 13-CL=13 | |
| 168.01 | S 5TH ST | S 1ST ST | WIDE CURB | BIKE LANE | 1,910 | 16-CL-16 | |
| 168.02 | EUCLID | CONGRESS AVE | WIDE CURB | BIKE LANE | 501 | 15-CL-15 | |
| 168.04 | CONGRESS AVE | POST | WIDE CURB | BIKE LANE | 386 | 22.5-CL-22.5 | |
| 168.05 | POST EAST SIDE | SCHRIBER ST | BIKE LANE | BIKE LANE BIKE LANE | 1,316 | 13-CL-13 5BL-16-CL-16-5BL | |
| LOCKWOC | DD RD | CONTRIDER OF | Dire Dirite | Dire Dirite | 2,, | | |
| 77.03 | | TAYLOR LN | SHARED LANE | BIKE LANE | 2,402 | 12-CL-12 | |
| 372.03 | CONGRESS AVE | EAST SIDE DR | WIDE CURB | BIKE LANE | 1,988 | 15-CL-15 | |
| 14.02 | NEILS THOMPSON | MOPAC | NO ROAD | BIKE LANE | 1,591 | | |
| 14.03 LOS CIELO | BURNET IS BLVD | NEILS THOMPSON | WIDE CURB | BIKE LANE | 2,761 | 22-CL-22 | Y |
| 73.09 | PEARCE LN | BUENOS AIRES PKWY | WIDE CURB | BIKE LANE | 477 | 20-CL-20 | |
| 314.06 | DALLAS | MCNEIL | WIDE CURB | BIKE LANE | 1,362 | 20-CL-20 | |
| LOST CREE | K BLVD | | | | 14100 | 10.01.10 | |
| 64.01 | BEND OF THE RIVER DR | CAPITAL OF TEXAS HWY | BIKE LANE | BIKE LANE | 9,315 | 5 BL-17-CL-15-5 BL | |
| LOST HORI | ZON DR | | BIKELANE | BIKELANE | 5.916 | 481-16-C1-16-481 | |
| LOST OASI | SHOLW | KAINGREEK T KT | DIRE EF ITRE | DIREEDIRE | 0,710 | | |
| 317.04 | REYNOSA DR. | GREEN EMERALD TER. | WIDE CURB | WIDE CURB | 4,356 | 8P-14.5-CL-14.5-8P | |
| 26.08 | WILLIAMETTE DR | ED BLUESTEIN | WIDE CURB | BIKE LANE | 6,838 | 4SW-4G-42-5 | 95 |
| 26.09 | ED BLUESTEIN | | BIKE LANE | BIKE LANE | 11,630 | 6SW-6BL013-13-12M-10-10-6BL-6SW | 95 |
| LUNAR DR | NORTHEAST | MELIAMETTE | WIDE CORD | DIRE EARL | 2,172 | 22-61-22 | /3 |
| 45.03 | WILLIAM CANNON DR | DITTMAR | WIDE CURB | WIDE CURB | 4,433 | 4SW-3GS-41-3GS-4SW | 44 |
| 360.08 | THRASHER | VARGAS | SHARED LANE | SHARED LANE | 668 | 13-CL-13 | |
| 150.01 | WEBBERVILLE RD | PLEASANT VALLEY RD N | WIDE CURB | BIKE LANE | 713 | 17-CL-17 | Y |
| 150.02 | PLEASANT VALLEY RD N | SPRINGDALE RD | WIDE CURB | BIKE LANE | 3,232 | 16-CL-16 | Y |
| 23.31 | BALCONES DR / PERRY LN | GLEN ROSE DR | SHARED LANE | BIKE LANE | 329 | 13-1CL-13 | |
| MAHA LOO | OP RD | MOORE | | DIKELANE | E 440 | 12 CL 12 | |
| 73.13 | MOORE | HOKANS | SHARED LANE | BIKE LANE | 965 | 12-CL-12 | |
| 73.15 | HOKANS | VON QUINTUS | SHARED LANE | BIKE LANE | 6,852 | 13-CL-13 | |
| 384.01 | S 1ST ST | PEACEFUL HILL LN | WIDE CURB | BIKE LANE | 1,914 | 20-CL-20 | |
| MALVERN | HILL DR | | | DIVELANE | 1.100 | | |
| 382.06 MANASSA | S DR | | WIDE CURB | BIKE LANE | 1,128 | ZI-CL-21 | |
| 82.25 | SEMINARY RIDGE | WESTGATE BLVD | WIDE CURB | WIDE CURB | 546 | 4 SW-3 GS-21-CL-20-2 GS-4 SW | 63 |
| 382.05 MANCHAC | CA RD | MALVERN HILL DR. | WIDE CURB | BIKE LANE | 1,250 | 21-CL-21 | |
| 27.01 | LAMAR BLVD S | LIGHTSEY | SHARED LANE | BIKE LANE | 604 | 5\$W-4G\$-10-11.5-CL-11.5-9.5-5G\$-4\$W | 14 |
| 27.02 | | BEN WHITE | SHARED LANE | BIKE LANE | 4,963 | 55W-5.5GS-9.5-11-CL-11-9.5-55W | 14 |
| 27.03 | JONES ROAD | STASSNEY LANE | SHARED LANE | BIKE LANE | 2,259 | 18.55W-10-11-CL-10-10.5-3GS-65W-3GS-45W | 34 |
| 27.05 | STASSNEY | BERKELEY AVE | SHARED LANE | BIKE LANE | 3,374 | 8SW-8.5GS-10-11-CL-11-10-8.5SW | 34 |
| 27.06 | BERKELEY AVE | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 2,283 | 4\$W-4GS-10-11-CL-11-10-4\$W | 34 |
| MANOR R | | | SHAKED LANE | DIRE LAINE | 1,081 | 3vv-10-11-10L1-11.37.3-3.35W | 34 |
| 42.13 | DEAN KEETON ST E | CHERRYWOOD | BIKE LANE | BIKE LANE | 634 | 5SW-5G-5BL-10.5-11.5-5BL-3G-5SW | |
| 42.14 | | TILLERY | SHARED LANE | BIKE LANE | 3,8/0 | 11-10-CL-10-11 | Y |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------|---------------------------|-------------------|---|-------------|--|-----------------|----------------|
| 42.16 | TILLERY | ANCHOR LANE /38 1/2 | SHARED LANE | BIKE LANE | 472 | 11-10-CL-10-11 | 49 | |
| 42.17 | ANCHOR LN | PERSHING | SHARED LANE | BIKE LANE | 1,040 | 11-10-CL-10-11 | 49 | |
| 42.18 | FERSHING 51ST ST F | SISISIE BOGGE | SHARED LANE | | 6,031 | 11-10-CL-10-11 | 49 | |
| 42.20 | ROGGE | SPRINGDALE | SHARED LANE | BIKE LANE | 4,570 | 11-10-CL-10-11 | 49 | |
| 46.10 | IH 35 N SVRD SB | IH 35 N SVRD NB | Shared lane | Shared lane | 181 | 10-10-CL-10-10 | | |
| 46.11 | IH 35 | DEAN KEETON ST E | WIDE CURB | BIKE LANE | 1,983 | 18-CL-18 | | |
| 63.11 MANOR TO | | | SHARED LANE | BIKE LANE | 2,939 | 8SW-3G-10-10-CL-10-10 | 10 | Y |
| | | | | | | | | |
| 903.05 | MANOR RD. | MLK BLVD E | NONE | MULII-USE PAIH | 1,448 | | | Ŷ |
| MAPLEWO | OD AVE | | | | 500 | 15 01 15 | | X |
| 139.05 MARBLE C | | 381H HALF ST E | WIDE CORB | WIDE CURB | 523 | 15-CL-15 | | ř |
| 969.01 | ONION CREEK | E WILLIAM CANNON DR | NONE | MULTI-USE PATH | 3,124 | | | |
| 969.02 | E WILLIAM CANNON DR | CITY LIMITS | NONE | MULTI-USE PATH | 4,534 | | | |
| 969.03 | CITY LIMITS | S OF OLD LOCKHART RD (END | NONE | MULTI-USE PATH | 24,804 | | | |
| MARIA AN | INA RD | OF MARBEL CREEK) | | | | | | |
| 40.02 | NORTHWOOD | HILLVIEW | WIDE CURB | WIDE CURB | 1,806 | 4 SW-3 GS-18-CL-19 | | |
| MARQUET | TE LN | | | | | | | |
| 18.19 MARTINUU | | COLUMBIA | WIDE CURB | WIDE CURB | 438 | 15-CL-15 | | |
| 44.01 | LAMAR BLVD N | PEARL | WIDE CURB | BIKE LANE | 1,981 | 15-CL-15 | | |
| 44.02 | PEARL | WEST AVE | SHARED LANE | BIKE LANE | 267 | 12-12- CL -12-12 | | |
| 44.03 | WEST AVE | RIO GRANDE | SHARED LANE | BIKE LANE | 367 | 12-12-12 CTL -12-12 | | |
| 44.04 | NUECES | NUECES | SHARED LANE | BIKELANE | 150 | 12-12-12 CTL -12-12 | | |
| 44.06 | NUECES | GUADALUPE ST | SHARED LANE | BIKE LANE | 548 | 12-12-12 CTL -12-12 | | |
| 44.07 | GUADALUPE | RED RIVER | Shared lane | Shared lane | 3,287 | 12-12-12 CTL -12-12 | | |
| 44.08 | RED RIVER | IH 35 | SHARED LANE | BIKE LANE | 560 | 12-12-12 CTL -12-12 | | |
| 44.09 | CHICON | CHESTNUT | SHARED LANE | BIKELAINE | 1.274 | 12-12-12 CTL -12-12 12-12-12 CTL -12-12 | | |
| 44.11 | CHESTNUT | AIRPORT | SHARED LANE | BIKE LANE | 4,278 | 10-10-CL-10-10 | | |
| MARY ST | | | | | | | | |
| 68.04 | | MARY ST W | SHARED LANE | BIKE LANE | 391 | 13-11-12 CTL -11-13 | 50 | V |
| 68.06 | S 5TH ST | BOULDIN AVE | BIKE LANE | BIKE LANE | 484 | 4 SW-3.5 GS-4 BL-14-CL-19 | 89 | I |
| 68.07 | BOULDIN AVE | CONGRESS AVE | BIKE LANE | BIKE LANE | 3,103 | 5 SW-5 BL-13-CL-15-5 BL | 89 | |
| 68.08 | CONGRESS AVE | BRACKENRIGE ST | BIKE LANE | BIKE LANE | 726 | 17-CL-16-3 GS-4 SW | 89 | |
| 88.16 | | KINGSGATE DR | WIDE CURB | WIDE CURB | 1 496 | 20-CL-20 | | |
| MATTHEWS | S DR | | THE CONS | THE COND | | 20 00 20 | | |
| 19.03 | SCENIC DR | WINDSOR RD | SHARED LANE | BIKE LANE | 1,585 | 13-CL-13 | | |
| 19.04 | | | WIDE CURB | | 659 520 | 30 UNMARKED | | |
| MATTHEWS | S LN | KEININEEWOOD KD | SHARED EARE | DIRE LAINE | 520 | 13-02-13 | | |
| 82.29 | TWISTED OAKS DR | MANCHACA RD | Shared lane | SHARED LANE | 2,076 | 4 SW-4 GS-27-2 GS-4 SW | 63 | |
| 82.30 | | | WIDE CURB | WIDE CURB | 409 | 17-CL-16-5 SW | 63 | |
| 82.31 | WOODHUE | FOREST WOOD | SHARED LANE | SHARED LANE | 1,003 | 4 5SW-19-CL-12 | 63 | |
| 82.33 | FORESTWOOD DR | COOPER LN | WIDE CURB | WIDE CURB | 2,177 | 18-CL-17-2 GS-4 SW | 63 | |
| MATTIE | 5107 07 F | | | 000000000000000000000000000000000000000 | 0.500 | | | |
| 157.03 | | | | SHARED LANE | 2,532 | 8P-10-CL-10-8P* 7P-14UNMARKED-7P* | | |
| MC ANGU | IS RD | TOM MILLER | NO KOAD | SHARED EARL | 007 | | | |
| 372.04 | FM 973 | ELROY RD | Shared lane | BIKE LANE | 12,586 | 12.5-CL-12.5 | | |
| MC CALLE | | HOWARD | WIDECUR | RIVELANE | 5 390 | 15 15 22MED 15 15 | | |
| MC CARTY | / LN | HOWARD | WIDE CORD | DIKE LAINE | 3,370 | 13-13-22MED-13-13 | | |
| 5.01 | US 290 W | BECKETT | Shared lane | SHARED LANE | 3,654 | 25 UNMARKED | | |
| MC CLOSE | KEY | | 10.0040 | | 001 | 00 10 OL 10 00* | | |
| IST.04 | | MENDEZ 31 | | SHAKED LANE | 301 | or-IU-UL-IU-OF | | |
| 69.10 | US 183 | BURLESON | SHARED LANE | BIKE LANE | 5,519 | 5 SW-5 GS-12-13-20 M-12-12-10 GS-5 SW | | |
| 69.12 | ONION CREEK | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 9,416 | 12-12-16 M-12-12 | | |
| 69.11 | BURLESON RD | | | BIKE LANE | 6,263 | 12-12-18 M-12-12-3 GS-7 BL | | |
| 69.15 | COLTON BLUFF SPRINGS | THAXTON RD. | NO ROAD | BIKE LANE | 3,099 | 5B-12-12-12CTL-12-12-5B* | | |
| MC NEIL D | R | | | | | | | |
| 114.01 | US 183 | | SHARED LANE | BIKE LANE | 5,613 | 12-12-10 CTL -12-12 | | |
| 114.02 | | CITY LIMIT | WIDE CURB | BIKELAINE | 2.046 | 12-12-10 MED -12-12 15-15-21 MED -15-15 | | |
| 114.04 | CITY LIMIT | HOWARD LN W | SHARED LANE | BIKE LANE | 5,499 | 13.5-13.5-22MED- 13.5-13.5 | | |
| 301.03 | SH 45 | HOWARD | WIDE SHOULDER | WIDE SHOULDER | 12,551 | 10.5SH- 11-11- CL- 11-11- 10.5SH | | _ |
| 380.16 | | | WIDE CURB | BIKELANE | 1.949 | 22-CL-22 | | |
| 21.06 | HYMEADOW | BROADMEADE | SHARED LANE | SHARED LANE | 3,320 | 10-10-CL-10-10 | | |
| MEARNS N | AEADOW BLVD | | | | | | | |
| 312.02 | BOYER BLVD | QUAIL VALLEY | WIDE CURB | BIKE LANE | 2,376 | 4SW-3GS-41-3GS-4SW | | |
| MEDICAL | QUAIL VALLEY | PARKHELD | DIKE LANE | DIKE LANE | 2,538 | 4377-0G3-2U-CL-2U-4G3-45W | | |
| 37.10 | 39 HALF ST W | 45TH ST W | WIDE CURB | BIKE LANE | 2,892 | 15-CL-15 | | |
| 37.11 | 38TH ST W | 39 TH HALF ST W | SHARED LANE | BIKE LANE | 790 | 5SW-14.5-12.5-5SW | - | - |
| 37.12 | 34TH ST W | 38TH ST W | SHARED LANE | BIKE LANE | 1,067 | 55W-10-10.5-10.5-10-5SW | | |
| 25.12 | ROBERT E. LEE RD | BLUEBONNET LANE | BIKE LANE | BIKE LANE | 883 | 4.5BL-14-CL-15.5-4.5BL | | |
| MELROSE | TRL | | | | | | | |
| 302.04 | MCNEIL | HEINEMANN | WIDE CURB | BIKE LANE | 2,150 | 20-CL-20 | | |
| 157.06 | MCCLOSKEY ST | ANTONE ST | NO ROAD | SHARED LANE | 509 | 8P-10-CL-10-8P* | | |
| MERRILLTC | WN DR | | | | | | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|--------------------------|----------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 347.02 MERRIWOO | BRATTON DD DR | WELLS BRANCH | BIKE LANE | BIKE LANE | 3,380 | 7P-4B-10-CL-10-4B-7P | | |
| 45.01 MESA DR | FLOURNOY DR. | EBERHART LN. | WIDE CURB | BIKE LANE | 1,623 | 20-CL-20 | | |
| 23.17 | HYRIDGE | GREENMOUNTAIN LN | WIDE CURB | BIKE LANE | 370 | 6SW-20-CL-21-6SW | | |
| 23.18 | GREENMOUNTAIN LN | | BIKE LANE | BIKE LANE | 1,537 | 6SW-20-CL-21-6SW | | |
| 23.19 | | | BIKELANE | | 345 | 65W-20-CL-21-65W | 04 | |
| 23.20 | STECK AVE | | BIKELANE | BIKELANE | 2,052 | 4BL-10-10-9-10-10-4BL | 70 | |
| 23.22 | SPICEWOOD SPRINGS RD | FAR WEST BLVD | BIKE LANE | BIKE LANE | 5,312 | 5SW-4BL-16-1CL-16-4BL-5SW | | |
| 23.23 | FAR WEST | SIERRA | BIKE LANE | BIKE LANE | 2,161 | 4BL-14-1CL-14-4BL | | |
| 323.08 | SIERRA DR | DRY CREEK | BIKE LANE | BIKE LANE | 3,521 | 5B-15-CL-15-5B | | |
| 323.09 | DRY CREEK | FM 2222 | BIKE LANE | BIKE LANE | 1,897 | 11.5-11.5-14CTL-11.5-11.5 | | |
| METRIC BL | VD | 22.4.452 | BUKE LANE | BU/E 1 4 1 / E | | | | |
| 39.01 | BITTERN HOLLOW | BRAKER | BIKELANE | BIKE LANE | 4,841 | 6 SW-16-16-80 M-16-16-6 SW | | Y |
| 39.02 | BRAKER | | | | 3 520 | 6 SW-GS-18-13-13 M-13-18-6 SW | 77 | T V |
| 39.04 | RUTIAND | RUNDBERG | BIKELANE | BIKELANE | 2 594 | 6 SW-4 GS-7 BI -11-14-15 M-12-12-7 BI -4 GS-6 SW | // | Y |
| 39.05 | RUNDBERG | US 183 | BIKE LANE | BIKE LANE | 1,975 | 12-12-16 MED -10-10 | | |
| 47.08 | HOWARD | PARMER | BIKE LANE | BIKE LANE | 7,109 | 16-13-16 MED -13-16 | | Y |
| 47.09 | PARMER LN W | LAMPLIGHT VILLAGE | BIKE LANE | BIKE LANE | 1,979 | 15-15-14 MED -15-15 | 75 | Y |
| 47.10 | LAMPLIGHT VILLAGE | BITTERN HOLLOW | BIKE LANE | BIKE LANE | 3,134 | 15-15-14 MED -15-15 | 75 | Y |
| MIDDLE FIS | RVILLE RD | CRADY | | | 0.200 | ASINI EC 07 EC ASINI | | |
| MILLWRIG | | GRADI | SHARED LAINE | SHARED LAINE | 2,307 | 4311-30-27-30-4311 | | |
| 23.01 | LAKE CREEK PKWY | ANDERSON MILL | BIKE LANE | BIKE LANE | 3,604 | 20-CL-20-4BL | | |
| 18.18 | MARQUETTE | PATTON | WIDE CURB | WIDE CURB | 830 | 15-CL-15 | | |
| MISSION C | REPUBLIC OF TEXAS BLVD | SOUTHWEST PKWY | WIDE CURB | BIKELANE | 948 | 26-CL-26 | | |
| MISTING F. | ALLS TRL | | THE CORE | DIRE D'UTE | 740 | 20 62 20 | | |
| MONTEREY | OAKS BLVD | MORADO | BIKE LANE | BIKE LANE | 605 | 6 SW-5 BL-14-CL-14-5 BL-6 SW | | |
| 115.04 | US 290 W SVRD WB | US 290 W SVRD EB | WIDE CURB | BIKE LANE | 330 | 15-15-CL-15-15 | | |
| 115.05 MONTOPC | | MOPAC | SHARED LANE | BIKE LANE | 5,04/ | 18 UNMARKED | | |
| 65.02 | US 183 | FAIRWAY | SHARED LANE | BIKELANE | 6711 | 4.5.SW-10-11-CL-11-10-4.SW | | |
| 65.03 | FAIRWAY | RIVERSIDE | SHARED LANE | BIKELANE | 1.275 | 4 SW-5 GS-10-11-CI-11-10-4 GS-5 SW | | |
| 65.04 | RIVERSIDE | GROVE BLVD | SHARED LANE | BIKE LANE | 2,121 | 10-11-CL-10-11-1 GS-6 SW | | |
| 65.05 | GROVE | OLTORF | SHARED LANE | BIKE LANE | 2,336 | 12-11-50 M-11-12-2 GS-6 SW | | |
| 65.06 | OLTORF ST | BEN WHITE | SHARED LANE | BIKE LANE | 1,127 | 12-13-30 M-13-13-5 SW | | |
| 65.07 | BEN WHITE BLVD | BURLESON | SHARED LANE | BIKE LANE | 3,055 | 6 SW-3 GS-11-11-17 M-10-11-4 GS-6 SW | 30 | |
| MOORE RE | | THANTON DD | 10.0040 | DIKELANIE | 11.005 | 50 10 10 10 00 UED 10 10 10 50* | | |
| 86.11 | | THAXION RD. | | BIKELANE | 15 913 | 5B-12-12-12-23MED-12-12-12-5B* | | |
| 86.13 | EM 973 | MAHA LOOP RD. | WIDE CURB | BIKELANE | 12,539 | 15-CI-15 | | |
| MOPAC TO | O SHOAL CREEK CONNECTOR | 1111112001 ND. | 1102 0010 | Bitte Er titte | 12,007 | | | |
| 905.06 | MOPAC | Shoal Creek | NONE | MULTI-USE PATH | 1,399 | | | Y |
| 905.07 | MORAC | | NONE | MULTILUSE PATH | 1 522 | | | |
| MOPAC TE | | | NONE | MOEII-03ET AIT | 1,522 | | | |
| | PROPOSED NORTHERN WALNUT | | | | | | | |
| 905.01 | CREEK TRAIL | EXISTNIG SIDEWALK | NONE | MULTI-USE PATH | 220 | | | |
| 905.02 | END OF SIDEWALK | END OF SIDEWALK | MULTI-USE PATH | MULTI-USE PATH | 2,830 | 5' SIDEWALK | | |
| 905.03 | END OF SIDEWALK | E SIDE OF MOPAC EXPY | NONE | MULTI-USE PATH | 3,363 | | | |
| 905.05 | DUVAL RD | NORTHLAND | NONE | MULTI-USE PATH | 28,829 | | | |
| 10.03 | | | | RIVELANE | 1.045 | 4 SW 11 11 CL 11 11 4 SW | | |
| 10.03 | MEDIAN BEGINS | MORADO CV | SHARED LANE | BIKELANE | 402 | 6 SW-11-11-CI-11-11-6 SW | | |
| 10.05 | MORADO CV | JOLLYVILLE | SHARED LANE | BIKE LANE | 1,321 | 5 SW-5 GS-11-11-3 M-11-11-5 GS-5 SW | | |
| MORGAN | LN | | | | | | | |
| 374.02 | CLAWSON | BANISTER | SHARED LANE | BIKE LANE | 2,952 | 12.5-CL-12.5 | | |
| MORROW | ST | | WIDE CUER | DIKELANIE | 0.5 | | | |
| 20.07 | | MULLEN DR | WIDE CURB | BIKE LANE | 356 | 45W-3G5-22-2G-35CREEK-2G-18-4SW | | |
| 20.08 | | | | BIKE LAINE | 2,442 | 13 5-CL-13 5-4GS-4SW | | |
| 20.07 | LAMAR BLVD N | GUADALUPE ST | BIKELANE | BIKELANE | 846 | 3BI-14-CI-14-3BI-5GR | | |
| MOUNT BO | DNNELL DR | | Dire Dirite | | 0+0 | | | |
| 336.01 | MT BONNELL RD | EDGEMONT DR | WIDE CURB | BIKE LANE | 1,580 | 15-CL-15 | | |
| 36.01 | FM 2222 | TORTUGA TRL | WIDE CURB | BIKE LANE | 831 | 20-CL-20 | - | - |
| 36.02 | TORTUGA TRL | FALL TRL | WIDE SHOULDER | BIKE LANE | 8,490 | 3SH-12-CL-12-3SH | | |
| 36.03 | FALL TRL | 35TH ST W | WIDE CURB | BIKE LANE | 2,663 | 18-CL-18 | | |
| | | ST FLUO | | | 0/0 | 12.5.01.12.5 | | |
| 74.02 | REDD | ST. ELMO | WIDE CURB | WIDE CUPB | 262 | 5 SW-39 | | |
| MOUNTAI | N RIDGE DR | 51. LUNO | THE CORD | THE CORD | 013 | | | |
| 23.14 | CAPITAL OF TEXAS HWY | MOUNTAIN PATH CIR | WIDE CURB | WIDE CURB | 1,195 | 5SW-20-CL-20-5SW | | |
| 23.15 | MOUNTAIN RIDGE CIR | HYRIDGE | WIDE CURB | WIDE CURB | 1,169 | 40 UNMARKED | | |
| MUELLER B | LVD | | | | | | | |
| 159.01 | 51ST ST E | ALDRICH ST | NO ROAD | BIKE LANE | 1,908 | 7P-6BL-10.5-11-18-11-10.5-6BL-7P* | | |
| 159.02 MUELLED T | 5151 ST E | ALDRICH ST | NO ROAD | BIKE LANE | 1,241 | 8P-5BL-10-10-18MED-10-10-5BL-8P* | | |
| 906.01 | IH 35 N SVRD NB | ZACH SCOTT ST | MULTI-USE PATH | MULTI-USE PATH | 5,168 | GRAVEL TRAIL | | |
| 906.02 | ZACH SCOTT ST | ZACH SCOTT ST | MULTI-USE PATH | MULTI-USE PATH | 4,224 | GRAVEL TRAIL | | |
| 906.03 | AIRPORT BLVD | MANOR RD | NONE | MULTI-USE PATH | 4,405 | | | |
| 906.04 | 51ST ST E | MANOR RD | NONE | MULTI-USE PATH | 2,943 | | | |
| 906.05 | TILLEY ST | IH 35 | MULTI-USE PATH | MULTI-USE PATH | 4,061 | | | |
| 906.06 | | IH 35 | NONE | MULTI-USE PATH | 3,744 | | | |
| 706.0/ | | | NONE | MULTI-USE PATH | 3,406 | | | |
| 906.09 | LANCASTER DR | MUELLER BLVD | MULTI-USF PATH | MULTI-USE PATH | 1.222 | 12' PAVED | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 19 of 38 Page 19 of 38

| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|---------------------|--------------------------------|----------------------------|----------------------------|--------------------------|---------------------|---------------------------------------|-----------------------------|
| 906.10 | MUELLER BLVD | BERKMAN DR | NONE | MULTI-USE PATH | 1,458 | | |
| 39.08 | TEAKWOOD | WOOTEN PARK DR | WIDE CURB | BIKE LANE | 1,165 | 22-CL-22 | |
| 120.10 120.11 | DEER TRACK PONY CHASE | PONY CHASE DUVAL RD | SHARED LANE SHARED LANE | BIKE LANE BIKE LANE | 2,231 2,438 | 24 UNMARKED 24 UNMARKED | |
| 55.12 55.13 | EAST AVENUE CHICON ST. | CHICON ST END OF ROAD | WIDE CURB SHARED LANE | BIKE LANE SHARED LANE | 2,096 750 | 15-CL-15 21 UNMARKED | |
| NASSAU D 326.04 | R Northridge | BRIARCLIFE | WIDE CURB | WIDE CURB | 811 | 28 UNMARKED | |
| NATICK LN | | | WIDE CUPB | BIKELANE | 875 | 15.01-15 | |
| NAVASOT | A ST | | WIDE CORD | | 0/3 | | |
| 148.15 NEEDHAM | IATH ST E | 11TH ST E | WIDE CURB | BIKE LANE | 2,318 | 15-CL-15 | |
| 303.06 NEENAH A | SOUTH BAY LN. .VE | ESCARPMENT BLVD | SHARED LANE | BIKE LANE | 3,907 | 12-CL-12 | |
| 104.06 | PARMER LN | OLIVE HILL END OF ROAD | SHARED LANE | BIKE LANE BIKE LANE | 1,537 | 13.5-13.5-16MED-13.5-13.5 21-CI-21 | |
| 104.08 | END OF ROAD | END OF ROAD | NO ROAD | BIKE LANE | 4,723 | 5B-12-12-12CTL-12-12-5B* | |
| 314.08 | LONGHORN BLVD | END OF NEILS THOMPSON DR | WIDE CURB | BIKE LANE | 1,269 | 22-CL-22 | Y |
| NELLIE ST 347.26 | NEWTON | CONGRESS AVE | WIDE CURB | WIDE CURB | 388 | 16-CL-16 | |
| 186.01 | WESTGATE BLVD. | SANFORD DR. | WIDE CURB | BIKELANE | 795 | 20-CI-20 | |
| NEW ROAL | D | | | | 11.094 | 50 10 10 10 TH 10 10 50* | |
| 75.01 | PEARCE LN | ELROY RD | NO ROAD | BIKE LANE | 7,579 | JD=12=12=12C1E=12=JD | |
| 77.10 | SH 71 E PEARCE | PEARCE LN EAGERQUIST RD | NO ROAD | BIKE LANE | 13,624 | | |
| 77.12 | FAGERQUIST RD | FM 812 | NO ROAD | BIKE LANE | 12,841 | | |
| 302.14 | ANDERSON MILL | PROPOSED ROUTE | NO ROAD | BIKE LANE BIKE LANE | 6,417 | | |
| 369.01 | SLAUGHTER LN E (POTENTIAL | COULVER RD. | NO ROAD | BIKE LANE | 10,687 | | |
| NEWNING | AVE | | | | 0.0.40 | 10.01.10 | |
| NEWTON S | ACADEMI T | ANNIE | SHARED LANE | SHARED LANE | 2,848 | 13-CL-13 | |
| 347.27 NIGHT SKY | NELLIE WAY | JOHANNA | WIDE CURB | WIDE CURB | 3,130 | 15-CL-15 | |
| 73.11 NILES RD | BUENOS AIRES PKWY | PILAND TRIANGLE | NO ROAD | BIKE LANE | 15,257 | | |
| 29.10 | HARTFORD RD. | WEST LYNN ST | WIDE CURB | WIDE CURB | 1,208 | 32 UNMARKED | |
| 347.16 NORTH HA | ROCK HOLLOW LN | RUNDBERG | SHARED LANE | BIKE LANE | 1,041 | 4SW-5G-27-5G-4SW | |
| 26.04 | GASTON PLACE | NORTH EAST | WIDE CURB | BIKE LANE | 1,832 | 20-CL-20 | |
| NORTH HIL | LS DR | DAL CONFEEDR | | | 1,121 | | |
| 321.05 | HART LN | VILLAGE CENTER DR | WIDE CURB | BIKE LANE | 463 | 20-CL-20 20-CL-20 | |
| 321.06 | VILLAGE CENTER DR OP BLVD W | WOOD HOLLOW DR | WIDE CURB | WIDE CURB | 945 | 20-CL-20 | |
| 28.06 | WOODVIEW | GUADALUPE ST | BIKE LANE | BIKE LANE | 5,927 | 5SW-3BL-9.5-10-9.5-3BL-5SW | Y |
| NORTH PL | ATT RIVER DR | AVEF | BIKE LANE | BIKE LANE | 2,038 | 4SW-3BL-9.5-10-9.5-3BL-4G-4SW | Ť |
| 31.59 | BILBROOK PL. | WATCHFUL FOX DR. | WIDE CURB | WIDE CURB | 1,737 | 15-CL-15 | |
| 57.14 | RUNDBERG | PARK PLAZA | WIDE CURB | BIKE LANE | 2,817 | 5SW-17-CL-17-5SW | |
| 47.23 | US 183 SVRD | US 183 SVRD | WIDE CURB | BIKE LANE | 153 | 6SW-18.5-18.5 | |
| 47.24 | US 183 PRINCE | PRINCE CRESTLAND | WIDE CURB BIKE LANF | BIKE LANE BIKE LANF | 1,029 | 6SW-18.5-18.5 5SW-6BL-13.5-12.5-6 | |
| NORTHEAS | ST DR | | | | 2,470 | | |
| 26.05 | NORTH HAMPTON | US 290 E | WIDE CURB | BIKE LAINE | 3,478 | 4SW-3GS-20-CL-20-3GS-4SW | |
| 26.06 NORTHERN | WILLAMETTE I WALNUT CREEK | NORTH HAMPTON | BIKE LANE | BIKE LANE | 529 | 5BL-32-5BL | |
| 908.03 | PEGOTTY | BERRYWOOD | NONE | MULTI-USE PATH | 30,848 | | |
| 908.02 | IH 35 | PEGOTTY | NONE | MULTI-USE PATH | 27,247 | | Y |
| NORTHRID | GE DR | 72 114 22 414 | | | 020 | | |
| 326.03 | NASSAU | BELFAST | WIDE CURB | BIKE LAINE | 961 | 15-CL-15 | |
| NORTHWE | STERN AVE TO BOGGY CREEK PA | IRK | | | | | |
| 903.08 | | BOGGY CREEK TRAIL | NONE | MULTI-USE PATH | 467 | | |
| 40.01 | PECOS ST. | MARIA ANNA | WIDE CURB | WIDE CURB | 379 | 4 SW-18-CL-19 | |
| 40.05 | JEFFERSON | JEFFERSON HARRIS | BIKE LANE WIDE CURB | BIKE LANE | 692 | 3 BL-12-CL-12-3 BL 15-CL-15 | |
| NORWOO 77.08 | DUNI AP RD S | NORWOOD | | BIKFLANF | 3 623 | | |
| 77.09 | DEAD END | SH 71 E | WIDE CURB | BIKE LANE | 6,564 | 15-CL-15 | |
| 61.13 | NUCKOLS CROSSING RD | NUCKOLS CROSSING RD | SHARED LANE | BIKE LANE | 1,462 | 11-CL-11 | Y |
| 84.23 | PLEASANT VALLEY | THAXTON RD. | | | 3,510 | 11.5-CL-11.5 | |
| 361.01 | ST ELMO | PARELL PATH | SHAKED LANE | BIKE LANE | <u>3,949</u> 910 | 20-CL-10 20-CL-10 | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------------|---------------------------------|------------------------------------|----------------------------|--------------------------|----------------|---|-----------------|----------------|
| 361.03 84.22 NUECES ST | PARELL PATH OLD LOCKHART RD. | PLEASANT VALLEY PLEASANT VALLEY | SHARED LANE SHARED LANE | BIKE LANE SHARED LANE | 2,942 2,426 | 10-CL-10 11.5-CL-11.5 | | |
| 31.14 | GUADALUPE | 26TH ST W | BIKE LANE | BIKE BOULEVARD | 1,501 | 8 P -4 BL -10-10-8 P | | Y |
| 31.15 | 26TH ST W | 24TH ST W | BIKE LANE | BIKE BOULEVARD | 994 | 18 P -12.5-5 BL | | Y |
| 31.16 | 24TH ST W | MLK BLVD W | BIKE LANE | BIKE BOULEVARD | 1,988 | 18 P - 11 - 4.5 BL | | Y |
| 31.18 | 18TH ST W | 181H ST W | SHARED LANE | BIKE BOULEVARD | 2 202 | 8P-12-CL-12-8P | | Y |
| 31.21 | 12TH ST W | 6TH ST W | SHARED LANE | BIKE BOULEVARD | 2,229 | 8 P -12-CL-12-8 P | | Ý |
| 31.22 | 6TH ST W | 5TH ST W | WIDE CURB | BIKE BOULEVARD | 363 | 13 P -17-CL-17-13 P | | Y |
| 31.23 | 5TH ST W | 4TH ST W | WIDE CURB | BIKE BOULEVARD | 345 | 30-CL-30 | | Y |
| 31.24 | | 2ND ST W | | SHARED LANE | 365 | 11-CL-11-8P | | Y |
| 31.26 | 2ND ST W | CESAR CHAVEZ W | NO ROAD | SHARED LANE | 352 | 11-CL-11-8P* | | Y |
| OAK KNOL | L DR | | | · | | | | |
| 120.06 | FIREOAK DR | US 183 | WIDE CURB | BIKE LANE | 2,581 | 15-CL-15 | 57 | |
| 82.05 | | | WIDE CURB | BIKELANE | 2.054 | 18.5-CL-18.5 | | |
| OAK SPRIN | IGS DR | SOUTHDROOK DK. | WIDE CORD | DIRE DAINE | 2,004 | 10.0-CE-10.0 | | |
| 50.22 | WEBBERVILLE | AIRPORT | WIDE CURB | BIKE LANE | 2,224 | 21-CL-20-4SW | | |
| 50.23 | AIRPORT BLVD | SPRINGDALE | WIDE CURB | BIKE LANE | 2,380 | 21-CL-21-4SW | | |
| 57.07 | | | | | 3.043 | | | |
| OAK VIEW | DR | OAKIKE | SHAREDEARE | SHARED EARLE | 5,045 | | | |
| 120.04 | YAUPON | FIREOAK DR | WIDE CURB | BIKE LANE | 6,322 | 20-CL-20 | | |
| OAKCLAIR | | | | WIDE CUER | 0.700 | | | |
| OAKHURST | AVE | | WIDE CURB | VVIDE CUKB | 2,/23 | | | |
| 329.01 | BELMONT PKWY | 29TH ST W | WIDE CURB | BIKE LANE | 712 | 15-CL-15 | | |
| OCEANAIR | E BLVD | | | | | | | |
| 323.03 | BALCONES CLUB DR. | US 183 | SHARED LANE | BIKE LANE | 584 | 5SW-10NB-11NB-20SB | | |
| 16.10 | BURNET | SPEARMAN DR | BIKELANE | BIKELANE | 2 953 | 48I - 14-CI - 14-48I | | Y |
| 16.11 | SPEARMAN | CONTOUR | BIKE LANE | BIKE LANE | 483 | 4BL-14-CL-14-4BL | | Ý |
| 16.12 | CONTOUR | PAYTON GIN | BIKE LANE | BIKE LANE | 1,574 | 4BL-14-CL-14-4BL | | |
| OLANDER S | | 10111010 | | | 201 | | | |
| 148.13 | | 131H SI E | SHARED LANE | BIKE LANE | 381 | 11.5-CL-11.5 | | |
| 180.03 | CITY LIMIT | WILLIAM CANNON DR | WIDE CURB | BIKE LANE | 12,814 | 15-CL-15 | | |
| 180.02 | SH 71 W | CITY LIMIT | WIDE CURB | BIKE LANE | 2,164 | 15-CL-15 | | |
| OLD FREDE | RICKSBURG RD | US 000 W/ | | DIKELANIE | 107 | | | |
| 380.02 | | | SHARED LANE | BIKELANE | 1 1 5 3 | 14-11-CL-11-14 5SW-25 | | |
| 380.04 | WESTCREEK | SMITHOAK | WIDE CURB | BIKE LANE | 865 | 6SW-21-12GS-4SW | | |
| OLD HWY 2 | 20 | | | | | | | |
| 371.01 | FM 973 | KIMBRO | WIDE CURB | BIKE LANE | 10,580 | 18-CL-18 | | |
| 339.01 | | | SHARED LANE | BIKELANE | 2 456 | 11-CL-12-6 SW | | |
| OLD LOCK | HART RD | | STIVILED EVITE | DIREERINE | 2,400 | | | |
| 88.31 | SLAUGHTER LN. | FM 1625 | Shared lane | BIKE LANE | 8,966 | 13-12-CL-12-13 | | Y |
| 188.01 | APPROX 1500 FT N OF RINARD | FM 1625 | Shared lane | BIKE LANE | 17,127 | 13-12-CL-12-13 | | |
| | | | | | | | | |
| 25.41 | RIDDLE RD | DREW LN | Shared lane | Shared lane | 1,127 | 20 UNMARKED | | |
| 25.42 | DREW LN | MANCHACA RD | Shared lane | Shared lane | 2,197 | 12-CL-12 | | |
| OLD MANO | DR RD | B. (55.44) | | | (0) 7 | 15.01.15 | | |
| | | DAFFAN | WIDE CURB | WIDE CURB | 6,217 | 15-CL-15 | | |
| 33.30 | FM 1626 E | FUTURE SH 45 | SHARED LANE | WIDE SHOULDER | 12,410 | 13-CL-13 | | |
| OLD SPICE | WOOD SPRINGS RD | | | | | | | |
| 7.05 | SPICEWOOD SPRINGS RD | SPICEWOOD SPRINGS RD | WIDE CURB | BIKE LANE | 2,092 | 15-CL-15 | | |
| 15.04 | | | SHARED LANE | SHARED LANE | 2 037 | 10.5-CI -10.5 | 101 | Y |
| OLMOS DR | | MEDERNESS DR | STIV ILLE EVITE | STIVALED EVAL | 2,007 | | 101 | |
| 57.05 | DEAD END | WALNUT CREEK DR | SHARED LANE | SHARED LANE | 280 | 26 UNMARKED | | |
| OLSON DR | | | WIDE CURR | | 1.002 | 21 CL 21 | | |
| OLTORF ST | | | MIDE CURB | DINE LAINE | 1,273 | | | |
| 68.17 | WILLOW CREEK | PLEASANT VALLEY | BIKE LANE | BIKE LANE | 1,340 | 6 SW-3 BL-11-10-10LT-10-11-4 BL- 6 SW | | |
| 68.18 | PLEASANT VALLEY | MONTOPOLIS | BIKE LANE | BIKE LANE | 7,352 | 5 SW-4 BL-10-10-10TL-10-10-4 BL-6 GS-6 SW | | |
| 72.01 | LAMAR BLVD S | 5 5TH ST | SHARED LANE | BIKE LANE | 2,610 | 45W-11GS-9.5-10-CL-10-7.5-11GS-4SW | | |
| 72.02 | IH 35 | BURLESON | SHARED LANE | BIKE LANE | 1,978 | 4\$W-8G\$-11-11-12.5TL-12-10 | | |
| ONION CR | EEK GREENWAY | | | | | | | |
| 963.01 | S OF FUTURE SH 45 | IH 35 | NONE | MULTI-USE PATH | 20,099 | | | |
| 963.02 | IH 35 CITY LIMIT | CITY LIMIT | NONE | MULTI-USE PATH | 21,003 | | | |
| 703.03 | ONION CREEK PARK W | | | | 0,000 | | | |
| 963.04 | BOUNDARY | E WILLIAM CANNON DR | NONE | MULTI-USE PATH | 12,176 | | | |
| 963.05 | E WILLIAM CANNON DR | MCKINNEY FALLS PKWY | NONE | MULTI-USE PATH | 18,128 | | | |
| 963.06 | MCKINNEY FALLS PKWY | US HWY 183 | NONE | MULTI-USE PATH | 9,926 | | | |
| 963.07 | CITY LIMIT | | NONE | MULTI-USE PATH | 2,851 | | | |
| 963.09 | CITY LIMIT | BURLESON RD / CITY LIMIT | NONE | MULTI-USE PATH | 5,887 | | | |
| 963.10 | BURLESON RD / CITY LIMIT | FM 973 | NONE | MULTI-USE PATH | 9,726 | | | - |
| 963.11 | FM 973 | CITY LIMIT | NONE | MULTI-USE PATH | 4,064 | | | |
| 963.12 | SH 130 | SH 130 SH 71 F | NONE | MULTI-USE PATH | 5,239 | | | |
| 963.14 | SH 71 E | COLORADO RIVER | NONE | MULTI-USE PATH | 24,025 | | | |
| ONION CR | EEK PKWY | | | | | | | |
| 88.26 | OLD SAN ANTONIO RD. | IH 35 | NOROAD | BIKELANE | 2,037 | 12 12 CL 12 | | |
| 00.2/ | ULU JAN ANTONIO KU. | 111 JJ | JUAKED LAINE | DINE LAINE | 5/Z | 12-12-U-12 | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 21 of 38 Page 21 of 38

| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|--------------------------------|--------------------|---------------------------|------------------------|-------------------------|--------------|--|-----------------|----------------|
| # 88.28 IH 35 | | PINEHURST DR. | WIDE CURB | BIKE LANE | 897 | 15-15-16MED-15-15 | | |
| ONION ST 353.01 7TH ST | E | 4TH ST E | WIDE CURB | WIDE CURB | 1,082 | 20-CL-20 | | |
| ORIOLE DR 347.14 GARRE | TT RUN E | ROCK HOLLOW LN | SHARED LANE | BIKE LANE | 1,644 | 4\$W-5G-27-5G-4\$W | | |
| ORO VALLEY TRAIL | | | NONE | | 1.640 | | | |
| PACK SADDLE PAS | S | | | MUEH-USET ATT | 1,640 | | | |
| 25.25 REDD S | ST HITE BLVD | JONES RD. | WIDE CURB | BIKE LANE | 861 3,655 | 4 SW-4 GS-9-10-CL-13-10 4SW-4GS-18.5-CL-18.5 | | |
| PAIGE DR 315.01 STRATE | ORD | ROLLINGWOOD | SHARED LANE | SHARED LANE | 2,232 | 12.5-CL-12.5 | | |
| 31.57 DITTMA | AR RD | SLAUGHTER | WIDE CURB | BIKE LANE | 4,835 | 4SW-3GS-41-3GS-4SW | | |
| PALMA PLZ | | 1 ATH ST W | | | 1.017 | 20-01-20 | | |
| PALO BLANCO LN | | | WIDE CURP | WIDE CURB | 0,040 | | | |
| 376.09 TERTRD 376.10 STASSN |). IEY LN E | GEORGE ST. | WIDE CURB | BIKE LANE | 5,059 | 20-CL-20 22-CL-22 | | |
| 11.05 LAMAR | R BLVD S | VICTORY DR. | WIDE CURB | WIDE CURB | 311 | 6 SW-4 GS-26-CL-16-6 SW | | |
| PARK BEND DR | с | CEDAR BEND | WIDE CURB | BIKE LANE | 4,250 | 22-CL-22 | | |
| 332.02 RED RIV | /FR | DUVAL | WIDE CURB | | 1 797 | 4.5W-9 CS-28.8 CS-4 SW | | |
| PARK PLZ | | | WIDE CURP | DIKE LANE | 0.00 | Fitte 00 CL 00 | | |
| PARK PLZ TO FURN | ESS DR CONNECTOR | END OF ROAD | WIDE CORB | BIKE LAINE | 850 | 55W-20-CL-20 | | |
| 957.12 PARK P | PLZ | FURNESS | NONE | MULTI-USE PATH | 476 | | | |
| PARKCREST DR 23.27 FM 222 | 12 | BALCONES DR | SHARED LANE | BIKELANE | 1.022 | 11-11-1CI-11-11 | | |
| PARKER LN | | | | | 2.21/ | | | |
| 59.27 WOOD | DLAND | OLTORF | BIKE LANE | BIKE LANE | 2,216 | 5 SW-4 BL-15-CL-15-4 BL-5 SW | | |
| 59.28 OLTOR | F ST PRINGS WAY | GLEN SPRINGS PKWY | BIKE LANE | BIKE LANE | 1,247 | 5 SW-4 BL-17-CL-14-6 BL-6.5 GS-4 SW | | |
| PARKFIELD DR | | 1100BIII/IKB | THE CORE | DIRE D'IRE | 4,100 | | | |
| 47.12 BITTERN 47.13 BRAKE | N HOLLOW | BRAKER | BIKELANE | BIKE LANE | 3,038 | 2G-4SW-4G-6P-5BL-10-11-7P 4SW-5G-5P-5BL-10-10-5BL-5P-5G-4SW | | |
| 47.14 KRAME | R | RUTLAND | BIKE LANE | BIKE LANE | 5,626 | 5SW-4G-6P-5BL-13-11-5BL-6P-4G-5SW | | |
| 47.15 RUTLAN | ND . | RUNDBERG | BIKE LANE | BIKE LANE | 714 | 5SW-4BL-10-10-10-10-10-4-3SW | | |
| 47.16 RUNDB | ERG N GIN | PAYTON GIN EAIREIELD | BIKELANE | BIKELANE | 2,277 | 5SW-7P-5BL-10-13T-10-5BL-7P-6SW 5SW-7P-5BL-10-13T-10-5BL-7P-6SW | | |
| PARKSIDE LN | | TAIRTIELD | DIRE EARL | DIKE EANE | 001 | 33W-71-30E-10-131-10-30E-71-03W | | |
| 376.04 MANC | HACA RD | CANNON WOOD | WIDE CURB | WIDE CURB | 302 | 5 SW-3 GS-38 | | |
| 21.12 SPICEW | VOOD SPRINGS RD | BARRINGTON WAY | WIDE CURB | WIDE CURB | 872 | 4SW-4GS-21-1CL-20-4GS-4SW | | |
| 77.01 LITTIG | | LAKE HURON DR | NO ROAD | BIKE LANE | 9,009 | | | |
| 18.17 BERKM | AN | MIRA LOMA LN | WIDE CURB | WIDE CURB | 1,197 | 15-CL-15 | | |
| PAYNE AVE | | | WIDE CURR | WIDE CUPP | 2.051 | ESW 200 20 200 ESW | | |
| PAYTON GIN RD | IRD | WOODROW AVE | WIDE CORB | WIDE CORB | 3,231 | 55W-3G3-28-3G3-55W | | |
| 16.13 US 183 | | OHLEN RD | SHARED LANE | BIKE LANE | 1,144 | 11-10-13 CTL -11-10 | | |
| 16.14 OHLEN 16.15 PARKE | | PARKHELD | SHARED LANE | BIKELANE | 3 444 | 11-10-13 CIL -11-10 11-10-CI -11-10 | | |
| 47.17 PARKFI | ELD DR | PARKFIELD DR. | BIKE LANE | BIKE LANE | 129 | 5SW-7P-5BL-10-13T-10-5BL-7P-6SW | | |
| PEACEFUL HILL LN | D | RALDRIDGE | | WIDE CURR | 2.041 | 29.5.3.50.5 4.55.00 | 44 | |
| 45.05 BALDRI | IDGE | RALPH ALBANEDO | WIDE CURB | WIDE CURB | 1,479 | 17-5SW | 44 | |
| PEARCE LN | | | | DIVELANE | 01 700 | | | |
| 70.20 FM 973 70.21 FUTURE | PETERSON RD. | WOLF LN. | WIDE CURB | BIKE LANE | 7,191 | 15-CL-15 | | |
| PEARL ST | 1.1.4 | 2157 57 10/ | WIDE CLIPP | | 010 | 15 CL 15 | | |
| PECAN BROOK DR | YY | 213131 W | WIDE COKR | DIKE LANE | 219 | 13-CL-13 | | |
| 363.04 MANO | R RD | CRYSTALBROOK DR | WIDE CURB | BIKE LANE | 4,336 | 18-CL-18 | | |
| 323.02 LAKE C | REEK PKWY | ANDERSON MILL | BIKE LANE | BIKE LANE | 3,678 | 20-CL-20-4BL | | |
| 105.03 LAKELI | NE MALL DR | FM 620 | WIDE CURB | BIKE LANE | 2,609 | 15-15-24MED-15-15 | | |
| 105.04 FM 620 |) | US 183 | SHARED LANE | BIKE LANE | 3,485 | 12-12-30MED-12-12-12 | | |
| 105.05 US 183 PECK AVE | | LAKE CREEK PKWY | SHARED LANE | BIKE LANE | 2,527 | 12-12-14MED-12-12 | | |
| 34.07 40TH ST | ΓE | 41ST ST E | WIDE CURB | WIDE CURB | 359 | 28 UNMARKED | | |
| 23.35 35TH ST | W | GREENLEE | BIKE LANE | BIKE LANE | 4,147 | 5SW-5BL-???-5BL | | |
| 23.36 GREEN 23.37 BRIDLE | LEE PATH | BRIDLE PATH ENFIELD RD | BIKE LANE WIDE CURB | BIKE LANE WIDE CURB | 3,551 652 | 13-1CL-13 15-CL-15 | | |
| PEDERNALES ST | MAADIA | 4111 61 | WIDE CLIPP | WIDE CURR | 10 | | | |
| 34.16 SANTA 159.07 WEBBE | RVILLE RD | GONZALES ST | WIDE CURB | BIKE LANE | 62 461 | 20-CL-20 | | |
| PEGOTTY PL 363.02 RAILRC | DAD TRAIL | THOMPKINS | WIDE CURB | BIKE LANE | 1,476 | 20-CL-20 | | Y |
| PEGRAM AVE | JEDTY | | | | 202 | 21.5.101.14.5 | | |
| 322.03 VINE ST | | DAUGHERTY | WIDE CURB | BIKE LANE | 1,363 | 21.3-10L-14.3 20-CL-20 | | |
| 348.01 COMA | | CHICON ST | WIDE CURB | BIKELANE | 1 392 | 20-CL-20 | | |
| PERRY LN | IL 01 | Chicolitai | THE COND | | 1,372 | | | _ |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|-------------------------------------|---------------------------------------|----------------------------|--------------------------|-------------------|--|-----------------------------|
| 23.30 32.01 | BALCONES DR BALCONES BLVD | MADRONA MOPAC | SHARED LANE SHARED LANE | BIKE LANE SHARED LANE | 261 3,123 | 13-1CL-13 20-CL-20 | |
| 57.23 | MANOR RD | EM FRANKLIN | SHARED LANE | BIKE LANE | 207 | 13.5-13.5-MED | Y |
| PETERSON | RD | LIOKANS | | | 5.00/ | 10 CL 10 | |
| PFLUGER E | BRIDGE | HORAINS | SHARED LANE | BIKE LAINE | 3,726 | 12-CL-12 | |
| 902.01 | | CESAR CHAVEZ | MULTI-USE PATH | MULTI-USE PATH | 2,074 | 20 SIDEWALK | Y |
| 902.02 | CHAVEZ | Shoal beach | NONE | MULTI-USE PATH | 429 | | Y |
| PHILCO D | R 20D ST | ENCLEWOOD | | | 117 | | |
| PHILOMEN | IA IA | ENGLEWOOD | SHARED LANE | SHARED LAINE | 116 | 27 UNMARKED | |
| 130.01 | LANCASTER DR | MUELLER BLVD | NO ROAD | WIDE CURB | 1,380 | 8P-13.25-CL-14.75* | |
| PILAND TR | | DOC REEVES | NOROAD | WIDE CURB | 3,3/4 | 8P-13.25-CL-14.75* | |
| 73.12 | PILAND TRIANGLE | FM 812 | NO ROAD | BIKE LANE | 905 | 10-CL-10* | |
| 157.05 | MCCLOSKEY ST | ANTONE ST | NO ROAD | SHARED LANE | 509 | 8P-10-CL-10-8P* | |
| PINEHURS | | | | WIDE CURR | (0.40 | 00.01.00 | |
| PINNACLE | RD | RIVER PLANIATION DR | WIDE CORB | WIDE CORB | 6,249 | 22-CL-22 | |
| 64.08 | PEREGRINE FALCON | DUSKY THRUSH TRL | BIKE LANE | BIKE LANE | 1,874 | 4 BL-16-4 M-12-6 BL-3 GS-4 SW | Y |
| 64.09 | SILVER HILL | PEREGRINE FALCON | BIKE LANE | BIKE LANE | <u>307</u> 851 | 6 SW-10-10 IL-CL-11-10-5 SW 5 BL-14-5 M-12-6 BL-5 SW | Y Y |
| PIONEER F | ARMS DR | | | DIVELANCE | 517 | | X |
| PLAZA DR | SPRINKLE CUT OFF | BRAKER | WIDE SHOULDER | BIKE LANE | 517 | 45H - 18 - CL- 18- 45H | Ŷ |
| 57.08 | OAK TRL | WEDGEWOOD DR | WIDE CURB | WIDE CURB | 945 | 35 UNMARKED | |
| 59.18 | 12TH ST E | WEBBERVILLE RD. | BIKE LANE | BIKE LANE | 4,079 | 6SW-5BL-12-12TL-12-5BL-6SW | |
| 59.19 | WEBBERVILLE RD. | LYONS RD. | BIKE LANE | BIKE LANE | 591 | 4SW-4GS-4BL-15-CL-14-4BL-3GS-4SW | |
| 59.20 59.21 | ZTH ST F | 7TH ST E 4TH ST F | BIKE LANE SHARED LANE | BIKE LANE BIKE LANE | 1,484 | 3.5 SW-4 GS-3.5 BL-15-CL-15-3.5 BL-4 GS-4 SW 5 SW-10-10-CL-11-11-5 SW | Y |
| 59.22 | 4TH ST E | LONGHORN DAM | SHARED LANE | BIKE LANE | 2,088 | 5 SW-10-11-CL-11-10-5 SW | Ý |
| <u>59.23</u> | LONGHORN DAM | LAKESHORE | SHARED LANE | BIKE LANE | 3,086 | 3-11-11-CL-10-11-3 4 SW-30 GS-5 BL-11-10-CL-10-9-5 BL-25 GS-6 SW | 47 Y |
| 61.02 | RIVERSIDE | WILLOW HILL | SHARED LANE | BIKE LANE | 725 | 6 SW-2 GS-7-12-11-17 M-11-17-6-5 SW | Y |
| 61.03 | WILLOW HILL | | BIKE LANE | BIKE LANE | 2,262 | 6 SW-8 BL-12-11-17 M-11-12-8 BL-5 SW | Y |
| 41.05 | | | | | 1.940 | 5P 10 10 10 10 10 10 5P* | i |
| (1.00 | | END OF EXISTING PLEASANT | NOROAD | | 2 / 77 | 50-12-12-12-12-50 | 1 V |
| 61.09 | | VALLEY RD | NO ROAD | BIKE LAINE | 3,6// | 5.5M-11-CE-11. | Ť |
| 61.10 | VALLEY RD | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 9,063 | 5 SW-11-CL-11 | Y |
| 61.11 | WILLIAM CANNON DR | ONION CREEK DR | SHARED LANE | BIKE LANE | 3,893 | 5 SW-11-11-14 M-11-11-5 SW | Y |
| 61.12 | ONION CREEK DR | NUCKOLS CROSSING RD | NO ROAD | BIKE LANE | 4,559 | 5B-12-12-12CTL-12-12-5B* | Y |
| 61.14 | NUCKOLS CROSSING RD | SLAUGHTER LN E | NO ROAD | BIKE LANE | 2,094 | | Y |
| 61.16 | OLD LOCKHART RD | BRADSHAW | NO ROAD | BIKE LANE | 4,034 | 5B-12-12-12CTL-12-12-5B* | Y |
| 61.17 | BRADSHAW | FM 1327 | NO ROAD | BIKE LANE | 9,778 | 5B-12-12-12CTL-12-5B* | Y |
| 302.13 | GANYMEDE | YETT CREEK PARK | SHARED LANE | BIKE LANE | 192 | 13-CL-13 | |
| POLLYAN | NA AVE | | | | 50.4 | | |
| 347.05 | THRUSH | BRAKER | SHARED LANE | SHARED LANE | 506 | 24 UNMARKED | |
| PONCIAN | ADR | DELDWOOD | | DIVELANCE | 1 007 | | |
| 59.34 59.35 | DEADWOOD | LEMON | WIDE CURB | BIKE LANE | 1,337 | 4 SW-4 GS-21-CL-21 6 SW-3 GS-19-CL-18-4 GS-4 SW | |
| POND SPR | RINGS RD | | | | | | |
| 21.09 | SAN FELIPE BLVD | US 183 | SHARED LANE | BIKE LANE BIKE LANE | 3,083 | 20-CL-20 13-CL-14 | 56 |
| 321.02 | ANDERSON MILL | TURTLE ROCK RD | WIDE CURB | BIKE LANE | 3,074 | 20-CL-20 | 56 |
| 165.09 | HYMAN | BRANDT | SHARED LANE | SHARED LANE | 221 | 13-CL-13 | |
| PRINGLE T | O CARSON CREEK TRIB 2 CONN | IECTOR | | | | | |
| 965.10 | PRINGLE | CARSON CREEK TRIB 2 | NONE | MULTI-USE PATH | 269 | | |
| QUICKSIL | VER BLVD | | | | | | |
| 82.41 | BLUFF SPRINGS RD. SIVERSTONE DR. | SIVERSTONE DR. PLEASANT VALLEY RD. | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 2,379 | 22.5-CL-22.5 22-CL-22 | |
| QUINLAN | PARK RD | | | | _, | | |
| 101.01 RABB RD | FM 620 | RIVER BEND RD. | WIDE CURB | BIKE LANE | 28,898 | 20-10MED-20 | |
| 325.01 | ROBERT E LEE | RABB GLEN | WIDE CURB | BIKE LANE | 3,488 | 37 UNMARKED | |
| 374.04 | JAMES CASEY ST. | s congress ave. | Shared lane | BIKE LANE | 3,271 | 12-CL-12 | |
| 325.02 | | BARTON SKYWAY | | BIKELANE | 2 417 | | |
| RAIN CRE | | | | DINL LAINE | 2,41/ | | |
| 23.11 | | LOST HORIZON | | BIKELANE | 3,615 | 17-CL-17 | |
| RAINEY ST | | | | | 7,013 | | |
| 51.20 | DAVIS STREET | | | WIDE CURB | 863 | G\$-31-G\$ | |
| RALPH AB | LANEDO DR | | JHARED LAINE | | /73 | <u> </u> | |
| 45.06 386.04 | PEACEFUL HILL S 1ST ST | | SHARED LANE | SHARED LANE | 445 2.483 | 25 UNMARKED | 44 |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|----------------------------|----------------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 386.05 | | S CONGRESS AVE. | SHARED LANE | BIKE LANE | 1,481 | 13-CL-13 | | |
| 139.08 | CLARKSON AVE | MANOR RD | WIDE CURB | BIKE LANE | 754 | 15-CL-15 | | Y |
| 88.18 | KINGSGATE DR. | DESCO RD. | WIDE CURB | WIDE CURB | 1,379 | 20-CL-20 | | |
| RAYWOOD | DESCO DR. | MANCHACA RD | WIDE CORB | WIDE CORB | 6// | | | |
| 31.34 | CUMBERLAND | BARTON SKYWAY | WIDE CURB | WIDE CURB | 1,689 | 4SW-5GS-27.5-4GS-4SW | | |
| 51.02 | CLARKSON | 45TH ST E | SHARED LANE | BIKE LANE | 2,381 | 4SW-4GS-27-4GS-4SW | | |
| 51.03 | 45TH ST E | 43RD ST E | SHARED LANE | BIKE LANE | 909 | 4\$W-9-9.5-1CL-10.5-8-4\$W | | |
| 51.04 | 41ST ST E | 38TH ST E | SHARED LANE | BIKE LANE | 1,167 | 6SW-11-11.5-1CL-11.5-11-6SW | | |
| 51.06 | 38TH ST E | DEAN KEETON ST E | BIKE LANE | BIKE LANE | 3,859 | 6SW-14-10.5-9TL-10.5-12-6SW | | |
| 51.07 | CLYDE LITTLEFIELD DR | MLK BLVD E | BIKE LANE | BIKE LANE | 2,079 | 10SW-5BL-13-12-CL-10-13-5BL | | |
| 51.09 | MLK BLVD E | 15TH ST E | SHARED LANE | BIKE LANE | 1,517 | 10SW-18-11-CL-11-17-28SW | | |
| 51.10 | 15TH ST E | 12TH ST E | SHARED LANE | BIKE LANE | 795 | 4SW-4GS-16-13-CL-12-15-7SW | | |
| 51.12 | 10TH ST E | 7TH ST E | SHARED LANE | BIKE LANE | 1,079 | 5SW-12GS-19-CL-17-12GS-5SW | | |
| 51.13 | 7TH ST E | 6TH ST E | SHARED LANE | BIKE LANE | 357 | 19SW-11-11-CL-10-17-9SW 8SW-7GS-16-10-CL-17-3GS-5SW | | |
| 51.15 | 5TH ST E | 4TH ST E | SHARED LANE | BIKE LANE | 349 | 18SW-10-11-CL-11-17-7SW | | |
| 51.16 | 4TH ST E | 3RD ST E | SHARED LANE | BIKE LANE | 366 | 6SW-19-CL-19-4SW | | |
| 51.17 | CESAR CHAVEZ E | DAVIS ST | WIDE CURB | BIKE LANE | 516 | 4\$W-4NG-37-12CD | | |
| REDBUD TR | RL | | | | | | | |
| 52.02 | FOREST VIEW STRATEORD | EMMETT SHELTON BRG | SHARED LANE | SHARED LANE | 1.240 | <u>2-21-CL-23-4</u> 11-CL-16 | | |
| 52.05 | EMMETT SHELTON BRG | LAKE AUSTIN | SHARED LANE | SHARED LANE | 688 | 11-CL-16 | | |
| 52.04 | REDBUD TRL | REDBUD TRL | SHARED LANE | SHARED LANE | 924 | 11-CL-16 | | |
| REDD ST | | | WIDE CUPB | WIDE CUPB | 2 927 | 45W-4G5-14-CL-14-55W | 83 | |
| 25.24 | MANCHACA RD. | PACK SADDLE PASS | SHARED LANE | BIKE LANE | 1,230 | 5SW-13.5-CL-13.5 | 00 | |
| 74.01 | BANISTER LANE | MT. VERNON | SHARED LANE | BIKE LANE | 1,269 | 5 SW-27 | | |
| 326.02 | | CAMERON RD. | WIDE CURB | BIKE LANE | 1,923 | 6SW-41 UNMARKED | | |
| 115.01 366.02 | TRAVIS COUNTRY CIR. | MISSION OAKS BLVD. | WIDE CURB | BIKE LANE | 5,732 | 21-CL-21 | | |
| REYNOSA | DR | | | WIDE CURR | 2.2/0 | | | |
| RIATA PAR | | | WIDE CORB | | 2,367 | | | |
| 920.09 | EXISTING TRAIL | JESSICA LN | NONE | MULTI-USE PATH | 122 | CRUSHED GRANILE PATH | | |
| RIATA TRA | CE PKWY | | | | | | | |
| 120.07 | US 183 | RIATA TRACE | NO ROAD | BIKE LANE | 4,003 | | | |
| 120.08 | ALAMEDA TRACE | RIATA VISTA | SHARED LANE | BIKE LANE | 3,585 | 12-12-18MED-12-12 | | |
| 302.08 | PARMER LN W | PARMER LN W | SHARED LANE | BIKE LANE | 5,372 | 11-11-14CTL-11-11- | | |
| 25.40 | HOWELLWOOD WAY | OLD MANCHACA RD. | SHARED LANE | BIKE LANE | 1,928 | 22 UNMARKED | | |
| RIDGELINE | BLVD | | | DIVE LANS | (100 | | | |
| 305.03 | CITY LIMIT | FM 620 | SHARED LANE | SHARED LANE | 4,183 | 11-11-24MED-11-11 11-11-24MED-11-11 | | |
| 15.02 | | | WIDE CURB | WIDE CURB | 407 | 14-CL-14 | | |
| 15.03 | SUGAR SHACK | HATLEY DR | WIDE CURB | WIDE CURB | 918 | 18.5-CL-18.5 | | |
| RIO GRAN | DE ST | W T2 LITOC | | | E20 | W2A 20 C 10 W2A | | |
| 31.08 | 29TH ST W | 28TH HALF ST W | BIKE LANE | BIKE BOULEVARD | 182 | 22-CL-12-4 BL-8 SW | | Y |
| 31.10 | 28TH HALF ST W | 26TH ST W | BIKE LANE | BIKE BOULEVARD | 1,735 | 4 SW-6 GS-15-CL-11-2 BL | | Y |
| 31.12 | 24TH ST W | MLK BLVD W | BIKE LANE | BIKE BOULEVARD | 1,924 | 20-12.5-4.5 BL 20-12.5-4.5 BL | | Y |
| 31.17 | MLK BLVD W | 18TH ST W | SHARED LANE | BIKE LANE | 385 | 8 P -12-CL-12.5-4.5 B | | |
| 331.01 RIVER PLAC | T8TH ST W | 17TH ST W | WIDE CURB | BIKE LANE | 328 | 20-CL-20 | | |
| 103.05 | FM 2222 | FOUR POINTS | SHARED LANE | BIKE LANE | 1,781 | 13-14-13 MED -14-14 | | |
| 88.30 | PINEHURST DR. | BRADSHAW RD. | WIDE CURB | WIDE CURB | 6,711 | 23.5-CL-23.5 | | |
| 58.01 | RAINEY | IH 35 | WIDE CURB | BIKE LANE | 583 | 4SW-19-CL-18 | | |
| 60.01 | LAMAR BLVD S | END MEDIAN | SHARED LANE | BIKE LANE | 971 | 12-12-14 MED -12-12 | | |
| 60.02 | END MEDIAN | | SHARED LANE | BIKELANE | 953 | 12-12-14 MED -12-12 | | |
| 60.03 | RIVERSIDE DR W | RIVERSIDE DR W | SHARED LANE | BIKE LANE | 237 | 12-12-14 MED -12-12 | | |
| 60.04 | IKAFFIC CIRCLE S 1ST ST | S 1ST ST CONGRESS AVE S | SHARED LANE | BIKE LANE BIKE LANE | 1,031 | 12-12-14 MED -12-12 5 SW-11-12-12 IT-12-11-6-SW | 12 | |
| 60.06 | CONGRESS AVE S | BEGIN / END MEDIAN | SHARED LANE | BIKE LANE | 1,376 | 5 SW-8 GS-11-12-12 TL-12-11-10 SW | 12 | |
| 60.07 | BEGIN / END MEDIAN | | SHARED LANE | BIKE LANE | 3,584 | 6 SW-12-10-10M-10-10-7 SW | 12 | |
| 60.08 | S IH 35 SVRD NB | LAKESHORE BLVD | SHARED LANE | BIKE LANE | 1,537 | <u>8 SW-11-10-11-9 M</u> -10 TL-12-11-10-7.4 SW | 13 | |
| 60.10 | LAKESHORE BLVD | PARKER | SHARED LANE | BIKE LANE | 1,054 | 6 SW-5 GS-9-12-9-8 M-10 TL-12-11-11-6 GS-6 SW | | |
| 60.11 | WILLOW CREEK | PLEASANT VALLEY | SHARED LANE | BIKE LANE | 1,616 | 5 SW-21 GS-8-13-11-21-130 M-10-10-10-5 SW | | |
| 60.13 | PLEASANT VALLEY | SH 71 E | SHARED LANE | BIKE LANE | 12,124 | 8 SW-2 GS-10-11-11-9 TL-8 M-10-10-10-4 GS-5 SW | | |
| 60.14 | BEN WHITE BLVD | METRO CENTER | SHARED LANE | BIKE LANE | 2 535 | 10-10-18MED-10-10-10 15-15-CL-15-15 | | |
| | | | | SINC LANE | ∠,000 | | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 24 of 38 Page 24 of 38

| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super |
|-------------------|----------------------------|----------------------|-------------------|-------------------------|-------------|---|-----------------|-------|
| # 21.23 | HYRIDGE | CIMA SERENA | WIDE CURB | WIDE CURB | 997 | 15-CL-15 | | nouto |
| ROBERT DE | DMAN DR | | WIDE CUPP | DIKELANIE | 409 | 17.5 CL 17.5 | | |
| 46.08 | CLYDE LITTLEEIELD DR | 20TH ST E | WIDE CURB | BIKE LANE | 408 | 17.5- CL- 17.5 | | |
| 351.03 | 20TH ST E | RED RIVER | WIDE CURB | BIKE LANE | 565 | 32-CL-32 | | |
| ROBERT E | LEE RD | | | | | | | |
| 25.10 | BARTON SPRINGS RD | BARTON HILLS DR | SHARED LANE | SHARED LANE | 2,420 | 3.5-11-CL-11-2 | 70 | |
| 25.11 | BARTON HILLS DR | MELRIDGE PLACE | BIKE LANE | BIKE LANE | 1,269 | 4.5BL-14-14-4.5BL | | |
| 355.03 | HIDALGO | 5TH ST E | WIDE CURB | BIKE LANE | 711 | 20-CL-20 | | Y |
| 355.04 | 4TH ST E | SANTA MARIA | WIDE CURB | WIDE CURB | 66 | 40 UNMARKED | | |
| 355.05 | SANTA MARIA | CESAR CHAVEZ ST E | WIDE CURB | WIDE CURB | 975 | 5 SW-18-CL-18-3 GS-5 SW | | |
| 355.06 | CESAR CHAVEZ | BERGMAN AVE | WIDE CURB | WIDE CURB | 2,428 | 20-CL-20 | | |
| 347.15 | | | | | 277 | ASW 5C 27 5C ASW | | |
| ROCKMO | ORIOLE DR | NORTH CREEK DR | JHARED LAINE | SHARED LANE | 2/7 | 4311-30-27-30-4311 | | |
| 19.09 | KENNELWOOD | CHERRY LN | WIDE CURB | WIDE CURB | 516 | 15-CL-15 | | |
| ROCKWO | OD LN | | | | | | | |
| 316.02 | ROCKWOOD | BURNET RD | WIDE CURB | BIKE LANE | 1,503 | 20-CL-20 | | |
| 28.15 | BERKMAN | | BIKELANE | BIKELANE | 5 237 | 58L-13-CL-13-58L | | |
| 28.16 | MANOR RD. | REICHER | BIKE LANE | BIKE LANE | 1,368 | 13-1CL-13 | | Y |
| 28.17 | REICHER | PRESWYCK | BIKE LANE | BIKE LANE | 267 | 4SW-3GS-10.5-10.5-CL-10.5-10.5-PARKING-5G | | Y |
| 28.18 | PRESWYCK | SPRINGDALE RD | SHARED LANE | BIKE LANE | 1,301 | 4SW-8GS-13.5-CL-13.5-3GS-4SW | | Y |
| ROLLING | /OOD DR | | | | 074 | | | X |
| 64.16 | | | WIDE CURB | BIKELANE | 281 | 14-CL-16 20-CL-20 | | Y |
| ROMERIA | DR | MOLACIND | WIDE CORD | | 201 | 20-01-20 | | |
| 24.08 | WOODROW AVE | LAMAR BLVD N | WIDE CURB | WIDE CURB | 2,497 | 28 UNMARKED | | |
| ROSEWOC | DD AVE | | | | | | | |
| 50.20 | 11TH ST E | CHESTNUT AVE | WIDE CURB | BIKE LANE | 3,792 | 15-CL-15 | | |
| 50.21 | CHESINULAVE | WEBBERVILLE | WIDE CURB | BIKE LANE | 3,395 | 18-CL-19-55W | | |
| 73.08 | SH 71 E | PEARCE LN | WIDE CURB | BIKE LANE | 7,796 | 15-CL-15 | | |
| ROUNDUP | TRL | | | | | | | |
| 325.04 | WESTERN TRAILS | MANCHACA RD | SHARED LANE | BIKE LANE | 2,751 | 27 UNMARKED | | |
| ROY G. G | Jerrero Park to Hergotz Co | DNNECTOR | | | | | | |
| 965.01 | ROY G. GUERRERO PARK | HERGOTZ | NONE | MULTI-USE PATH | 1,167 | | | |
| RUIZ / GA | RCIA | | | | | | | |
| 330.07 | ALDRICH | PHILOMENA | NO ROAD | SHARED LANE | 755 | 8P-10-CL-10-8P* | | - |
| RUNDBERG | S LN | | | | | | | |
| 14.04 | BURNET RD | END OF ROAD | NO ROAD | BIKELANE | 1,084 | 5B-12-12-12CTL-12-12-5B* | | Y |
| 14.05 | | | | | 1,722 | 12-12-12 52W 2CS 2 10 11 2 13M 2 11 10 2 75W | | T |
| 14.00 | NORTHGATE | PARKFIELD | SHARED LANE | BIKELANE | 3.518 | 5SW-2GS-2-10-11-2-13M-2-11-10-2-7SW | | |
| 14.08 | PARKFIELD DR | LAMAR BLVD | SHARED LANE | BIKE LANE | 3,377 | 5SW-2GS-2-10-11-2-13M-2-11-10-2-7SW | | |
| 14.09 | LAMAR BLVD N | GEORGIAN | SHARED LANE | BIKE LANE | 1,469 | 12-12-14 MED -12-12 | | |
| 14.10 | GEORGIAN | IH 35 | SHARED LANE | BIKE LANE | 1,828 | 12-12-14 MED -12-12 | | |
| 14.11 | IH 35 | MIDDLE FISKVILLE RD | SHARED LANE | BIKE LANE | 757 | 12-12-14 MED -12-12 | | |
| 14.12 | MIDDLE FISKVILLE RD | NORTH PLAZA | SHARED LANE | BIKE LANE | 880 | 12-12-14 MED -12-12 | | |
| 14.13 | NORTH PLAZA | HANSFORD DR | SHARED LANE | BIKE LANE | 201 | 12-12-14 MED -12-12 | | |
| | | CAMERON RD / DESSAU | SHARED LANE | BIKE LAINE | 3,136 | 12-12-14 MED -12-12 | | |
| 68.01 | RABB RD | BLUEBONNET LN | SHARED LANE | Shared lane | 1,357 | 27 UNMARKED | | |
| RUNNING | BIRD LN | | | | | | | |
| 120.21 | CEDAR BEND | SHAG BARK TRL | SHARED LANE | BIKE LANE | 825 | 13-CL-13 | | |
| 239.12 | | EQUIRIBON | RIVELANE | RIKELANE | 4 228 | 9RL 14 CL 13 9RL | | |
| RUTHERFO | RD LN | | DIKLEANL | DIKLEANL | 4,220 | 66E-14-CE-13-76E | | |
| 57.18 | FURNESS | CAMERON RD. | BIKE LANE | BIKE LANE | 2,489 | 6SW-5BL-11-11M-11-5BL-6SW | | |
| 359.03 | CAMERON | US 183 | SHARED LANE | BIKE LANE | 3,009 | 13-11-13 CTL -11-13 | | |
| RUTLAND | | METRIC | | RIVELANIE | 2.050 | | | |
| 314.11 | | | SHARED LANE | SHARED LANE | 5,052 | 10-11-10 CIL-11-10 | | Ť |
| 314.13 | MOUNTAIN QUAII | PARKFIFLD DR | SHARED LANE | SHARED LANE | 1.418 | 10-17CII-10 | | - |
| S 1ST ST | | | | | ., | | | |
| 933.18 | CESAR CHAVEZ ST E | RIVERSIDE DR E | MULTI-USE PATH | MULTI-USE PATH | 3,525 | 12 SIDEWALK | | |
| 33.19 | RIVERSIDE DR. | BARTON SPRINGS | SHARED LANE | BIKE LANE | 559 | 4SW-10-12-13TL-CL-11-11.5-5GS-4.5SW | | |
| 33.20 | BARTON SPRINGS RD | OLTORF | SHARED LANE | BIKELANE | 6,692 | 11-11-CL-11-11 10-11-CL-11-10 | | |
| 33.21 | | | SHARED LANE | | 4,024 | 10-11-CL-11-10 | | |
| 33.24 | BEN WHITE BI VD | ST ELMO | SHARED LAINE | BIKE LANF | 2,129 | 10.5-10.5-CL-10.5-10. | | |
| 33.25 | ST ELMO | STASSNEY | SHARED LANE | BIKE LANE | 5,349 | 11-11-CL-11-11 | | |
| 33.26 | STASSNEY | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 4,596 | 11-11-CL-11-11 | | |
| 33.27 | WILLIAM CANNON DR | DITTMAR | SHARED LANE | BIKE LANE | 5,184 | 11-11-CL-11-11 | | |
| 33.28 | DITTMAR | SLAUGHTER | SHARED LANE | BIKELANE | 4,773 | 11-11-CL-11-11 | | |
| 33.29 | SLAUGHIER LN. | EM 1626 | SHARED LANE | BIKELANE | 11,150 | 12-12-MED | | |
| S 3RD ST | | | | DIKL LAINE | 16/ | / 311-10-10-CE-10-7-4.3 3W | | |
| 31.45 | ST. ELMO | PHILCO | SHARED LANE | SHARED LANE | 1,267 | 27-5GS-4SW | | |
| S 5TH ST | | | | | | | | |
| 31.29 | ANNIE | MARY ST | SHARED LANE | SHARED LANE | 376 | 4SW-4GS-13.5-CL-14 | | Y |
| 31.30 | MARY ST | | SHARED LANE | SHARED LANE | 1,771 | 4SW-7.5GS-14-CL-13.5-7.5GS-4SW | | |
| 31.31 | | | SHAKED LANE | SHAKED LANE | 1,60/ | 14-0L-13.3-33W | | |
| 131.16 | RAMONA | ANNIE | WIDE CURB | BIKE LANE | 2,408 | 15-CL-15 | | Y |
| SALT SPRIM | IGS DR | | | | | | | |
| 63.30 | WILLIAM CANNON DR | COLTON BLUFF SPRINGS | WIDE CURB | WIDE CURB | 1,692 | 21-CL-21-5 SW | | |
| 63.31 | COLTON BLUFF SPRINGS | THAXTON RD. | WIDE CURB | BIKE LANE | 2,925 | 20-CL-20 | | |
| 163.02 | SPRINKLE CUT OFF | PARMER LN F | SHARED LANF | BIKE LANF | 9.286 | 13-13-14MED-13-13 | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|---------------------------------------|---------------------------|---------------------|--------------------------------|-------------|---|-----------------|----------------|
| SAMUEL H 344.05 | USTON AVE WEBBERVILLE | TECHNI CENTER DR | WIDE CURB | BIKE LANE | 2,176 | 28-4\$W | | |
| 21.10 | POND SPRINGS RD | MCNEIL RD | WIDE CURB | BIKE LANE | 2,322 | 20-CL-20 | | |
| 131.01 | 26TH ST W | 25TH HALF ST W | WIDE CURB | WIDE CURB | 339 | 15-CL-15 | | |
| 131.02 | 25TH HALF ST W | 24TH ST W | SHARED LANE | SHARED LANE | 652 | 12.5-CL-12.5 | | |
| 131.03 | 24TH ST W | 22ND ST W | WIDE CURB | WIDE CURB | 980 | 15-CL-15 | | - |
| SAN JACI | NTO BLVD | 1711131 ₩ | WIDE CORB | WIDE CORB | 1,417 | 13-CL=13 | | |
| 49.08 | DUVAL ST. | DEAN KEETON ST E | BIKE LANE | BIKE LANE | 613 | 6SW-5BL-13-12-CL-11-12-8BL-6SW | | Y |
| 49.09 | 24TH ST F | 24TH STE MIK BLVD F | WIDE CURB | BIKELANE | 3.134 | 75W-16-12-CL-13-15-65W 105W-27-CL-27 | | Y |
| 49.11 | MLK BLVD E | 12TH ST E | BIKE LANE | BIKE LANE | 2,591 | 7.5 P -10.5-10-CL-10- | | Y |
| 49.12 | 12TH ST E | 9TH ST E | BIKE LANE | BIKE LANE | 1,154 | 8 P-11-10-CL-10-11-8 5 P-68L-12-11-14-10 P | | Y |
| 49.14 | 7TH ST E | 6TH ST E | BIKE LANE | BIKE LANE | 345 | 5 P-6BL-12-11-14-10 P | | Y |
| 49.15 | 6TH ST E | 5TH ST E | BIKE LANE | BIKE LANE | 366 | 8P 12-10-10-12-8P | | Y |
| 49.16 | 3RD ST E | CESAR CHAVEZ ST E | BIKE LANE | BIKE LANE | 719 | 95W-14BL-13-CL-12-19-95W 12SW-14BL-13-CL-13-19-95W | | |
| SANFORD | DR | | | | | | | |
| 186.02 | CROWNSPOINT DR. | NESBIT DR. | WIDE CURB | BIKE LANE | 443 | 20-CL-20 | | |
| 6.04 | DUVAL RD | BALCONES WOODS | BIKE LANE | BIKE LANE | 3,614 | 5 BL-21-CL-21-5 BL-5 SW | | |
| SANTA MA | | | | | 1.247 | | | |
| SCENIC B | ROBERT I MARTINEZ | PEDERNALES | WIDE CORB | WIDE CORB | 1,347 | 30 UNMARKED | | |
| 82.03 | FENTON DR. | SOUTHBROOK DR. | WIDE CURB | BIKE LANE | 3,350 | 5SW-20.5-CL-20.5-5SW | | |
| 82.02 | US 290 W | FENTON DR. | WIDE CURB | BIKE LANE | 1,598 | 12-CL-17 | | |
| 19.01 | PECOS ST. | MATTHEWS | WIDE CURB | WIDE CURB | 3,648 | 20-CL-20 | | |
| 19.02 | MATTHEWS | STEVENSON | SHARED LANE | SHARED LANE | 2,411 | 10-CL-11 | | |
| 19.06 | CHERRY I N | BRIDI F PATH | WIDE CURB | WIDE CURB | 430 | 30 UNMARKED | | |
| 19.12 | BRIDLE PATH | ENFIELD RD | SHARED LANE | SHARED LANE | 698 | 10-CL-12 | | |
| SCHRIBER 168.07 | ST LIVE OAK ST E | | | BIKELANE | 492 | 30 LINMARKED | | |
| SCOFIELD | FARMS DR | | THE CORE | bitte bitte | 472 | | | |
| 120.23 | SHAG BARK TRL | PARMER LN W | SHARED LANE | BIKE LANE | 1,148 | 12-12-CL-12-12 | | |
| 116.01 | MOPAC | HOWARD | SHARED LANE | BIKE LANE | 6,347 | 11.5-11.5-52MED-11.5-11.5 | | |
| SCOTLAN | D WELL DR | | | | | | | |
| SCOTTISH | WOODS TRL | SPICEWOOD SPRINGS | WIDE CURB | WIDE CURB | 4,36/ | 5 SW-18-CL-19-5 SW | | |
| 64.04 | CAPITAL OF TEXAS HWY | CAMP CRAFT RD | WIDE CURB | BIKE LANE | 1,892 | 20-CL-20 | | |
| SEAHOLM | 3PD ST W | | | | 844 | | | |
| SEMINARY | RIDGE DR | CLIAR CHAVE IT W | NO KOAD | SHARED LARE | 044 | | | |
| 25.34 | BRISBONE | CAMERON LOOP | WIDE CURB | WIDE CURB | 2,604 | 4SW-3.5GS-20.5-CL-20.5-3.5GS-4SW | | |
| 82.24 SENDERO | HILLS PKWY | MANASSAS | WIDE CURB | WIDE CURB | 592 | 4 SW-3 GS-21-CL-20-3 GS-4 SW | 63 | |
| 367.01 | LOYOLA | FM 969 / MLK JR BLVD | WIDE CURB | BIKE LANE | 7,083 | 18-CL-18 | | |
| SESBANIA 88.12 | BRODIELN | BELLOWS FALLS AVE | WIDE CURB | WIDE CURB | 3.402 | 20-01-20 | | |
| SHADOWO | DOD DR | DEELO III JIII LEO III E. | THE CORE | THEE CORE | 0,402 | 20 61 20 | | |
| 39.06 | OHLEN RD | TEAKWOOD DR | WIDE CURB | BIKE LANE | 1,015 | 22-CL-22 | | |
| 354.08 | GONZALES ST | 7TH ST E | WIDE CURB | BIKE LANE | 576 | 20-CL-20 | | |
| 354.09 | 7TH ST E | 5TH ST E | WIDE CURB | BIKE LANE | 474 | 20-CL-20 | | - |
| 120 22 | | | WIDE CURB | BIKELANE | 1 266 | 15-CI-15 | | |
| SHAKESPE | AREAN WAY | | | bitte bitte | 1,200 | | | |
| 23.08 | SPICEWOOD SPRINGS RD | BARRINGTON WAY | SHARED LANE | SHARED LANE | 1,296 | 27 UNMARKED | | _ |
| 326.01 | CLAYTON LN. | REINLI ST. | WIDE CURB | BIKE LANE | 818 | 7SW-41-6SW | | |
| SHOAL CR | REEK BLVD | FORTER | DIVELANE | DIKELANIE | 7.000 | | | |
| 31.01 | KEJEAKUH | FUSIEK | As directed by City | As directed by City | 7,288 | 3 BL-10-10-11 IL-10-10-3 BL | | <u> </u> |
| 31.02 | FOSTER | HANCOCK | Council | Council | 13,6/1 | 5 SW-7-11-CL-11-7-5 SW | | Ŷ |
| 31.03 | HANCOCK | 40TH ST W | As directed by City | As directed by City Council | 5,676 | 5 SW-9 BL-10-CL-10-9 BL-5 SW | | Y |
| 31.04 | 40TH ST W | 39TH HALF ST W | BIKE LANE | BIKE LANE | 371 | 4 SW-3 GS-10-10-CL-10-10-3 GS-4 SW | | Y |
| 31.05 | 39TH HALF ST W | 38TH ST W | SHARED LANE | BIKE LANE | 1,191 | 4 SW-3 GS-10-10-CL-10-10-3 GS-4 SW | | Y |
| 343.04 | LAMAR BLVD N | LAMAR BLVD N | SHARED LANE | BIKE LANE | 1,142 | 10-CL-10 | | |
| SHOAL CR | REEK GREENBELT TRAIL | | | | | | | |
| 907.01 | 35TH ST W W SIDE OF CREEK | SUTH HALF ST W | MULII-USE PATH | MULTI-USE PATH | 6,628 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.03 | EXISTING TRAIL | 34TH ST W | MULTI-USE PATH | MULTI-USE PATH | 154 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.05 | 31ST ST W | | MULTI-USE PATH | MULTI-USE PATH | 5,630 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.06 | 500 FEET S OF 29TH ST W | S OF LOW WATER CROSSING | MULTI-USE PATH | MULTI-USE PATH | 1,579 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.08 | S OF LOW WATER CROSSING | SHOAL CREEK BLVD | MULTI-USE PATH | MULTI-USE PATH | 1,742 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.09 | SHOAL CREEK BLVD | SHOAL CREEK BLVD | MULTI-USE PATH | MULTI-USE PATH | 626 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.11 | SHOAL CREEK BLVD | RAINBOW BEND | MULTI-USE PATH | MULTI-USE PATH | 4,072 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.12 | RAINBOW BEND | 500 FT S OF RAINBOW BEND | MULTI-USE PATH | MULTI-USE PATH | 476 | PAVED SIDEWALK / GRANITE TRAIL | | - |
| 907.13 | 500 FT S OF RAINBOW BEND 24TH ST W | KINGBURY ST | MULTI-USE PATH | MULTI-USE PATH | 2,182 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.15 | W SIDE OF BRIDGE | KINGSBURY ST | MULTI-USE PATH | MULTI-USE PATH | 141 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.16 | LAMAR BLVD | W SIDE OF BRIDGE | MULTI-USE PATH | MULTI-USE PATH | 5 774 | PAVED SIDEWALK / GRANITE TRAIL | | |

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| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Sup Barrier Rou | oer ute |
|--------------------|--|-----------------------------------|------------------------|-------------------------|-------------|--|-------------------------|------------|
| 907.18 | 5TH ST W | 4TH ST W | MULTI-USE PATH | MULTI-USE PATH | 909 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.19 | 500 FT W OF WEST AVE | WEST AVE | MULTI-USE PATH | MULTI-USE PATH | 492 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.20 | WEST AVE | 3RD ST W RRIDGE | MULTI-USE PATH | MULTI-USE PATH | 736 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.21 | 3RD ST W BRIDGE | 3RD ST W BRIDGE | MULTI-USE PATH | MULTI-USE PATH | 213 | PAVED SIDEWALK / GRANITE TRAIL | | |
| SHREVEPC 302.06 | DRT DR HEINEMANN | GARFIELD | SHARED LANE | BIKE LANE | 1,441 | 13-CL-13 | | |
| SHROPSHI 63.05 | re Blvd Thompkins | DESSAU RD | WIDE CURB | BIKE LANE | 2,395 | 20- CL- 20 | Y | (|
| 23.24 | MESA DR. | HIGHLAND HILLS DR | BIKE LANE | BIKE LANE | 2.588 | 18-1CL-18 | | - |
| SILVERMIN | JE DR | | | | 3 532 | 22-01-22 | | |
| SILVERSTO | DNE DR | JOENIC BROOK BR. | WIDE CORD | WIDE CORD | 3,332 | 22-51-22 | | |
| 82.42 | QUICKSIVER BLVD. | QUICKSIVER BLVD. | WIDE CURB | WIDE CURB | 1,721 | 14-CL-14 | | _ |
| 134.01 | ALDERICH | MATTIE | | SHARED LANE | 1.230 | 8P-10.5-CI-10.5-8P* | | _ |
| 134.02 | MATTIE | TILLEY ST | NO ROAD | SHARED LANE | 2,412 | 8P-11-51MED-11-8P* | | |
| SLAUGHTE | | 514 1997 | NONE | | 02.405 | | | |
| 986.01 | FM 1826 | CITY LIMITS / CIRCLE C RANCH | NONE | MULTI-USE PATH | 5,613 | | | |
| 984.03 | CITY LIMITS / CIRCLE C RANCH | MEIRO FAR | NONE | | 8.019 | | | |
| 986.04 | METRO PARK | | NONE | MULTI-USE PATH | 10 117 | | | |
| 986.05 | CITY LIMIT / CIRCLE C METRO | CITY LIMIT / SLAUGHTER CREEK | NONE | MULTI-USE PATH | 9,406 | | | |
| 986.06 | CITY LIMIT / W END SLAUGHTER | CITY LIMIT / E END SLAUGHTER | NONE | MULTI-USE PATH | 6,594 | | | |
| 984 07 | CREEK PARK CITY LIMIT / SLAUGHTER CREEK | | NONE | | 1 001 | | | |
| 986.08 | PARK CITY LIMIT / MANCHACA RD | | NONE | MULTI-LISE PATH | 3,387 | | | |
| 986.09 | CITY LIMIT / UNION PACIFIC RR | CITY LIMIT / VILLAGE OF SAN | NONE | MULTI-USE PATH | 5,343 | | | |
| | CITY LIMIT / VILLAGE OF SAN | LEANNA | | | 11.540 | | | |
| 986.11 | LEANNA | | NONE | MULII-USE PATH | 9 442 | | | |
| SLAUGHTE | ER LN | UNION CREEK | NONE | MULII-USE FAIH | 0,442 | | | |
| 86.01 | FM 1826 | MOPAC | Shared lane | BIKE LANE | 12,606 | 6.5 SW-3 GS-11-20-28 M-12-11-2 GS-6 SW | | |
| 86.02 | MOPAC | BRODIE | SHARED LANE | BIKE LANE | 8,816 | 6 SW-11-11-36 M-11-11-3 GS-6 SW | | |
| 86.03 | | | | BIKE LANE | 2,906 | 5 SW-6 BL-14-13-13 M-13-14-6 BL-12 GS-6 SW | | |
| 86.05 | MANCHACA RD | S IST ST | BIKE LANE | BIKE LANE | 8,009 | 5 SW-5 BL-10-11-10-3 M-9 TL-12-11-9-4 BL-5 SW | | |
| 86.06 | S 1ST ST | FRANCIA TRL | BIKE LANE | BIKE LANE | 1,685 | 6 SW-4 BL-9-13-10-13 M-11-11-11-4 BL-5 SW | | |
| 86.07 | FRANCIA TRL | IH 35 | BIKE LANE | BIKE LANE | 3,089 | 5 SW-4 BL-11-11-12-9 TL-3 M-11-11-11-4 BL-5 SW | | |
| 86.08 | IH 35 NB SVRD | IH 35 NB SVRD | SHARED LANE | BIKELANE | 4 614 | 14-12-14 M-14-12 | | |
| 86.10 | BRANDT | OLD LOCKHART | SHARED LANE | WIDE SHOULDER | 4,084 | 14-12-14 M-14-12 | | |
| SORIN | | | | | | | | |
| 141.02 | BERKMAN | TRAIL | NO ROAD | SHARED LANE | 2,836 | 8P-10-CL-10-8P* | | _ |
| 88.04 | WAY LN. | GORHAM GLEN LN. | WIDE CURB | BIKE LANE | 3,885 | 20-CL-20 | | - |
| SOUTH BO | GGY CREEK GREENWAY | | | | | | | |
| 976.01 | CAMERON LOOP | UNION PACIFIC RR | NONE | MULTI-USE PATH | 8,089 | | | |
| 976.02 | UNION PACIFIC RR | CITY LIMITS / E OF IH 35 | NONE | MULTI-USE PATH | 15,506 | | | |
| 976.03 | CITY LIMITS / E OF IH 35 | CITY LIMITS / ONION CREEK PARK | NONE | MULTI-USE PATH | 5,796 | | | |
| 976.04 | CITY LIMITS / ONION CREEK PARK | CITY LIMITS / ONION CREEK PARK | NONE | MULTI-USE PATH | 547 | | | |
| 976.05 | CITY LIMITS / ONION CREEK | ONION CREEK | NONE | MULTI-USE PATH | 3,165 | | | |
| SOUTH BR | OOK DR | | | | | | | |
| 82.04 SOUTH FO | OAK MEADOW DR. RK DRY CREEK GREENWAY | SCENIC BROOK | SHARED LANE | SHARED LANE | 2,832 | 27 UNMARKED | | |
| 978.07 | ETJ BOUNDARY | US HWY 183 | NONE | MULTI-USE PATH | 20,817 | | | |
| 978.08 | US HWY 183 | SH 130 | NONE | MULTI-USE PATH | 13,655 | | | |
| 978.09 | SH 130 | DRY CREEK | NONE | MULTI-USE PATH | 2,385 | | | |
| SOUTHERN | I WALNUT CREEK TRAIL | | | | | | | |
| 913.01 | GOVALLE PARK | GUS GARCIA MIDDLE SCHOOL | NONE | MULTI-USE PATH | 64,081 | | | |
| SOUTHRID | GE DR CLAWSON | BANISTER | | WIDE CURB | 2 135 | 4.5SW-3.5GS-21.5-CI-21 | | |
| SOUTHWE | ST PKWY | DANGTER | THE CORE | THEE CONE | 2,100 | 4.0011 0.0000 21.0 02 21 | | |
| 66.01 | SH 71 W | CITY LIMIT | WIDE SHOULDER | WIDE SHOULDER | 14,331 | 8 SH-12-11-12-6-12M-11-11-12-12-8 SH | | |
| 66.02 | | WILLIAM CANNON DR | WIDE SHOULDER | WIDE SHOULDER | 7,084 | 8 SH-12-11-12-6-12M-11-11-12-12-8 SH | | |
| 66.04 | REPULIC OF TEXAS | US 290 W. | WIDE SHOULDER | BIKE LANF | 2.424 | 3 SH-10-10-11-3-97M-13-13-11-3 SH | | |
| SPEEDWAY | Y | | | - | -, -= ! | | | |
| 47.34 | 46TH ST W | 45TH ST W | SHARED LANE | BIKE BOULEVARD | 825 | 27 UNMARKED | Y | (|
| 47.35 | 451H 51 34TH ST F | 34TH ST E | BIKE LANE BIKE LANE | BIKE BOULEVARD | 4,266 | 3BL-13.5-13.5-3BL 4BI-15.5-14.5-4BI | <u> </u> | ί |
| 47.37 | 34TH ST W | 31ST ST E | BIKE LANE | BIKE BOULEVARD | 1,185 | SW-G-4BL-15.5-14.5-3BL-G-SW | <u> </u> | ŕ |
| 47.39 | 31ST | 30TH | BIKE LANE | BIKE BOULEVARD | 375 | 5BL-12.5-11.5-12 | Y | 1 |
| 47.40 | 30TH ST E | 2/TH ST E | SHARED LANE | | 613 | 85W-11.5-14.5 65W-14 5-15 5-55W | <u> </u> | (Y |
| 47.41 | DEAN KEETON ST E | 24TH ST E | SHARED LANF | BIKE BOULEVARD | 770 | 15 PL-27-15 PL | T | |
| 47.43 | 24TH ST E | 21ST STREET | SHARED LANE | BIKE BOULEVARD | 1,417 | 24 UNMARKED | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 27 of 38 Page 27 of 38

| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|--------------------|-----------------------------|---|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 47.44 | 21ST ST E | JESTER CIRCLE | WIDE CURB | BIKE BOULEVARD | 659 | 15 BUS/P-20-CL-12-6 P | | |
| 47.45 | JESTER CIRCLE | MLK BLVD | WIDE CURB | BIKE BOULEVARD | 391 | 7 P-14-CL-14- 7 P | | |
| 31.53 | EMERALD FOREST | WOODHUE | WIDE CURB | WIDE CURB | 1.273 | 4SW-3GS-41-4GS-4SW | | |
| 78.01 | EMERALD FOREST | COOPER | BIKE LANE | BIKE LANE | 1,216 | 4 SW-3 GS-4.5 BL-37-4.5 BL-3 GS-5 SW | | |
| SPICEWOC | | | | BIKELANE | 1 192 | 8P-12-CL-12-8P | | |
| SPICEWOO | DD PKWY | SFICEWOOD FRW1 | SHARED LAINE | DIKE LAINE | 4,172 | 0F-12-CL-12-0F | | |
| 23.03 | OLSON | CEDAR CREST DR | SHARED LANE | BIKE LANE | 2,698 | 8P-12-CL-12-8P | | |
| 339.04 | TALLEYRAN CEDAR CREST DR | | SHARED LANE | BIKE LANE | 2,195 | 8 BL-12-CL-13-8 BL 8P-12-CL-12-8P | | |
| 339.11 | TALLYRAN | VISTA VIEW | BIKE LANE | BIKE LANE | 1,412 | 7.5BL-15-CL-15-7.5BL | | |
| SPICEWOO | DD SPRINGS RD | 110,100 | | DIKELANE | 1.005 | 10.10.1407.10.10 | | |
| 7.01 | FOUR IRON | PARLIAMENT PI | WIDE CURB | BIKE LANE | 1,225 | 12-12-14C1L-12-12 16-12-C1-12-16 | | |
| 7.03 | FOUR IRON | OLD LAMPASAS | SHARED LANE | BIKE LANE | 7,421 | 4 SW-12-12-14 M-12-12-4 SW | | |
| 7.04 | OLD LAMPASAS | CAPITAL OF TEXAS HWY | SHARED LANE | BIKE LANE | 18,453 | 10.5-CL-10.5 | | |
| 18.04 | ADIRONDAK TR. | NEELEY DR. | SHARED LANE | BIKE LAINE | 3.905 | 10-10-10 IL-20 12-CI-12 | | |
| 18.06 | NEELEY DR. | MESA DR | SHARED LANE | BIKE LANE | 1,586 | 6 SW-11-10-38 M-10-11 | | |
| 18.07 | MESA DR | HART | SHARED LANE | BIKE LANE | 3,918 | 12-12- MED -12-12 | | |
| SPIRIT OF T | EXAS DR | MOPAC | SHARED LANE | BIKE LAINE | 1,928 | 12-12- MED -12-12 | | |
| 165.17 | END HILLCREST FARMS RD | SH 71 WB SVRD | Shared lane | BIKE LANE | 869 | 11-11-32MED-11-11 | | |
| 165.18 | SH 71 WB SVRD | SH 71 EB SVRD | WIDE CURB | BIKE LANE | 237 | 17.5-17.5-CL-17.5-17.5 | | |
| 361.05 | HOTEL DR / FREIGHT I N | RENTAL CAR IN | SHARED LANE | BIKE LAINE | 1.691 | 13-13-19med-13-13 | | |
| SPRINGDA | LE RD | | on all build | BILLERINE | 1,071 | | | |
| 63.10 | CAMERON RD | US 183 | SHARED LANE | BIKE LANE | 15,040 | 11.5-11.5-14CTL-11.5-11.5 | 18 | Y |
| 63.12 | MANOR RD MIK BLVD F | 12TH ST E | SHARED LANE | BIKE LANE | 9,466 | 8SW-3G-10-10-CL-10-10 5SW-5GS-6BL-13-CL-13-6BL-5SW | 18 | Y |
| 63.14 | 12TH ST E | AIRPORT | BIKE LANE | BIKE LANE | 5,563 | 5SW-7BL-15-CL-15-7BL | | Y |
| 63.15 | AIRPORT BLVD | 7TH ST E | BIKE LANE | BIKE LANE | 3,990 | 5 SW-6 BL-14-CL-14-6 BL-5 SW | | Y |
| 63.16 | 7TH ST E | STH ST E | WIDE CURB | BIKE LANE | 909 | 4 SW-21-CL-21 | | Y |
| SPRINGDA | LE TO E M FRANKLIN CONNECTO | | WIDE CORB | DIRE LAINE | / 7 7 | 0 3 ¥ ¥ - 17-CE-17 | | |
| 944.13 | | E M FRANKLIN | NONE | MULTILUSE PATH | 4 278 | | | |
| CDDINI// E / | | EIMERADIKEIN | NONE | MOEIFOSETAIT | 4,270 | | | |
| 63.08 | PIONEER FARMS | TRAIL WEARY | SHARED LANE | BIKE LANE | 655 | 4SW-3GS-6PL-13-CL-13-6PL-3GS-4SW | | Y |
| 63.09 | TRAIL WEARY | CAMERON RD | SHARED LANE | BIKE LANE | 7,375 | 12-CL-12 | | Y |
| SPRINKLE F | D | | | | 4.2.47 | 10.01.10 | | |
| 163.03 | CRISWELL | FERGUSON | SHARED LANE | WIDE SHOULDER | 3,339 | 12-CL-12 12-CL-12 | | |
| SPRUCE CA | ANYON DR | | | | | | | |
| 88.01 | FM 1826 | SH 45 | WIDE CURB | BIKE LANE | 8,319 | 25-CL-25 | | |
| 22.07 | DRIFTWOOD DR | LEMONWOOD | SHARED LANE | SHARED LANE | 693 | 13.5-CL-12.5 | | |
| ST ELMO R | D | | | | | | | |
| 31.42 | MTVERNON | VINSON | SHARED LANE | SHARED LANE | 461 | 4SW-27.5 | | |
| 74.03 | S 3RD ST | CONGRESS AVE | WIDE CURB | WIDE CURB | 2,936 | 5 SW-21-CL-20-5 SW | | |
| 74.04 | CONGRESS AVE S | TERRY O LN. | Shared lane | BIKE LANE | 2,660 | 13.5-CL-13.5 | | |
| 74.06 | TERRY O LN. | IH 35 | WIDE CURB | BIKE LANE | 1,748 | 15-CL-15 | | |
| ST JOHNS | AVE | NUCKOLS CROSSING RD. | SHARED LANE | BIKE LAINE | 7,289 | 13-13-CL-13-13 | | |
| 18.13 | LAMAR BLVD N | NORTHCREST | Shared lane | BIKE LANE | 2,084 | 10-10-CL-10-10 | | |
| 18.14 | NORTHCREST | IH 35 | SHARED LANE | BIKE LANE | 2,728 | 10-10-CL-10-10 | | |
| 18.15 | CAMERON | BERKMAN | SHARED LANE | BIKE LANE | 4,694 | 11-11-CL-11-11 | 11 | |
| ST JOSEPH | BLVD | Dentory | on all barre | BILLE BILLE | 1,000 | | | |
| 20.06 | BURNET | HARDY | WIDE CURB | BIKE LANE | 1,463 | 4SW-3GS-22-2G-35CREEK-2G-18-4SW | | |
| 344.07 | ED BLUESTEIN BI VD | TRACOR | SHARED LANE | BIKELANE | 1.940 | 9-9-CI-9-9 | | |
| STAFFORD | SI | Harlook | on all barre | BILLE BILLE | 1,7 10 | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | |
| 139.09 | MANOR RD | ROGERS AVE | WIDE CURB | BIKE LANE | 733 | 15-CL-15 | | |
| 21.01 | | END OF FXISITNG ROADWAY | WIDE CURB | BIKELANE | 1 146 | 12-12-MED-12-12 | | |
| 21.01 | | | NO BOAD | BIKELANE | 2 5 4 9 | | | |
| 21.02 | END OF EXISIING ROADWAT | LARELINE BLVD | NOROAD | BIKE LAINE | 3,348 | | | |
| STASSNEY 74.01 | LN WESTCATE | | | RIKELANE | 3 /31 | 4 SW 3 CS 13 9 27 M 9 12 4 5 SW | 35 | |
| 76.02 | MANCHACA RD | CONGRESS AVE | BIKE LANE | BIKE LANE | 8,463 | 4 SW-4 GS-4 BL-11-12-15 M-12-13-4 BL-2 GS-4 SW | 35 | |
| 76.03 | CONGRESS AVE | IH 35 | BIKE LANE | BIKE LANE | 4,162 | 6 SW-4 GS-4 BL-10-10-10-19 M-10-10-10-4 BL-3 M-5 S | | |
| 76.04 | IH 35 | PONCIANA | SHARED LANE | BIKE LANE | 2,324 | 6 SW-10-11-17M-12-10-6SW | | |
| 76.05 | DOVE SPRINGS | PLEASANT VALLEY | SHARED LANE | BIKE LANE | 4,000 | 4 SW-14 GS-11-12-14M-12-11- GS-4 SW 4 SW-14 GS-11-12-14M-12-11- GS-4 SW | | |
| 76.07 | PLEASANT VALLEY | NUCKOLS CROSSING | SHARED LANE | BIKE LANE | 1,946 | 4 SW-6 GS-10-11-17 M-12-10 | | |
| 76.08 | NUCKOLS CROSSING | TERI | SHARED LANE | BIKE LANE | 2,847 | 10-11-17-11 | | |
| 76.09 STECK AVE | | DUKLESUN | SHAKED LANE | DIKE LANE | 7,170 | 0 3 ¥¥-3 G3-12-10-17 M-11-11-6 G3-5 SW | | |
| 16.01 | ADIRONDACK TRL | ANTERO | BIKE LANE | BIKE LANE | 287 | 10B-22-CL-14-14 | | |
| 16.02 | ANTERO | MESA DR | BIKE LANE | BIKE LANE | 1,572 | 10B-20-CL-20-10B | | |
| 16.03 | MESA DR. BENT TREE | BENI IKEE | SHARED LANE | BIKE LANE | 4,209 | 45W-12G5-4BL-41-4BL-12G5-4SW 4SW-12G5-4112G5-4SW | | |
| 16.05 | MOPAC | MOPAC EXPY N SVRD NB | SHARED LANE | BIKE LANE | 597 | 6SW-9-9-CL-9-9-6SW | 67 | |
| 16.06 | MOPAC EXPY N SVRD NB | SHOAL CREEK BLVD | SHARED LANE | BIKE LANE | 1,021 | 6SW-9-9-CL-9-9-6SW | - | - |
| 16.07 | | BURNET RD. | BIKE LANE | BIKE LANE | 3,359 | 65W-9-9-CL-9-9-65W | | |
| 101.02 | FM 620 | QUINLAN PARK RD N | WIDE CURB | BIKE LANE | 10,701 | 20-CL-20 | 86 | |
| STEPHEN F | AUSTIN DR | 050.00 00000000000000000000000000000000 | | | _ | | | |
| 25.09 | EAST SIDE OF MOPAC | CESAR CHAVEZ ST W | BIKE LANE | BIKE LANE | 2,769 | 55W-11.5BL-10-CL-10-10.5BL | | Y |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|----------------------------|------------------------------|-----------------------------------|--------------------------|-------------------------|-----------------|---|-----------------------------|
| 19.05 SC | .VE CENIC DR. | MATTHEWS DR | WIDE CURB | WIDE CURB | 248 | 15-CL-15 | |
| STILLWOOD LN | N IFLLAVE | STECK | WIDE CURB | BIKELANE | 447 | 15-CI-15 | |
| STONELAKE BL | VD | | SHARED LANE | BIKELANE | 4.047 | 11 5 11 5 11 5 14MED 11 5 11 5 11 5 | |
| STONLEIGH PL | | | | | 0,047 | | |
| STRATFORD DR | R | QUICKSILVER BLVD. | WIDE CURB | BIKE LANE | 1,6/5 | 22.5-CL-22.5 | |
| 15.01 REI 15.04 RIE | D BUD TRAIL | RIDGEWOOD DR. NATURE CENTER DR | WIDE CURB SHARED LANE | WIDE CURB BIKE LANE | 3,036 | 15-CL-15 13- CL- 13 | |
| 15.05 NA 364.02 BA | ATURE CENTER DR | BARTON SPRINGS | SHARED LANE | SHARED LANE | 2,560 | 11-CL-11 12-CL-12 | |
| STRATFORD TO | D BARTON SPRINGS CONNEG | CTOR | | SHARED DATE | 027 | | |
| 912.07 MC | OPAC UNDERPASS | BARTON SPRINGS | MULTI-USE PATH | MULTI-USE PATH | 1,754 | PAVED | |
| 386.02 TEX | dr XAS OAKS DR. | PALACE PKWY. | SHARED LANE | WIDE CURB | 2,839 | 13.5-CL-13.5 | |
| SUFFOLK DR 357.02 BEL | LFAST | BERKMAN | WIDE CURB | BIKE LANE | 1,032 | 15-CL-15 | |
| SUNDROP VAL | LLEY DR | | SHARED LANE | BIKELANE | 284 | 12-12-14MED-12-12 | |
| SUNSET LN | | | | | 010 | | |
| SUNSHINE DR | | EAST SIDE DR | SHARED LAINE | BIRE LAINE | 712 | | |
| 328.04 LAI | MAR BLVD N | 49TH ST W | WIDE CURB | WIDE CURB | 1,399 | 5SW-5GS-19-CL-18-7GS-4SW | |
| 45.02 EBB | ERHART DR | WILLIAM CANNON DR | WIDE CURB | WIDE CURB | 1,628 | 21-CL-20.5-4.5SW | 44 |
| 347.03 BR | AKER | GRACY FARMS | WIDE CURB | WIDE CURB | 3,543 | 4SW-4GS-42-4GS-4SW | |
| 339.02 OL | | VISTA VIEW DR | WIDE CURB | BIKE LANE | 3,359 | 5 SW-20-CL-21-5 SW | |
| TALLWOOD DR | R | SFICEWOOD FRW1 | WIDE CORB | BIRE LAINE | 1,331 | 20-01-21 | |
| 21.21 BU: TAMAYO DR | ISINESS PARK DR | HYRIDGE | WIDE CURB | WIDE CURB | 2,464 | 20-CL-20 | |
| 314.04 PA | RMER LN W | DALLAS | WIDE CURB | WIDE CURB | 4,577 | 22-CL-22 | |
| 48.31 WE | EBBERVILLE | MLK BLVD E | BIKE LANE | BIKE LANE | 1,193 | 4SW-15GS-4BL-17-CL-17-4BL-7GS-4SW | Y |
| 77.02 LA | KEHURON | LAKE MICHIGAN | NO ROAD | BIKE LANE | 1,719 | | |
| 77.04 LO 77.05 BL/ | AKE MANOR | FM 969 | WIDE SHOULDER | BIKE LANE | 1,18/ | 10SH-11-CL-11-10SH | |
| 39.07 SH | R IADOWOOD | MULLEN DR | WIDE CURB | BIKE LANE | 738 | 22-CL-22 | |
| 63.03 YA | LVD AGER LN | PARMER | WIDE CURB | BIKE LANE | 4.218 | 14-14-14-30MED-14-14-14 | |
| TECHNI CENTE | | 115 183 | WIDE CUPB | RIKELANE | 1.675 | 75W-57-75W | |
| TERI RD | | 03 185 | WIDE CURB | | 1,875 | 739-37-739 | |
| 176.01 IH | 35 EASANT VALLEY | STASSNEY LN E | WIDE CURB | BIKE LANE | 5,334 4,704 | 15-CL-15 14-14-CL-14-14 | |
| 74.05 ST | ELMO RD E | ST ELMO RD E | WIDE CURB | BIKE LANE | 626 | 30-CL-30 | |
| TEXAS OAKS D 386.01 STR | DR RICKLAND DR. | SLAUGHTER LN | WIDE CURB | BIKE LANE | 3.219 | 20-CL-20 | |
| TEXAS PLUME | RD | YAUPON | WIDE CUPB | RIKELANE | 154 | 18.5-CI-18.5 | |
| 107.02 DK | RANCH RD | CITY LIMIT | WIDE CURB | BIKE LANE | 420 | 18.5-CL-18.5 | |
| 84.24 NU | JCKOLS CROSSING RD. | COULVER RD. | WIDE CURB | BIKE LANE | 7,572 | 15-CL-15 | |
| 69.16 NU 88.33 TH/ | JCKOLS CROSSING RD. AXTON | COULVER RD. FM 1625 | WIDE CURB SHARED LANE | BIKE LANE BIKE LANE | 10,270 7,720 | 15-CL-15 12.5-CL-12.5 | |
| THE HIGH RD 309.15 TO | DRO CANYON RD | WESTLAKE DR | SHARED LANE | SHARED LANE | 1.657 | 11-CI-11 | |
| THELMA DR | | | WIDE CUBB | | 944 | 20.01.20 | |
| THERMAL DR | | | | | 1 (00 | | |
| 47.04 WE 47.05 EN | ID OF MEDIAN | START OF MEDIAN | WIDE CURB | BIKE LANE | 284 | 29-CL-29 | |
| 47.06 EN 47.07 BEI | ID MEDIAN NCH MARK DR | BENCH MARK DR HOWARD | SHARED LANE WIDE CURB | BIKE LANE BIKE LANE | 437 | 11.5-11.5-9MED-11.5-11.5 20-CL-20 | |
| THOMAS SPRIM | NGS RD RCLE DR | SH 71 W | SHARED LANE | SHARED LANE | 8 396 | 11-CI-11 | |
| THOMPKINS D | | XACED | | | 2,7/0 | 00 CL 00 | Y |
| THORNBERRY F | | TAGER | WIDE CORB | BIRE LAINE | 3,760 | 20- CL- 20 | ţ |
| 165.13 CA THRASHER LN | ARSON CREEK | CROZIER | SHARED LANE | SHARED LANE | 327 | 13.5-CL-13.5 | |
| 360.07 EL THRUSH AVE | MIRANDO ST | LYNCH | SHARED LANE | SHARED LANE | 233 | 12-CL-12 | |
| 347.07 WH | HITEWING | POLLYANNA AVE | SHARED LANE | SHARED LANE | 307 | 24 UNMARKED | |
| 54.19 4TH | H ST E | 5TH ST E | WIDE CURB | BIKE LANE | 475 | 15-CL-15 | |
| 161.01 513 161.02 OA | AK SPRINGS DR | GOODWIN | BIKE LANE | BIKE LAINE | 4,406 | 0F-0DL-10-CL-10-0BL-8P* 10.5-10.5-CL-10.5-10.5 | |
| 161.03 GC | OODWIN OVALLE | GOVALLE CASTRO | BIKE LANE BIKE LANE | BIKE LANE BIKE LANE | 1,405 | 11-11-CL-11-11 11-11-CL-11-11 | |
| 161.05 CA | ASTRO ARWOOD ST | GARWOOD ST 5TH ST F | BIKE LANE | BIKE LANE BIKE LANE | 619 | 20-CL-20 | |
| 346.01 MA | ANOR RD. | AIRPORT | WIDE CURB | WIDE CURB | 3,437 | 28 UNMARKED | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|---------------------------------------|----------------------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 41.07 | WOOTEN | MORROW ST | WIDE CURB | WIDE CURB | 2,846 | 28 UNMARKED | | Y |
| 61.07 | BEN WHITE BLVD E SVRD WB | BEN WHITE BLVD E SVRD EB | WIDE CURB | BIKE LANE | 253 | 20-CL-20 | 8 | Y |
| TOPRIDGE | DR | | | | 3,337 | | | 1 |
| 339.05 TORO CAN | IYON RD | SCOILAND WELL | BIKE LANE | BIKE LANE | 2,211 | 6 PL-5 BL-10-CL-10-5 BL-6 PL-5 SW | | |
| 309.14 | WEST LAKE | THE HIGH ROAD | SHARED LANE | SHARED LANE | 9,428 | 11-CL-11 | | |
| 59.24 | LAKESHORE S | ARENA | WIDE CURB | BIKE LANE | 540 | 37 UNMARKED | | |
| TOWN LAK | E DRIVE | | | | | | | |
| 356.01 TOWN LAK | CESAR CHAVEZ E HIKE & BIKE TRAIL | SEAHOLM | NOROAD | SHARED LANE | 869 | | | |
| 912.01 | MOPAC | PLEASANT VALLEY RD / | MULTI-USE PATH | MULTI-USE PATH | 67,626 | CRUSHED GRANITE TRAIL | | |
| 912.02 | 200 BLOCK OF RIVERSIDE DR E | LAKE SHORE PARK | MULTI-USE PATH | MULTI-USE PATH | 7,747 | CRUSHED GRANITE TRAIL | | |
| 912.05 | EAST AVE EAST AVE | EDGECLIFF TOWN LAKE LAKESHORE | MULTI-USE PATH | MULTI-USE PATH | 2,126 | | | |
| TOWN LAK | E PARK MULTI-USE PATH | | | | | | | |
| 960.01 | BARTON SPRINGS RD | | MULTI-USE PATH | MULTI-USE PATH | 1,104 | PAVED TRAIL | | |
| 960.02 | BARTON SPRINGS RD (960.01) | RIVERSIDE | MULTI-USE PATH | MULTI-USE PATH | 369 | PAVED TRAIL | | |
| 960.03 | PARKING LOT ON S SIDE OF RIVERSIDE | TRAFFIC CIRCLE | MULTI-USE PATH | MULTI-USE PATH | 958 | PAVED TRAIL | | |
| TOWN LAK | E TO ROY G. GUERRERO PARK CO | | | | | | | |
| 959.21 | NEAR CESAR CHAVEZ | RIVER PARK | NONE | MULTI-USE PATH | 2,608 | | | Y |
| 109.04 | SOUTHWEST PKWY | OLD BEE CAVES RD. | SHARED LANE | BIKE LANE | 2,554 | 11-CL-11 | | |
| TRAVIS CC | | | | BIKELANE | 3 721 | 20-CL-21-3 GS-4 SW | | |
| TRAVIS HEI | GHTS BLVD | | THE CORE | DIRE D'ITE | 0,721 | | | |
| 49.30 | WOODLAND | LIVE OAK | WIDE CURB | BIKE LANE | 2,530 2,241 | 45W-14G5-19-CL-19-13G5-45W 20-CL-20 | | |
| 49.18 | SAN IACINTO | MIK BIVD F | WIDE CURB | BIKELANE | 274 | 22-10-10-18 | | Y |
| 49.19 | MLK BLVD E / SAN JACINTO | 15TH ST E | BIKE LANE | BIKE LANE | 1,431 | 22-10-10-18 | | Y |
| 49.20 | 12TH ST E | 11TH ST E | BIKE LANE | BIKE LANE | 433 | 10-10-10-10 10-10-CL-10-10 | | Y Y |
| 49.22 | 11TH ST E | 10TH ST E | BIKE LANE | BIKE LANE | 359 | 8 P-12-10-10-12-8 P | | Y |
| 49.23 | 7TH ST F | ATH ST E | BIKELAINE | BIKE LAINE | 362 | 10 logd -11.5-CI -11.5 | | Y Y |
| 49.25 | 6TH ST E | 5TH ST E | BIKE LANE | BIKE LANE | 357 | 10 load-11.5-CL-11.5- | | Y |
| 49.26 | 5TH ST E | 4TH ST E | WIDE CURB | BIKE LANE | 341 | 19SW-20-CL-17-20SW | | Y |
| 49.27 | 2ND ST F | CESAR CHAVEZ ST E | WIDE CURB | BIKELAINE | 360 | 18-CL-15-12G3-65W | | Y Y |
| 49.29 | CESAR CHAVEZ | TOWN LAKE | WIDE CURB | BIKE LANE | 389 | 20SW-21-CL-17-20SW | | Ý |
| 314.07 | railroad trail | END OF NEILS THOMPSON DR | NO ROAD | BIKE LANE | 558 | | | Y |
| TUDOR HO | | | WIDE CURR | WIDE CURR | 7 907 | 22.01.22 | | |
| TURK LN | WEELS BRANCH | DE33A0 KD | WIDE CORB | WIDE CORB | 7,707 | <u></u> | | |
| 45.09 TURTLE CRE | | IH 35 | SHARED LANE | SHARED LANE | 915 | 5SW-3.5GS-9-9-CL-9-9-4GS-5SW | 44 | |
| 376.06 | EMERALD FOREST | S 1ST ST | WIDE CURB | WIDE CURB | 2,358 | 4 SW-19-CL-18 | | |
| 21.08 | ANDERSON MILL | POND SPRINGS RD | SHARED LANE | BIKE LANE | 4,311 | 11-11-CL-11-11 | | |
| 163.04 | FERGUSON | EXCHANGE | NO ROAD | BIKE LANE | 1,812 | 5B-12-12-12CTL-12-12-5B* | | |
| 163.05 | EXCHANGE | US 290 E | WIDE CURB | BIKE LANE | 4,572 | 20-20CTL-20 | | |
| 163.06 | US 290 E | END OF ROAD | WIDE CURB | BIKE LANE | 1 105 | 30-CL-30 30-CL-30* | | |
| TWIN CREE | KS RD | | | | 1,100 | | | |
| TWIN OAK | S DR | OLD SAN ANTONIO RD. | SHARED LANE | SHARED LANE | 9,171 | 12-CL-12 | | |
| 322.01 TWISTED O | SHOAL CREEK BLVD | VINE ST | SHARED LANE | BIKE LANE | 364 | 23 UNMARKED | | |
| 82.28 | WHISPERING WINDS DR | MATHEWS DR | SHARED LANE | SHARED LANE | 323 | 4 SW-4 GS-27-4 GS-4 SW | 63 | |
| 909.01 | MARY ST | SLAUGHTER | NONE | MULTI-USE PATH | 39,235 | | | Y |
| 901.16 | EVENING PRIMROSE PATH | CALLANISH PARK DR / | MULTI-USE PATH | MULTI-USE PATH | 2.250 | NATURAI | | |
| 001.17 | CALLANISH PARK DR / | | | | 4 700 | | | |
| 901.17 | MOUNTAIN VIEW PARK | | NONF | MULTI-USE PATH | 2 8.50 | INATURAL | | |
| 901.19 | NORTHWEST BALCONES PARK | OLD LAMPASAS TRL | MULTI-USE PATH | MULTI-USE PATH | 3,018 | NATURAL | | |
| 901.20 | BULL CREEK UPPER PARK LOOP | BULL CREEK UPPER PARK LOOP | MULTI-USE PATH | MULTI-USE PATH | 1,870 | NATURAL | | |
| 901.21 | EXISTING BULL CREEK TRAIL | 7000' WEST | NONE | MULTI-USE PATH | 6,924 | | | |
| VARGAS R 165.01 | D US 183 | RIVERSIDE | WIDE CURB | WIDE CURB | 13.991 | 4\$W-2G\$-19-CL-18.5 | | |
| VASQUEZ | ST | | | | | | | |
| 360.04 VETERANS | FELIX | VILLITA AVENIDA | SHARED LANE | SHARED LANE | 398 | 13-CL-13 | | _ |
| 25.08 | LAKE AUSTIN BLVD | EAST SIDE OF MOPAC | BIKE LANE | BIKE LANE | 1,224 | 5SW-11.5BL-10-CL-10-10.5BL | | Y |
| 11.04 | | BEN WHITE | SHARED LANE | BIKELANE | 2 512 | 5 SW-10-11-CL-11-9-5 SW | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|---|--------------------------------|--------------------------|-------------------------|-------------|---|-----------------|----------------|
| VILLITA AV | | | | | 1.427 | 10.01.10 | | |
| VINE ST | VASQUEZ | VILLITA COVE | WIDE CORB | WIDE CORB | 1,436 | 19-CL-19 | | |
| 322.02 VINSON DI | TWIN OAKS DR | PEGRAM AVE | WIDE CURB | BIKE LANE | 1,332 | 15-CL-15 | | |
| 31.44 | ABERDEEN | ST ELMO W | WIDE CURB | BIKE LANE | 2,453 | 17.5-CL-17.5 | 71 | |
| VISTA PAR | KE DR | CARDIFF | BIKE LAINE | DIRE LAINE | 316 | 4.33W-3.3G3-3BL-13-CL-16.3-3BL-4G3-4.33W | 71 | |
| 103.06 VON QUIN | FM 620 ITUS RD | WILSON PARK AVE | WIDE CURB | WIDE SHOULDER | 3,153 | 58 UNMARKED | | |
| 371.03 | VON QUINTUS RD | MAHA LOOP RD. | SHARED LANE | BIKE LANE | 4,188 | 12-CL-12 | | |
| 386.07 | QUINTUS | MAHA LOOP RD. | SHARED LANE | BIKE LANE | 6,116 | 11-CL-11 | | |
| 386.08 WALL ST | BECKER LN | MAHA LOOP | SHARED LANE | BIKE LANE | 2,025 | 11-CL-11 | | |
| 359.01 | FERGUSON | CROSS PARK | SHARED LANE | BIKE LANE | 3,603 | 11-11-16CTL-11-11 | | |
| 951.01 | TOWNLAKE HIKE & BIKE TRAIL | 15TH ST E | MULTI-USE PATH | MULTI-USE PATH | 7,038 | | | |
| 53.06 | 7TH ST E | 4TH ST E | WIDE CURB | WIDE CURB | 1,065 | 4SW-37-4GS-5SW | | |
| 53.07 | 4TH ST E | | BIKE LANE | BIKE LANE | 2,468 | 4SW-4BL-15-CL-14-4BL-4SW | | |
| WALNUT C | REEK DR | NASITTIERNANDEZ SK KD | WIDE CORB | WIDE CORB | 1,303 | 4377-33-4377 | | |
| 57.06 WALNUT C | OAK TRL REEK TRAIL TO OLMOS DR CONNE | | SHARED LANE | SHARED LANE | 534 | 26 UNMARKED | | |
| 957.04 | WALNUT CREEK TRAIL | OLMOS DR | NONE | MULTI-USE PATH | 51 | | | |
| WALSH TAP | RLTON LN | | | | | | | |
| 15.07 | WILDERNESS DR. PINNACLE RD. | PINNACLE RD. STONERIDGE RD. | SHARED LANE BIKE LANE | BIKE LANE BIKE LANE | 238 | 5SW-10-10-CL-10-10-5SW 5SW-5BL-10.5-11.5TL-10.5-5BL-12SW | | Y |
| 15.09 | STONERIDGE RD | TAMARRON BLVD | BIKE LANE | BIKE LANE | 982 | 5SW-17-12.5TL-23.5-5SW | | |
| WATCHFUL | FOX DR | CAPITAL OF TEXAS HWY | SHARED LANE | BIKE LANE | 1,785 | 65W-15.5-10.5-3M-91L-11.5-11-55W | | |
| 31.60 | NORTH PLATT RIVER DR. | CHAPPELL LN. | WIDE CURB | WIDE CURB | 992 | 22-CL-22 | | |
| 988.24 | WATCHFUL FOX | GRIZZLY OAK | NONE | MULTI-USE PATH | 4.417 | | | |
| WATERFOR | RD CENTRE BLVD | | | | | | | |
| 133.01 | | RESEARCH BLVD SVRD NB | SHARED LANE | BIKE LANE | 2,153 | 13-13-20MED-13-13 | | |
| 120.18 | ADELPHI | MOPAC | SHARED LANE | BIKE LANE | 2,546 | 10-CL-10 | | |
| 88.03 | WALEBRIDEGE LN. | SOUTH BAY LN. | WIDE CURB | BIKE LANE | 397 | 21.5-CL-21.5 | | |
| WAYMAKE | R WAY | | WIDE CURR | | 1 716 | 20.20 MED 20 | | |
| WEBBERVIL | LE RD | | WIDE CORB | BIKE LAINE | 1,713 | 20-20 MED-20 | | |
| 48.30 | SPRINGDALE RD | TANNEHILL GOODWIN AVE | BIKE LANE WIDE CURB | BIKE LANE | 4,805 | 5SW-4BL-16-CL-16-5BL-5SW 20-CL-20 | | Y |
| 159.05 | GOODWIN AVE | PLEASANT VALLEY RD N | WIDE CURB | BIKE LANE | 2,429 | 20-CL-20 | | |
| 159.06 | PLEASANT VALLEY RD N | PEDERNALES ST | WIDE CURB | BIKE LANE | 1,473 | 20-CL-20 | | Y |
| WEDGEWC | OOD DR | | MIDE CORD | DIRE LAINE | 203 | 17.5-CE-17.5 | | |
| 57.09 WELLINGTO | RIVER OAKS | BRAKER LN E | WIDE CURB | WIDE CURB | 1,214 | 14-CL-14 | | |
| 326.06 | GASTON PLACE | ROGGE | BIKE LANE | BIKE LANE | 2,379 | 5BL-15-CL-15-5BL | | |
| 949 01 | | HOWARD LN / SCOFIELD RIDGE | NONE | MULTILUSE PATH | 5.829 | | | |
| | HOWARD LN / SCOFIELD RIDGE | PKWY | INGINE | | 0,027 | | | |
| 949.02 | PKWY | W PARMER LN | NONE | MULTI-USE PATH | 8,154 | | | |
| WELLS BRA | NCH PKWY | WALNUTCREEK | NONE | MULII-USE PATH | 6,710 | | | |
| 114.06 | MOPAC | | SHARED LANE | BIKE LANE | 11,889 | 11-11-69MED-11-11 14-14-29MED-14-14 | | |
| 114.08 | APPROX 3900 FEET E OF IH 35 | HEATHERWILDE | SHARED LANE | BIKE LANE | 4,023 | 13-CL-13 | | |
| 114.09 WELLS POR | HEATHERWILDE | TUDOR HOUSE | NO ROAD | BIKE LANE | 4,292 | 5B-12-12-12-23MED-12-12-12-5B* | | |
| 47.01 | GRAND AVENUE | EMMETT PKWY | SHARED LANE | BIKE LANE | 1,973 | 27.5 UNMARKED | | |
| 47.02 | GAYLORD DR | GAYLORD DR WELLS BRANCH | BIKE LANE SHARED LANE | BIKE LANE BIKE LANE | 5,018 | 7P-4BL-10-CL-10-4B-7P 19 UNMARKED | | |
| WEST AVE | | | | | 1 (0) | | | |
| 131.05 | 17TH ST W | 15TH ST W | WIDE CURB | WIDE CURB | 701 | 20-CL-20 | | |
| 131.06 | 15TH ST W | 12TH ST W | WIDE CURB | WIDE CURB | 1,180 | 20-CL-20 | | |
| 131.07 | 11TH ST W | 7TH ST W | WIDE CURB | WIDE CURB | 1,422 | 20-CL-20 20-CL-20 | | |
| WEST BOUL | LDIN CREEK GREENWAY | | | | | | | |
| 911.01 | LADY BIRD LAKE | BARTON SPRINGS RD | NONE | MULTI-USE PATH | 1,822 | | | |
| 911.02 | BARTON SPRINGS RD | S 6TH ST | MULTI-USE PATH | MULTI-USE PATH | 2,377 | NATURAL, WORN PATH | | |
| 911.03 | WEST BOULDIN CREEK PARK | UNION PACIFIC RR TRACKS AT | NONE | MULTI-USE PATH | 4,491 | | | - |
| 011.04 | UNION PACIFIC RR TRACKS AT | E OF UNION PACIFIC RR TRACKS | NONE | | 1.07/ | | | |
| 711.04 | BRODIE ST | S OF OLTORF ST | NUNE | MULII-USE PAIH | 1,7/6 | | | |
| 911.05 | OLTORF ST | FLANAGAN CV | NONE | MULTI-USE PATH | 2,355 | | | |
| 911.06 | FLANAGAN CV | CARDINAL | NONE | MULTI-USE PATH | 1,826 | | | |
| 911.07 | CARDINAL | SOUTH CENTER | NONE | MULTI-USE PATH | 1,958 | | | |
| WEST DR | | | | | | | | |

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| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|-------------------|---|-------------------------|-------------------|-------------------------|-------------|---|-----------------|----------------|
| # 40.10 | 29TH ST W | 30TH ST W | BIKE LANE | BIKE BOULEVARD | 443 | 22 UNMARKED | | |
| WEST GATE | BLVD | | | | | | | |
| 25.30 | BERKELEY AVE | LAZY OAKS DR | SHARED LANE | BIKE LANE | 1,156 | 6SW-11-20-4M-11-11-6SW | | |
| 25.31 | LAZY OAKS DR | HARLEYHILL DR | SHARED LANE | BIKE LANE | 2,012 | 4.55W-12GS-11-10-10TL-3M-11-10-3.5GS-4.55W | | |
| 25.32 | HARLETHILL DRIVE | | SHARED LANE | BIKE LANE | 852 | 4.55W-11G5-10-11-11M-12-10-3.5G5-4.55W | | - |
| 43.30 | WESTERNI TRAILS BLVD | | SHARED LANE | BIKELANE | 1,076 | 4SW-14 5GS-19-1 5-CL-10 5-9 5-5GS-4SW | | |
| 43.38 | JONES ROAD | STASSNEY LANE | SHARED LANE | BIKELANE | 2.667 | 4\$W-2.5G\$-10-12.5-CL-14-9-3.5G\$-5\$W | | - |
| 43.39 | STASSNEY | COATBRIDGE | SHARED LANE | BIKE LANE | 898 | 4\$W-3.5G\$-11.5-12-CL-11-12-5\$W | | - |
| 43.40 | COATBRIDGE | BLARWOOD DR | SHARED LANE | BIKE LANE | 792 | 4SW-3GS-10-13-CL-19-10-3.9GS-4SW | | |
| 43.41 | BLARWOOD DR | BERKELEY AVE | Shared lane | BIKE LANE | 3,520 | 4SW-3GS-12-11.5-16M-9-12-3GS-4SW | | |
| 43.45 | MANASSAS DR | GOLDBRIDGE | SHARED LANE | BIKE LANE | 569 | 3.5SW-3GS-11-12-16M-10.5-10.5-3.5GS-4.0SW | | |
| 43.46 | GOLDBRIDGE | CAMERON LOOP | SHARED LANE | BIKE LANE | 3,627 | 4SW-2GS-11-11-14-13.5M-14-10.5-3GS-4SW | | |
| 43.47 | CAMERON LOOP | DAVIS | SHARED LANE | BIKE LANE | 261 | 4SW-3GS-23-4M-23 | | _ |
| 20 11 | | | | WIDE CURR | 1.000 | 32 LINIMARKED | | |
| 27.11 | | | WIDE CURB | | 556 | 5 SW-10 GS-14-CL-14-4 GS-4 SW | | |
| 29.13 | 14TH ST W | 12TH ST W | SHARED LANE | BIKELANE | 463 | 12-CI-13 | | - |
| 29.14 | 12TH ST W | 6TH ST W | SHARED LANE | BIKE LANE | 2.257 | 4 SW-4 GS-12-CL-12-5 GS-4 SW | | |
| 29.15 | 6TH ST W | 5TH ST W | SHARED LANE | BIKE LANE | 460 | 20 UNMARKED | | |
| WESTBANK | DR | | | | | | | |
| 64.05 | CAPITAL OF TEXAS HWY | ALLEN RD. | BIKE LANE | BIKE LANE | 2,630 | 5 BL-11-14 TL-11-5 BL | | Y |
| WESTGATE | BLVD TO DAVIS LN CONNECTOR | | | | | | | |
| 943.48 | CAMERON LOOP | DAVIS | NONE | MULTI-USE PATH | 1,348 | WORN PATH | | |
| WESTLAKE | DR | | | | | | | |
| 309.05 | | | WIDE CUPB | BIKELANE | 3 721 | 85H-21-CL-21-25H | | |
| 309.05 | | | WIDE CURB | BIKELANE | 2 465 | 8\$H-21-CL-21-2\$H | | |
| 309.07 | TORO CANYON | BRIDGE OVER INLET | WIDE CURB | WIDE CURB | 5,766 | 20-CI-20 | | |
| 309.08 | BRIDGE | BRIDGE | SHARED LANE | BIKE LANE | 136 | 12-CL-12 | | |
| 309.09 | BRIDGE OVER INLET | WESTLAKE PASS | SHARED LANE | Shared lane | 4,420 | 12-CL-12 | | |
| 309.10 | WESTLAKE PASS | AUSTIN CITY LIMIT | SHARED LANE | SHARED LANE | 279 | 9-CL-9 | | |
| 309.11 | AUSTIN CITY LIMIT | AUSTIN CITY LIMIT | SHARED LANE | BIKE LANE | 3,264 | 9-CL-9 | | |
| 309.12 | WESTLAKE PASS | AUSTIN CITY LIMIT | SHARED LANE | SHARED LANE | 754 | 10.5-CL-10.5 | | |
| 309.13 | WESTLAKE PASS | THE HIGH ROAD | SHARED LANE | SHARED LANE | 3,962 | 12-CL-12 | | |
| WESTMINS | IER DR | | | DIKELANIE | 5 477 | | | |
| 357.03 | GASION PLACE | MANORRD | BIKE LANE | BIKE LANE | 5,4// | 5BL-14-CL-14-5BL | | |
| 40.04 | EXPOSITION BLVD | MOPAC | WIDE CURB | WIDE CURB | 2 152 | 4 SW-19-CL-18 | | |
| WHISPERIN | IG OAKS DR | | 11102 00110 | 11102 00110 | 2,102 | | | |
| 82.26 | MANASSAS DR | WISPERING WINDS DR | WIDE CURB | WIDE CURB | 2,366 | 41-5 SW | 63 | |
| WHISPERIN | G WINDS DR | | | | | | | |
| 82.27 | WHISPERING OAKS DR | TWISTED OAKS | SHARED LANE | Shared lane | 324 | 4 SW-4 GS-27-4 GS-4 SW | 63 | |
| 382.04 | TWISTED OAKS DR. | MANASSAS DR. | SHARED LANE | WIDE CURB | 2,114 | 13.5-CL-13.5 | | |
| WHITE HOP | RSE TRL | | WIDE OUR | | 1.007 | | | |
| 24.05 | | | WIDE CURB | WIDE CURB | 1,997 | | /0 | |
| 24.06 | | BURNELRD | WIDE CURB | WIDE CURB | 6/3 | 38 UNMARKED | 68 | |
| 24.03 | GREAT NORTHERN | SHOAL CREEK BLVD | WIDE CURB | BIKELANE | 1 902 | 5\$W-9G\$-38-9G\$-5\$W | | |
| 24.04 | SHOAL CREEK BLVD | ALLENDALE RD | WIDE CURB | BIKE LANE | 2,626 | 42 UNMARKED | | |
| WHITE WIN | G AVE | | | | | | | |
| 347.06 | POLLYANNA | THRUSH | Shared lane | Shared lane | 2,682 | 24 UNMARKED | | |
| WILDERNES | SS DR | | | | | | | |
| 64.10 | WALSH TARLTON | OLD WALSH TARLTON | SHARED LANE | BIKE LANE | 779 | 5 SW-14-CL-12 | | Y |
| WILLAMET | EDR | | | | 1 (70 | 50W 07 50W | | |
| 26.07 | | NORTHEAST | SHARED LANE | SHARED LANE | 1,6/8 | 55W-27-55W | | |
| 80.01 | | US 290 W | SHAPED LANE | BIKELANE | 9.045 | 6 SW-11-12-11-13 M-11-12-11-6 SW | | |
| 80.02 | US 290 W | BRODIE | SHARED LANE | BIKELANE | 14 928 | 5 SW-10-12-12-10 M-12-12-11-5 SW | 72 | |
| 80.03 | BRODIE LN | WESTGATE BLVD | SHARED LANE | BIKE LANE | 5,509 | 4 SW-10 GS-10-11-11 TL-30 M-11-10-3 GS-6 SW | 12 | |
| 80.04 | WESTGATE | MANCHACA RD | SHARED LANE | BIKE LANE | 3,209 | 4 SW-4 GS-10-11-40 M-11-10-2 GS-6 SW | 36 | |
| 80.05 | MANCHACA RD | EMERALD FOREST | SHARED LANE | BIKE LANE | 4,539 | 8 SW-17-10-14-10 TL-4 M-11-11-10-8 SW | 36 | |
| 80.06 | EMERALD FOREST | S 1ST ST | SHARED LANE | BIKE LANE | 2,053 | 4 SW-4 GS-10-11-11-10 M-11-11-10-5 SW | 36 | |
| 80.07 | S 1ST ST | CONGRESS AVE | SHARED LANE | BIKE LANE | 3,385 | 4 SW-4 GS-10-11-11-22 M-11-11-10-15 M-4 SW | 36 | |
| 80.08 | CONGRESS AVE | CIRCLE S | SHARED LANE | BIKE LANE | 450 | 6 SW-14-10-11-5 M-13 TL-11-11-10-5 SW | | |
| 80.09 | CIRCLE S | IH 35 | SHARED LANE | BIKE LANE | 2,306 | 6 SW-10-11-10-15 M-11-11-9-6 SW | | |
| 80.10 | IH 35 | BLUFF SPRINGS | SHARED LANE | BIKE LANE | 1,138 | 4 SW-6 GS-12-12-11-5 M-10 TL-12-12-12-6 SW | 33 | |
| 80.11 | BLUFF SPRINGS | | SHARED LANE | BIKELANE | /,861 | 6 SW-3 GS-12-12-12-15 M-12-12-12-5 GS-4 SW | | V |
| 80.12 | | | | | 4,770 | 4 SW/ 5 CS 12 11 M 18 M 5 M 11 11 | | I |
| 80.14 | RUNNING WATER | MCKINNEY FALLS PKWY | WIDE SHOULDER | BIKELANE | 3 718 | 6 SW-8-12-12 M-12-6 | | |
| | | | INDE ONO OLDER | | | | | |
| 80.15 | MCKINNEY FALLS PKWY. | DEE GABRIEL COLLINS RD. | NO ROAD | BIKE LANE | 9,711 | 5B-12-12-12-23MED-12-12-12-5B* | | Y |
| WILLIAMSC | ON CREEK GREENWAY | | | | | | | |
| 974 01 | MOWINKLE DR / END OF CREEK | US 290 W | NONE | MULTI-USE PATH | 17 768 | | | |
| 774.01 | MOTINEE BR / END OF OREER | 03 270 11 | HORE | MOEN OSE I / MIT | 17,700 | | | - |
| 974.02 | US 290 W | MOPAC | NONE | MULTI-USE PATH | 11,651 | | | |
| | | | | | | | | |
| 974.03 | MOPAC | CITY LIMITS | NONE | MULTI-USE PATH | 1,979 | | | |
| | | | | | | | | |
| 974.05 | CITY LIMIT | UNION PACIFIC RR TRACKS | NONE | MULTI-USE PATH | 8,913 | | | |
| 07404 | | | NONE | | 11.10.1 | | | |
| 7/4.06 | UNION PACIFIC RK IRACKS | 3 CONGRESS AVE | NONE | MULII-USE PAIH | 11,134 | | | |
| 974 07 | S CONGRESS AVE | IH 35 | NONE | MULTI-LISE PATH | 6 072 | | | |
| ,, 4.0/ | S S S N S N S N S N S N S N S N S N S N | | | | 0,072 | | | |
| 974.08 | IH 35 | S PLEASANT VALLEY RD | NONE | MULTI-USE PATH | 10,849 | | | |
| | | | | | | | | |
| 974.09 | S PLEASANT VALLEY RD | ROY KIZER PARK | NONE | MULTI-USE PATH | 1,705 | | | |
| | | | | | | | | |
| 974.10 | ROY KIZER PARK BOUNDARY | ONION CREEK | NONE | MULTI-USE PATH | 14,387 | | | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|--|-------------------------|------------------------|----------------------------------|--------------|---|-----------------------------|
| WILLOW C | REEK DR | | RIKELANE | RIKELANE | 1.492 | 5 RL 14 CL 14 5 RL 4 SW | |
| 68.16 | | OLTORF | BIKE LANE | BIKE LANE | 684 | 4 BL-12-CL-13-5 BL-7 PL-4 SW | |
| 34.13 | | IH 35 | WIDE CURB | | 2,012 | 28 UNMARKED | |
| S9.13 WILSON PA | | CHERRYWOOD | WIDE CORB | WIDE CORB | 1,170 | 15-CL-15 | |
| 103.07 WILSON ST | FM 620 | DEAD END / CITY LIMIT | SHARED LANE | BIKE LANE | 6,051 | 11-11-MED-11-11 | |
| 347.30 | JOHANNA | LIVE OAK ST | WIDE CURB | WIDE CURB | 725 | 15-CL-15 | |
| 42.01 | MATTHEWS | PECOS ST. | Shared lane | SHARED LANE | 2,082 | 5SW-13.5-13.5 | |
| 42.02 | PECOS ST. EXPOSITION BLVD | EXPOSITION | SHARED LANE | BIKE LANE | 2,095 | 5SW-12.5-13.5 5SW-4BL-14 5-13 5-4BL | |
| 42.04 | MOPAC | LAMAR BLVD | SHARED LANE | BIKE LANE | 3,108 | 9-9.5-9.5-9 | |
| WINSTED L | | | | | 1 095 | 13.5 CL 13.5 | |
| 127.04 | | | | | 1,703 | 13.5-CE-13.5 | |
| 129.05 | ENFIELD RD. | N MOPAC SB TO 10TH RAMP | SHARED LAINE | BIKE LANE | 1,592 | 11.5-CL-11.5 | |
| 129.07 WOLF LN | MOPAC N SB TO 10TH RAMP | LAKE AUSTIN BLVD | SHARED LANE | BIKE LANE | 2,214 | 11-11-11-11 | |
| 79.07 | SH 71 E WB | MEURER LN | | BIKE LANE | 9,520 | 12-CL-12 | |
| 79.08 WOOD HC | DLLOW DR | PEARCE LN | WIDE SHOULDER | BIKELANE | 7,838 | 65H-9-CL-9-65H | |
| 21.25 | SPICEWOOD SPRINGS RD | FAR WEST BLVD | SHARED LANE | BIKE LANE | 3,855 | 11-11-CL-11-11 | |
| WOODHU | E DR | NORTH HILLS DR | WIDE CORB | BIKE LANE | 1,488 | 20-CL-20 | |
| 31.54 | SPEER | WILLIAM CANNON DR | WIDE CURB | WIDE CURB | 1,925 | 4SW-3.5GS-20.5-CL-20.5 | |
| WOODLA | ND AVE | MATTHEWS LN | WIDE CORB | BIKE LAINE | 1,943 | 43W-7G3-20.3-CL-20.3-6G3-63W | |
| 68.11 | EAST SIDE | TRAVIS HEIGHTS | BIKE LANE | BIKE LANE | 1,085 | 6 BL-14-CL-14-6 BL | |
| 68.13 | IH 35 | PARKER | BIKE LANE | BIKE LANE | 1,771 | 5 BL-14-CL-15-5 BL 5 BL-14-CL-15-4 BL | |
| 68.14 | PARKER LN | WILLOW CREEK | BIKE LANE | BIKE LANE | 2,061 | 5 SW-6 BL-14-CL-14-8 BL | |
| 39.10 | ANDERSON LN W | DUKE AVE | BIKE LANE | BIKE LANE | 382 | 15-15-CL-15-15 | |
| 39.11 | DUKE AVE | MORROW ST | BIKE LANE | BIKE LANE | 1,482 | 20-CL-20 | |
| 41.08 | JUSTIN | KOENIG | BIKE LANE | BIKE LANE | 2,804 | 13 GS-4 BL-15-CL-15-4 BL-4 SW | |
| 41.10 | KOENIG | NORTH LOOP | WIDE CURB | BIKE LANE | 2,779 | SW-19-CL-19 | |
| 41.11 WOODWA | NORTH LOOP | 49TH ST W | WIDE CURB | BIKE LANE | 1,872 | 4 SW-28-4 SW | |
| 59.30 | PARKER LN | BEN WHITE | BIKE LANE | BIKE LANE | 1,132 | 10 SW-2 BL-8-10-CL-10-9-6 SW | 54 |
| 59.31 | BEN WHITE BLVD | | WIDE CURB | BIKELANE | 1,304 | 5 SW-17-11-CL-13-16-5 SW 6 SW-12 GS-4 BL-16-CL-16-5 BL-3 GS-4 SW | 54 |
| 70.06 | WILLOWRUN DR | IH 35 | BIKE LANE | BIKE LANE | 2,004 | 4 BL-16-CL-16-4 BL-3 GS-4 SW | |
| 70.07 | IH 35 DGE DR | PARKER | BIKE LANE | BIKE LANE | 1,850 | 9 SW-3 GS-10-11-CL-11-10-6 SW | |
| 129.02 | WOOLDRIDGE | HARRIS BLVD | WIDE CURB | BIKE LANE | 133 | 15-CL-15 | |
| 342.02 | CLAIRE | GASTON | WIDE CURB | BIKE LANE | 577 | 15-CL-15 | |
| 41.06 | LAZY LN | TISDALE DR | WIDE CURB | WIDE CURB | 497 | 28 UNMARKED | Y |
| 341.02 | BURRELL DR | LAZY LN | WIDE CURB | BIKE LANE | 990 | 20-CL-20 | Y |
| 39.09 | MULLEN DR | ANDERSON LN W | Shared lane | BIKE LANE | 1,168 | 10-10-CL-10-10 | |
| 82.17 | CROFTWOOD DR | HOLT | WIDE CURB | WIDE CURB | 643 | 4 SW-41 | 63 |
| 347.04 | POLLYANNA AVE | IH 35 | Shared lane | SHARED LANE | 412 | 22 UNMARKED | |
| 139.03 | BRADWOOD | ASHWOOD | WIDE CURB | WIDE CURB | 657 | 15-CL-15 | Y |
| WYCLIFF L | N | DODETT | | DIVELANE | 4.005 | 00 CL 00 | |
| WYLDWOO | DELPHI DD RD | DORSEII | WIDE CORB | BIKE LANE | 4,375 | 20-CL-20 | |
| 88.11 | STORMY RIDGE RD. | BRODIE LN. | SHARED LANE | BIKE LANE | 2,778 | 11-CL-11 | |
| 8.01 | LAMAR BLVD N | IH 35 | SHARED LANE | BIKE LANE | 1,489 | 15-CL-12 | |
| 8.02 | IH 35 | TECH RIDGE BLVD | WIDE SHOULDER | BIKE LANE | 2,044 | 5-12-CL-12-5 | |
| 8.03 | PARMER LN | HULSEY | SHARED LANE | BIKE LANE | 7,606 | 10-CL-10 | |
| 8.08 | PARMER LN E | HUSLEY | SHARED LANE | BIKE LANE | 469 | 13-CL-13 | |
| 107.04 | TEXAS PLUME | SPICEWOOD SPRINGS | WIDE CURB | BIKE LANE | 11,977 | 25-CL-25 | |
| 120.01 | SPICEWOOD SPRINGS RD | CITY LIMIT | SHARED LANE | BIKE LANE | 590 | 11-CL-11 | |
| 120.03 | CITY LIMIT | CITY LIMIT | WIDE CURB WIDE CURB | BIKE LANE | 566 1,554 | 20-CL-20 17.5-CL-17.5 | |
| YETT CREE | KTRAIL | | | | .,507 | | |
| 920.01 920.02 | RIATA VISTA CIR TRAIL @ RIATA VISTA CIR | EXISTING TRAIL | NONE MULTI-USF PATH | MULTI-USE PATH MULTI-USF PATH | 181 | CRUSHED GRANITE PATH | |
| 920.03 | EXISTING TRAIL | MUSTANG CHASE | NONE | MULTI-USE PATH | 477 | | |
| 14.01 | MOPAC | STONELAKE | SHARED LANE | BIKE LANE | 831 | 10-10-32MED-10-10 | |
| ZACH SCC | | | BIKELANE | BIKELANE | 2 444 | 8P-5R-10-CI-10-5P 9D* | |
| 34.16 | AIRPORT BLVD | MANOR RD | NO ROAD | BIKE LANE | 3,443 | 8P-5B-10-CL-10-5B-8P* | |
| ROADWAY | YS IN THE STATE OF TEXAS JURISDIC | CTION | | | | | |
| 47.47 | 15TH ST | 11TH ST | WIDE CURB | WIDE CURB | 3,944 | 9P-18-9P | |
| 12TH ST 48.13 | | CONGRESS AVE | WIDE CURB | WIDE CURB | 376 | 9P-18-9P | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 33 of 38

| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|--------------------------------|------------------------------------|--------------------------------|--------------------------------|-----------------------|--|-----------------------------|
| 48.14 | CONGRESS AVE MEDIAN | MEDIAN TRINITY ST | WIDE CURB WIDE CURB | WIDE CURB WIDE CURB | 324 248 | 9P-18-9P 9P-14 | |
| STATE ROA | AD SYSTEM | | | | | | |
| 39.22 | MLK BLVD E | 12TH ST E | SHARED LANE | WIDE CURB | 2,373 | 12-12-11 CTL-12-13 | 16 |
| 39.23 | 12TH ST E | OAK SPRINGS | SHARED LANE | WIDE SHOULDER | 1,434 | 12-12-11 CTL-12-13 | 16 |
| 39.24 | SPRINGDALE RD | US 183 | SHARED LANE | WIDE SHOULDER | 4,655 | 12-12-11 CTL-12-13 | 16 |
| ALLANDA | | | | | 2.075 | 10.10.01.10.10 | |
| ANDERSO | N LN E SVRD WB | BURNEI KD | SHARED LANE | WIDE CORB | 3,075 | 12-12-CL-12-12 | |
| 417.14 | IH 35 | US 290 E | WIDE SHOULDER | WIDE SHOULDER | 9,339 | 12-12-12- MED -12-12- | |
| 454.03 | FM 2769 | FM 620 | SHARED LANE | WIDE SHOULDER | 4,465 | 12.5-CL-12.5 | |
| BASTROP | | SUL 71 | | | 12.0.47 | | |
| 417.16 | SH 71 E | MCKINNEY FALLS PKWY | SHARED LANE | WIDE SHOULDER | 13,847 | 12-12-12- MED -12-12- 12-12-12 CTL -12-12 | |
| BEE CAVE | S RD | | | | | | |
| 9.08 | CAPITAL OF TEXAS HWY | BEE CAVES RD / RM 2244 WESTLAKE | SHARED LANE | SHARED LANE | 17,405 | 10 SH -12-12-4 SH (EA 12-12-CL-12-12 | 27 |
| 449.02 | WESTLAKE | REVEILLE | SHARED LANE | SHARED LANE | 424 | 12-12-CL-12-12 | |
| 449.03 | REVEILLE WESTBANK DR | BUUANIN | SHARED LANE | SHARED LANE | 229 | 12-12-CL-12-12 12-12-CL-12-12 | |
| 449.05 | BULIAN | ROLLINGWOOD | SHARED LANE | SHARED LANE | 1,264 | 12-12-14 CTL -12-12 | |
| 449.06 | | | SHARED LANE | SHARED LANE | 5,522 | 12-12-CL-12-12 12-12-CL-12-12 | |
| BELL BLVD | | MOLAC | SHARED EARE | SHARED EARE | 707 | 12-12-02-12-12 | |
| 417.03 | BLOCK HOUSE DR | NEW HOPE | SHARED LANE | WIDE CURB | 3,933 | 12-12-12 CTL -12-12 | |
| 417.04 | FM 1431 | BUTTERCUP CREEK BLVD | SHARED LANE | WIDE CURB | 6,640 | 12-12-12 CTL -12-12 | |
| 417.06 | BUTTERCUP CREEK BLVD | LAKELINE BLVD | SHARED LANE | WIDE CURB | 10,719 | 12-12-12 CTL -12-12 | |
| 418.04 | IH 35 | PLEASANT VALLEY | SHARED LANE | WIDE CURB | 4,997 | 12-12-12-MED-12-12-12 | 8 |
| 418.05 | PLEASANT VALLEY | MONTOPOLIS | SHARED LANE | WIDE CURB | 7,643 | 12-12-12-MED-12-12-12 | 8 |
| 418.06 | MONTOPOLIS | RIVERSIDE | SHARED LANE | WIDE SHOULDER | 7,860 | 12-12-12-MED-12-12-12 | 30 |
| 418.07 | RIVERSIDE | US 183 | SHARED LANE | WIDE SHOULDER | 3,786 | 12-12-12-MED-12-12-12 | |
| 418.08 | US 183 CAPITAL OF TEXAS HWY | BRANDI DR MANCHACA RD | SHARED LANE | WIDE SHOULDER | 4,883 | 12-12-12-MED-12-12-12 12-12-12- MED -12-12- | |
| 450.12 | MANCHACA RD | CONGRESS AVE S | SHARED LANE | WIDE SHOULDER | 8,413 | 12-12-12 -MED-12-12-1 | |
| 450.13 | CONGRESS AVE S | IH 35 | SHARED LANE | WIDE SHOULDER | 4,858 | 12-12-12 -MED-12-12-1 | |
| 434.01 | SH 45 | PARMER LN W | SHARED LANE | WIDE CURB | 20,026 | 12-12-14 CTL -12-12 | |
| 437.02 | DUVAL RD | RUTLAND DR | SHARED LANE | BIKE LANE | 8,376 | 12-11-13 M-11-12 | v |
| CAPITAL C | OF TEXAS HWY | 03 165 | SHARED LAINE | BIKE LAINE | 3,710 | 12-11-13 M-11-12 | I |
| 9.01 | MOPAC | RESEARCH BLVD | SHARED LANE | WIDE CURB | 3,729 | 11-11-18 M-11-11-11 | F |
| 9.02 | MOUNTAIN RIDGE | GREAT HILLS | WIDE SHOULDER | WIDE SHOULDER | 2,2/1 | 10 SH -12-12-4 SH (EA | 5 |
| 9.04 | GREAT HILLS TR | SPICEWOOD SPRINGS | WIDE SHOULDER | WIDE SHOULDER | 4,319 | 10 SH -12-12-4 SH (EA | 5 |
| 9.05 | SPICEWOOD SPRINGS RD | | WIDE SHOULDER | WIDE SHOULDER | 6,118 | | 07 |
| 9.06 | LAKEWOOD | FM 2222 | WIDE SHOULDER | WIDE SHOULDER | 5,038 | 10 SH -12-12-4 SH (EA | 2/ |
| 9.09 | LOST CREEK BLVD. | WESTBANK | WIDE SHOULDER WIDE SHOULDER | WIDE SHOULDER | 2,797 | 10 SH -12-12-4 SH (EA 10 SH -12-12-4 SH (EA | |
| 9.11 | WESTBANK DR | WALSH TARLETON | WIDE SHOULDER | WIDE SHOULDER | 7,916 | 10 SH -12-12-4 SH (EA | |
| 9.12 | MOPAC | LAMAR BLVD | WIDE SHOULDER | WIDE SHOULDER | <u>3,119</u> 6.981 | 10 SH -12-12-4 SH (EA 10 SH-12-12-4 SH (FAC | 38 |
| CONGRES | S AVE S | | | | | | |
| 47.61 | ST. ELMO E | EBERHART LN | SHARED LANE | WIDE SHOULDER | 4,535 | 5 SH-11-11-15 TL-11-11-5 SH 11-11-CI-11-11 | 61 |
| 47.63 | EBERHART LN | WILLIAM CANNON DR | WIDE SHOULDER | WIDE SHOULDER | 1,561 | 14SH-12-CL-12-14SH | 62 |
| 47.64 | WILLIAM CANNON DR | EOREMOST DR | WIDE SHOULDER | WIDE SHOULDER | 3,633 | 6BL/SH-12-CL-12-6BL/SH 4BL/SH-12-CL-12-4BL/SH | 62 |
| 47.66 | FOREMOST DR | RALPH ALBANEDO | WIDE SHOULDER | WIDE SHOULDER | 3,459 | 2SH/BL-12-12-14 TL-12-14-2SH/BL | 61 |
| 47.67 DECKER LI | RALPH ALBANEDO | SLAUGHTER LN | SHARED LANE | WIDE CURB | 2,487 | 12-12-14 TL-12-12 | 61 |
| 410.01 | US 290 E SVRD WB | US 290 E SVRD EB | SHARED LANE | WIDE CURB | 476 | 12-12-CL-12-12 | |
| 410.02 | US 290 E | DECKER POWER PLANT | SHARED LANE | WIDE SHOULDER | 15,712 | 12-12-CL-12-12 45H -12-12-CL-12-12- | |
| 410.04 | DECKER LAKE RD | FM 969 | WIDE SHOULDER | WIDE SHOULDER | 6,013 | 4 SH -12-12-CL-12-12- | |
| DUVAL RD | | | | | 458 | 10-12-13 M-10-11-6 SW | 21 |
| 437.01 | AMHERST | BURNET RD | SHARED LANE | BIKE LANE | 955 | 10-12-13 M-10-11-6 SW | 21 |
| ED BLUEST | EIN BLVD | | | | 22.744 | 10.10.10.10.10.10 | |
| FM 1325 | US 290 E | AIRPORT BLVD | WIDE SHOULDER | WIDE SHOULDER | 33,/44 | 12-12-12- MED -12-12- | |
| 305.01 | SH 45 | APPROX 700 FT S OF SH 45 | SHARED LANE | WIDE CURB | 661 | 12-12-CL-12-12 | |
| 305.02 FM 1327 | APPROX 700 FLS OF SH 45 | MUPAC | SHARED LANE | WIDE CURB | 13,454 | 12-12-UL-12-12 | |
| 422.06 | IH 35 | PLEASANT VALLEY | WIDE SHOULDER | WIDE SHOULDER | 6,631 | SH10-12-CL-12-SH10 | |
| 422.07 | THAXTON | US 183 | WIDE SHOULDER WIDE SHOULDER | WIDE SHOULDER WIDE SHOULDER | 10,331 | SH10-12-CL-12-SH10 SH10-12-CL-12-SH10 | |
| FM 1431 | | | | | 2.,220 | | |
| 423.01 | STUDY BOUNDARY | LOHMAN'S FORD BELL BLVD N | SHARED LANE | WIDE SHOULDER | 32,682 58 921 | 12-CL-12 \$H6-12-12-CL-12-12-\$ | |
| 423.05 | FM 734 | IH 35 | WIDE SHOULDER | WIDE SHOULDER | 29,761 | SH6 -12-12-CL-12-12-S | |
| FM 1460 | CHANDLER | SH 79 | SHAREDLANE | | 20.044 | 14-CI -14 | |
| FM 1625 | GLA WIDELN | 0.177 | STRAKED LAINE | | 20,040 | | |
| 425.01 | US 183 EM 1327 | FM 1327 STUDY BOUNDARY | SHARED LANE SHARED LANF | WIDE SHOULDER | 24,819 | 11-CL-11 | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 34 of 38 Page 34 of 38

| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|--------------------|----------------------|-------------------|----------------------------|-------------|--|-----------------------------|
| FM 1626 | | | | | 10.407 | 10.01.10 | |
| 446.01 | | | SHARED LANE | WIDE SHOULDER | 9 9 4 8 | 12-CL-12 | |
| 446.03 | TRAVIS COUNTY LINE | FM 967 | SHARED LANE | WIDE SHOULDER | 14,493 | 12-CL-12 | |
| 446.04 | FM 967 | FM 2770 | SHARED LANE | WIDE SHOULDER | 17,245 | 11-CL-11 | |
| FM 1825 | | | | | | | |
| 456.01 | IH 35 | | SHARED LANE | WIDE CURB | 2,693 | 12-12-MED | |
| 436.02 FM 1826 | END MEDIAN | HEATHERWILDE | WIDE SHOULDER | WIDE SHOULDER | 10,411 | 83H-12-12-12C1L-12-12-83H | |
| 426.01 | US 290 W | SLAUGHTER LN | SHARED LANE | WIDE CURB | 4,420 | 11-CL-11 | |
| 426.02 | SLAUGHTER LN. | SH 45 | SHARED LANE | WIDE SHOULDER | 14,914 | 11-CL-11 | |
| 426.03 | SH 45 | NUTTY BROWN | SHARED LANE | WIDE SHOULDER | 15,649 | 11-CL-11 | |
| FM 2001 | 111.25 | SU 01 | | | 19 471 | | |
| FM 2222 | 11 35 | 51121 | SHARED LANE | WIDE SHOULDER | 10,471 | 3112-11-CE-11-3112 | |
| 9.07 | FM 2222 | WESTLAKE | WIDE SHOULDER | WIDE SHOULDER | 13,229 | 10 SH -12-12-4 SH (EA | 27 |
| 23.26 | HIGHLAND HILLS DR | PARKCREST DR | SHARED LANE | WIDE CURB | 409 | 13-1CL-13 | |
| 419.02 | FM 620 | CAPITAL OF TEXAS HWY | WIDE SHOULDER | WIDE SHOULDER | 27,120 | 12-12-CL-12-12 | 26 |
| 419.03 | | | SHARED LANE | WIDE SHOULDER | 1,322 | 12-12-CL-12-12 12-12-CL-12-12 | 26 |
| 419.04 | MESA DR | MOPAC | SHARED LANE | WIDE SHOULDER WIDE CURB | 4.056 | 12-12-01-12-12 | 20 |
| FM 2243 | | | | | ., | | |
| 429.01 | CR 278 | US 183 | SHARED LANE | WIDE SHOULDER | 6,060 | 11-CL-11 | |
| FM 2244 | | | | | 070 | | 07 |
| 9.14 | SH 71 W | CAPITAL OF TEXAS HWY | WIDE SHOULDER | WIDE SHOULDER | 39 849 | то sh -12-12-4 sh (EA 8SH-12-12-17М-12-12-8SH | 2/ |
| FM 2769 | | | THE SHOULDER | | 57,007 | | |
| 454.01 | LIME CREEK | BULLICK HOLLOW | SHARED LANE | WIDE SHOULDER | 20,274 | 11-CL-11 | |
| 454.02 | BULLICK HOLLOW | ANDERSON MILL | SHARED LANE | WIDE SHOULDER | 13,957 | 11-CL-11 | |
| FM 2770 | | 514.150 | | | 01.100 | 10.01.10 | |
| 427.01 FM 620 | LOOP 4 / MAIN SI | F/M 150 | SHAKED LANE | WIDE CORB | 26,623 | 12-UL-12 | |
| 401.01 | SH 71 W | LAKEWAY BLVD | WIDE SHOULDER | WIDE SHOULDER | 20.395 | 8 SH -12-12-14 CTL -1 | 65 |
| 401.02 | LAKEWAY | QUINLAN PARK | WIDE SHOULDER | WIDE SHOULDER | 36,585 | 8 SH -12-12-14 CTL -1 | 65 |
| 401.03 | QUINLAN PARK | FM 2222 | WIDE SHOULDER | WIDE SHOULDER | 10,912 | 8 SH -12-12-14 CTL -1 | 65 |
| 401.04 | FM 2222 | US 183 | WIDE SHOULDER | WIDE SHOULDER | 34,170 | 8 SH -12-12-14 CTL -1 | 65 |
| 401.05 | US 183 | NORTH LAKE CREEK | WIDE SHOULDER | WIDE SHOULDER | 2,489 | 13-12-12-MED | 65 |
| 401.08 | SH 45 | WYOMING SPRINGS | WIDE SHOULDER | WIDE SHOULDER | 13,697 | 8 SH -12-12-14 CTL -1 | 65 |
| 401.08 | WYOMING SPRINGS | IH 35 N | WIDE SHOULDER | WIDE SHOULDER | 10,204 | 8 SH -12-12-14 CTL -1 | 65 |
| FM 812 | | | | | | | |
| 480.17 | US 183 | FM 973 | SHARED LANE | WIDE SHOULDER | 11,226 | 12-12-CL-11-11 | Y |
| 480.18 | FM 973 | COUNTY LINE | WIDE SHOULDER | WIDE SHOULDER | 31,912 | SH4 - 12-CL-12- SH4 | |
| 465.01 | STUDY BOUNDARY | RUBY RANCH | Shared lane | WIDE CURB | 34,680 | 11-CL-11 | |
| 465.02 | RUBY RANCH | FM 1626 | Shared lane | WIDE CURB | 13,487 | 11-CL-11 | |
| 465.03 | FM 1626 | LOOP 4 | SHARED LANE | WIDE CURB | 16,489 | 10-CL-10 | |
| FM 969 | 115 193 | | | | 4 101 | 12 12 12 CTL 12 12 | |
| 44.15 | IOHNNY MORRIS | DECKER | SHARED LAINE | WIDE SHOULDER | 5 489 | 12-12-12 CTL -12-12 | |
| 44.17 | DECKER | AUSTIN CITY LIMIT | SHARED LANE | WIDE SHOULDER | 2,638 | 12-12-12 CTL -12-12 | |
| 444.18 | CITY LIMIT | IMPERIAL DR | Shared lane | WIDE SHOULDER | 2,778 | 12-12-12 CTL -12-12 | |
| 444.19 | IMPERIAL DR | FM 973 | SHARED LANE | WIDE SHOULDER | 5,693 | 12-12-CL-12-12 | |
| 444.20 | FM 973 | SH 130 | WIDE CURB | WIDE SHOULDER | 2,579 | 17.5-CL-17.5 | |
| 444.21 | GILBERT ST | DECKER CREEK | WIDE CURB | WIDE SHOULDER | 12 276 | 17.5-CL-17.5 | |
| 444.23 | DECKER CREEK | BURLESON MANOR RD. | WIDE CURB | WIDE SHOULDER | 9,891 | 17.5-CL-17.5 | |
| 444.24 | BURLESON MANOR RD. | STUDY BOUNDARY | Shared lane | WIDE SHOULDER | 9,718 | 12.5-CL-12.5 | |
| FM 973 | | ИС 000 Г | | | E/ 105 | | |
| 71.01 | STUDY BOUNDARY | | SHARED LANE | WIDE SHOULDER | 2 524 | 11-CL-11 | |
| 71.02 | US 290 E | FM 969 | SHARED LANE | WIDE SHOULDER | 37.063 | 2 SH -12-CL-12-2 SH | |
| 71.06 | FM 969 | SH 71 | SHARED LANE | WIDE SHOULDER | 22,161 | 2 SH -12-CL-12-2 SH | |
| 71.07 | SH 71 E | BURLESON | SHARED LANE | WIDE SHOULDER | 15,579 | 12-CL-12 | |
| 71.08 | BURLESON | MCANGUS | SHARED LANE | WIDE SHOULDER | 5,928 | 12-CL-12 | |
| 71.09 | FM 812 | FM 812 | SHARED LANE | WIDE SHOULDER | 13 048 | 12-CL-12 | |
| HAMILTON | POOLRD | | | THE SHOULDER | 10,000 | | |
| 428.01 | SH 71 W | STUDY BOUNDARY (W) | SHARED LANE | WIDE SHOULDER | 84,897 | 11-CL-11 | |
| IH 35 | | | | | | | |
| 421.01 | CR 111 | FM 3406 | SHARED LANE | WIDE SHOULDER | 15,360 | 12.5-12.5-MED | |
| 421.02 | FIVI 3406 | FIM 620 SH 45 | SHAKED LANE | WIDE CLIPR | 9,5/9 | 12.3-12.3-MED | |
| 421.03 | SH 45 | PARMER | WIDE CURB | WIDE SHOULDER | 26.701 | 15-15-MED | |
| 421.05 | PARMER LN | YAGER | SHARED LANE | WIDE CURB | 2,346 | 10-10-MED | |
| 421.06 | YAGER LN | WHITEWING | SHARED LANE | WIDE CURB | 9,297 | 11-11-MED | |
| 421.07 | WHITEWING AVE | RUNDBERG LN | SHARED LANE | WIDE CURB | 7,842 | 11-11-MED | |
| 421.08 | KUNDBERG | 51ST ST F | SHAKED LANE | | 10 970 | 11-11-MED | |
| 421.10 | 51ST ST E | MLK BLVD E | SHARED LANE | WIDE CURB | 13.391 | 10.5-10.5-10.5-MED | |
| 421.11 | MLK BLVD E | 15TH ST E | SHARED LANE | WIDE CURB | 1,490 | 11-11-11-MED | |
| 421.12 | 15TH ST E | 6TH ST E | SHARED LANE | WIDE CURB | 3,407 | 11-11-11-11-MED | |
| 421.13 | 6TH ST E | CESAR CHAVEZ ST E | SHARED LANE | WIDE CURB | 1,772 | 11-11-11-MED | |
| 421.14 | LIS 290 W | | SHARED LANE | WIDE CURB | 17,951 | 11-11-11-MED | |
| 421.15 | WILLIAM CANNON DR | FOREMOST DR | SHARED LANE | WIDE CURB | 6.399 | 12-12- FWY -12-12 | |
| 421.17 | FOREMOST | FM 1626 | SHARED LANE | WIDE CURB | 13,698 | 12-12- FWY -12-12 | |
| 421.18 | FM 1626 | FM 1327 | SHARED LANE | WIDE CURB | 10,721 | 12-12- FWY -12-12 | |
| 421.19 | FM 1327 | STUDY BOUNDARY | SHARED LANE | WIDE CURB | 32,073 | 12-12- FWY -12-12 | |
| 419 10 | BURNET | LAIRD | SHARED LANE | WIDE CURB | 304 | 12-12-CI-12-12 | |
| 419.11 | | | SHARED LANE | WIDE CURB | 1 539 | 10-10-01-10-10 | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 35 of 38 Page 35 of 38

| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-------------------------------|--|----------------------------|----------------------------|--------------|--|-----------------|----------------|
| 419.12 | ULRICH AVE | LAMAR BLVD | SHARED LANE | WIDE CURB | 3,716 | 10-10-CL-10-10 | | |
| 419.13 | AIRPORT BLVD N | IH 35 | SHARED LANE | WIDE CURB | 6,050 | 12-12-CL-12-12 12-12-12- FWY -12-12-12 | | |
| LAMAR BL | | VACER | | | 0.007 | 10.11.01.11.10 | | |
| 43.02 | YAGER LN | BRAKER LN | SHARED LANE | WIDE SHOULDER | 7,619 | 12-12-12 CTL -12-12 | | |
| 43.04 | BRAKER | RUNDBERG | SHARED LANE | WIDE SHOULDER | 7,617 | 13-13-14 CTL -12-13 | | |
| 43.05 | COOPER | PEYTON GIN | SHARED LANE | WIDE CURB | 1.415 | 13-13-14 CTL -12-13 13-13-14 CTL -12-13 | | |
| 43.07 | PEYTON GIN | FAIRFIELD | WIDE CURB | WIDE CURB | 1,134 | 15-13-12 CTL -12-13 | | |
| 43.08 | FAIRFIELD | ELLIOTT W | SHARED LANE | WIDE CURB | 2 561 | 12-12-14 CTL -12-12 13-13-16 CTL -13-13 | | |
| 43.28 | RIVERSIDE | BARTON SPRINGS | SHARED LANE | WIDE CURB | 1,469 | 12-12-11-23 MED -14-12-12 | | |
| 43.29 | BARTON SPRINGS RD | TREADWELL | CLIMBING LANE | CLIMBING LANE | 2,024 | 4BL-10-11-11 CTL -11-13 | | |
| 43.30 | HETHER / W MARY | BLUEBONNET | SHARED LANE | WIDE CURB | 3,096 | 13-11-12 CTL -11-13 13-11-12 CTL -11-13 | | |
| 43.32 | BLUEBONNET | MANCHACA RD | SHARED LANE | WIDE CURB | 1,651 | 13-11-12 CTL -11-13 | | |
| 43.33 | MANCHACA RD | BARTON SKYWAY | SHARED LANE | WIDE CURB | 2 841 | 13-11-13 CTL-10-12-4 | 15 | |
| 43.35 | PANTHER TRAIL | BEN WHITE | SHARED LANE | WIDE CURB | 2,619 | 13-11-13 CTL-10-12-4 | 15 | |
| 450.10 | WESTGATE BLVD | CAPITAL OF TEXAS HWY | SHARED LANE | WIDE CURB | 2,348 | 12-12-12- FWY -12-12- | | |
| 71.04 | OLD HWY 20 / E PARSONS ST | BRENHAM ST | SHARED LANE | WIDE CURB | 1,269 | 2 SH -12-CL-12-2 SH | | |
| LOUIS HEN | NA BLVD | | | | | | | |
| 440.02 | FM 620 FM 1325 | LA FONTERA BLVD. | WIDE CURB WIDE SHOULDER | WIDE CURB WIDE SHOULDER | 4,497 | 14-14-MED 8 SH -12-12-14 CTL -1 | | |
| 440.04 | PFLUGER | PFLUGERVILLE RD | WIDE SHOULDER | WIDE SHOULDER | 4,524 | 8SH-10-10-MED | | |
| 440.05 | GREENLAWN | PFLUGERVILLE LP | WIDE SHOULDER | WIDE SHOULDER | 9,881 | SH8 -12-12- SH3- MED | | |
| 33.34 | LOOP 4 N | GOFORTH RD. | WIDE CURB | WIDE SHOULDER | 1,905 | 17-CL-17 | | |
| MANCHAC | CARD | | | | | | | |
| 27.08 | DITTMAR | DAVIS SLAUGHTER | WIDE SHOULDER | WIDE SHOULDER | 5,840 | 5.5SW-12-13.5-12-16LT-12.5-13.5-5.5SW 5.5SW-12.5-12-11.5-16TL-10-12.5-5.5SW | 84 84 | |
| 27.10 | SLAUGHTER LN W | OLD MANCHACA RD. | WIDE SHOULDER | WIDE SHOULDER | 4,096 | 12\$11.5-11.5-25CTL-11.5-11.5-12\$H | 01 | |
| 27.11 | OLD MANCHACA RD. | RAVENSCROFT DR. | WIDE SHOULDER | WIDE SHOULDER | 2,896 | 14SH-11.5-11.5-21CTL-11.5-11.5-14SH | | |
| MARTIN LU | THER KING BLVD E | F/W 1020 | WIDE CORB | WIDE SHOULDER | 6,040 | 13-CE-13 | | |
| 44.12 | AIRPORT BLVD | GREENWOOD AVE. | SHARED LANE | WIDE CURB | 1,861 | 4 SW-5 GS-12-13-15 TL-12-15 | | |
| 44.13 | SPRINGDALE | US 183 | SHARED LANE | WIDE SHOULDER | 4,975 | 12-11-CL-11-12 | | |
| MOPAC EX | (PY | | | | | | | |
| 64.18 | ROLLINGWOOD DR | BARTON SPRINGS RD BARTON SPRINGS RD | BIKE LANE | BIKE LANE WIDE SHOULDER | 825 405 | 4SH-12-11-MED 4SH-12-11-MED | | Y |
| 434.02 | PARMER LN W | BURNET | SHARED LANE | WIDE CURB | 5,926 | 13-13-13-13-MED | | |
| 434.03 | BURNET | BRAKER | SHARED LANE | WIDE CURB | 2,593 | 12-12-MED | | |
| 434.04 | BURNET | BRAKER | SHARED LANE | WIDE CURB | 3,969 842 | 12-12-12-MED | | |
| 434.06 | BRAKER | US 183 | SHARED LANE | WIDE CURB | 4,913 | 12-12-12-MED | | |
| 434.07 | US 183 STECK | STECK SPICEWOOD SPRINGS RD | SHARED LANE | WIDE CURB | 2 625 | 12-12-12-MED | | |
| 434.09 | SPICEWOOD SPRINGS RD | FAR WEST BLVD | SHARED LANE | WIDE CURB | 3,742 | 12-12-12-MED | | |
| 434.10 | FAR WEST | FM 2222 | WIDE SHOULDER | WIDE SHOULDER | 6,062 | 11SH-12RAMP-12-12-MED | | |
| 434.12 | TOWN LAKE | FM 2244 | SHARED LANE | WIDE SHOULDER | 4,615 | 12-12-12-12-MED | | |
| 434.13 | FM 2244 | CAPITAL OF TEXAS HWY | SHARED LANE | WIDE CURB | 9,733 | 12-12-MED | | |
| 434.14 | CAPITAL OF TEXAS HWY | SOUTHWEST PKWY RAMP | WIDE SHOULDER | WIDE SHOULDER | 3,850 | 12.5SH-12.5-12.5-12.5 | 37 | |
| 434.16 | RAMP | US 290 W | WIDE SHOULDER | WIDE SHOULDER | 2,462 | 8SH-12-12-12-MED | | |
| 434.17 | US 290 W WILLIAM CANNON DR | SLAUGHTER I N | WIDE CURB WIDE SHOULDER | WIDE CURB WIDE SHOULDER | 7,057 | 14-12-12-MED 8SH-12-12-MED | | |
| 434.19 | SLAUGHTER LN. | SH 45 | WIDE SHOULDER | WIDE SHOULDER | 12,330 | 8SH-12-12-MED | | |
| NORTHLAN | ID DR | MORAC | | WIDE CUPP | (00 | 10.10.01.10.10 | | |
| 419.07 | MESA DR | MOPAC | SHARED LANE | WIDE CURB | 432 | 12-12-CL-12-12 12-12-CL-12-12 | | |
| 419.08 | MOPAC | SHOAL CREEK | SHARED LANE | WIDE CURB | 2,422 | 12-12-CL-12-12 | | |
| 402.02 | WYOMING SPRINGS | IH 35 N | WIDE SHOULDER | WIDE SHOULDER | 9,273 | SH6 -12-12-CL-12-12- | | |
| 402.03 | IH 35 | SUNRISE | WIDE SHOULDER | WIDE SHOULDER | 7,719 | SH6 -12-12-CL-12-12- | | |
| 402.04 | SUNRISE RD | FM 1460 | WIDE SHOULDER | WIDE SHOULDER | 6,048 | SH6 -12-12-CL-12-12- | | |
| 451.01 | IH 35 | IH 35 BRIDGE | SHARED LANE | WIDE CURB | 1,968 | 12.5-12.5-12.5-45MED-12.5-12.5-12.5 | | |
| 451.02 | IH 35 BRIDGE | FM 1460 | WIDE SHOULDER | WIDE SHOULDER | 8,186 | 6SH-11-11-CTL-11-11-6SH | | |
| PARMER LN | FM 1460 N | CR 122 | WIDE SHOULDER | WIDE SHOULDER | 14,668 | 105H-11-11-CL-11-11-105H | | |
| 2.01 | CITY LIMIT | FM 620 | WIDE SHOULDER | WIDE SHOULDER | 10,692 | 11-CL-11 | | |
| 2.02 | FM 620 | MCNEIL AMHERST DR | WIDE SHOULDER | WIDE SHOULDER | 14,204 | 14SH- 13.5- 13.5- 13.5- 28MED- 13.5- 13.5- 13.5- 14SH | 81 | |
| 2.00 | AMHERST DR | MOPAC | WIDE SHOULDER | WIDE SHOULDER | 3,341 | 10SH-12-12-12-4-27 M-4-12-12-10SH | 81 | |
| 2.05 | MOPAC | IH 35 | | | 11,019 | 10SH-12-12-12-4-27 M-4-12-12-12-10SH | | |
| 2.06 | SAMSUNG | CITY LIMIT | WIDE CURB | WIDE CURB | 1,175 | 16-16-36MED-16-16-16 | | |
| 8.07 | CITY LIMIT | CITY LIMIT | WIDE CURB | WIDE CURB | 2,569 | 16-16-16-36MED-16-16-16 | | |
| 8.09 | AUSTIN CITY LIMIT | AUSTIN CITY LIMIT | WIDE CURB | WIDE CURB WIDE CURB | 5,808 | 14-14-14-40MED-14-14-14 14-14-14-40MED-14-14-14 | | |
| PARSONS | ST E | | | LIGE CORD | 3,423 | | | |
| 71.03 | LEXINGTON ST | FM 973 | SHARED LANE | WIDE CURB | 5,119 | 2 SH -12-CL-12-2 SH | | |
| 70.22 | FUTURE PETERSON RD. | WOLF LN. | WIDE CURB | WIDE SHOULDER | 2,446 | 15-CL-15 | | |
| PECAN ST | | 10111 51 | | | 2.007 | 10.10.CTL_10.10 | | |
| 456.03 | 10TH | FM 685 | SHARED LANE | WIDE SHOULDER WIDE CURB | 3,996 | 12-12-12 CIL - 12-12 12-CL-12 | | |
| 456.05 | EM 685 | CAMERON RD | SHARED LANE | WIDE SHOULDER | 14 202 | 12.5-CI-12.5 | | |

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| Route- Segment | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section SSTF Super Barrier Route |
|---------------------|------------------------------|----------------------------------|--------------------|--------------------------------|-------------|---|
| # PURYEAR R | D | | | | | |
| 422.04 | SAN ANTONIO | IH 35 | Shared lane | WIDE CURB | 1,149 | 12.5-CL-12.5 |
| ALZ 09 | | RPAKERIN | | | 15 114 | 12-12-12 MED -12-12- |
| 417.10 | BRAKER | MOPAC | SHARED LANE | WIDE CURB | 9,557 | 12-12-12-MED -12-12- 12-12-12- MED -12-12- |
| 417.11 | BRAKER | MOPAC | SHARED LANE | WIDE SHOULDER | 3,211 | 12-12-12- MED -12-12- |
| 417.12 SH 130 | SHOAL CREEK BLVD | BURNEI RD | SHARED LANE | WIDE CORB | 2,133 | 12-12-12- MED -12-12- |
| 441.01 | US 79 | GATTIS SCHOOL RD | WIDE SHOULDER | WIDE SHOULDER | 13,902 | 8SH-11-11-8SH-MED |
| 441.02 | GATTIS SCHOOL RD | PFLUGERVILLE PKWY E | WIDE SHOULDER | WIDE SHOULDER | 18,593 | 85H-10-10-10-MED |
| 441.04 | US 290 E | SH 71 E | WIDE SHOULDER | WIDE SHOULDER | 39,746 | 8SH-10-10-10-MED |
| 441.05 | SH 71 E | US 183 | WIDE SHOULDER | WIDE SHOULDER | 50,221 | 8SH-10-10-MED |
| 422.01 | FM 1826 | MOPAC | WIDE SHOULDER | WIDE SHOULDER | 14,327 | 8SH-12-12-MED |
| 422.03 | FM 1626 | SAN ANTONIO | NO ROAD | WIDE SHOULDER | 33,776 | SH-12-12-12CTL-12-SH* |
| 422.05 | FM 1626 FM 620 | SAN ANTONIO | WIDE SHOULDER | WIDE SHOULDER | 478 | 8SH-12-CL-12-8SH 8SH-12-12-12-12-MED |
| 440.06 | PFLUGERVILLE LOOP | SH 130 | WIDE SHOULDER | WIDE SHOULDER | 12,251 | SH8 -12-12- SH3- MED |
| SH 45 SW | | EN4 1/0/ | NOROAD | | 20.044 | SUL 10. 10. 10. CTL. 10. 10. SUI* |
| 922.01 | MOPAC EXPY | FM 1626 | NONE | MULTI-USE PATH | 39,044 | SH-12-12-12C1E-12-3H* |
| SH 71 | | | | | | |
| 361.04 | SH 71 E | SPIRIT OF TEXAS DR | Shared lane | WIDE CURB | 415 | 13-13-19med-13-13 |
| 418.01 | STUDY BOUNDARY | FM 3238 / HAMILTON POOL RD | WIDE SHOULDER | WIDE SHOULDER | 70,394 | 4 SH -12-12-CL-12-12- |
| 418.02 | FM 3238 | FM 620 | WIDE SHOULDER | WIDE SHOULDER | 6,392 | 4 SH -12-12-CL-12-12- |
| 418.03 | BRANDT | TERMINAL | SHARED LANE | WIDE SHOULDER | 38,260 | 4 SH -12-12-CL-12-12- 12-12-12-MED-12-12-12 |
| 418.10 | TERMINAL DR | FM 973 | WIDE SHOULDER | WIDE SHOULDER | 9,089 | 8SH-11-11-MED |
| 418.11 | FM 973 | FM 973 | WIDE SHOULDER | WIDE SHOULDER | 1,307 | SH 8-12-12-02-01-12-0 SH 12-12-01-12-12-0 |
| 918.01 | US 290 W | SILVERMINE DR | NONE | MULTI-USE PATH | 7,184 | 0311=12=12=0L=12=12= |
| 918.02 | RIVERSIDE DR | ROSS RD | NONE | MULTI-USE PATH | 30,171 | |
| 429.02 | US 183 | CR 175 | SHARED LANE | WIDE SHOULDER | 14.872 | 11-CL-11 |
| US 183 | | | | | | |
| 417.01 | E EVANS ST | E SOUTH ST / FM 2243 | SHARED LANE | WIDE SHOULDER | 1,139 | 12-12-CL-12-12 12-12-CL-12-12 |
| 417.02 | LAKELINE BLVD | FM 620 | SHARED LANE | WIDE CURB | 4,298 | 12-12-02-02-12-12 12-12-12 CTL -12-12 |
| 417.08 | FM 620 | TRAVIS COUNTY LINE | SHARED LANE | WIDE CURB | 17,427 | 12-12-12- MED -12-12- |
| 417.13 | MCKINNEY FALLS PKWY. | BURLESON RD | SHARED LANE | WIDE CURB WIDE SHOULDER | 5,861 | 12-12-12-MED-12-12- 12-12-12 CTL -12-12 |
| 417.19 | BURLESON RD | FM 812 | SHARED LANE | WIDE SHOULDER | 7,223 | 12-12-12 CTL -12-12 |
| 417.20 | FM 812 | FM 973 | SHARED LANE | WIDE SHOULDER | 18,694 | 12-12-CL-12-12 |
| 417.21 | SH 130 | TRAVIS COUNTY LINE | SHARED LANE | WIDE SHOULDER | 13,656 | 12-12-CL-12-12 12-12-CL-12-12 |
| 917.01 | SPRINGDALE RD | PATTON AVE | NONE | MULTI-USE PATH | 34,914 | |
| 439.01 | NEW HOPE | EM 1431 | WIDE SHOULDER | WIDE SHOULDER | 1.300 | 11SH-12-12-12-MED |
| 439.02 | NEW HOPE | FM 1431 | SHARED LANE | WIDE CURB | 2,864 | 11-11-11-MED |
| 439.03 | FM 1431 | BRUSHY CREEK | WIDE CURB | WIDE CURB | 1,382 | 12-12-17-MED |
| 439.04 | FM 1431 | BRUSHY CREEK | WIDE CURB | WIDE CURB | 2,839 | 17.5-17.5-MED |
| 439.06 | BRUSHY CREEK | US 183 | SHARED LANE | WIDE CURB | 6,716 | 12-12-MED |
| 439.07 | BRUSHY CREEK BRUSHY CREEK | US 183 US 183 | SHARED LANE | WIDE SHOULDER WIDE CURB | 3,762 | 12-12-MED |
| 439.09 | BRUSHY CREEK | US 183 | SHARED LANE | WIDE CURB | 3,977 | 12-12-12-MED |
| US 290 E | IH 35 | CAMERON | SHARED LANE | | 3 617 | 12-12-12 EWY -12-12-12 |
| 419.16 | CAMERON | US 183 | SHARED LANE | WIDE CURB | 7,070 | 12-12-12-14 + 12-12-12 12-12-12-FWY - 12-12-12 |
| 419.17 | US 183 | SPRINGDALE | WIDE SHOULDER | WIDE SHOULDER | 6,273 | SH8 -12-12- MED -12-1 |
| 419.18 | GILES | GILES FM 973 | WIDE SHOULDER | WIDE SHOULDER WIDE SHOULDER | 20,178 | SH8 -12-12- MED -12-1 SH8 -12-12- MED -12-1 |
| 419.20 | FM 973 | STUDY BOUNDARY | WIDE SHOULDER | WIDE SHOULDER | 83,279 | SH8 -12-12- MED -12-1 |
| 919.01 | US 183 | PARMER LN | NONE | MULTI-USE PATH | 30,201 | |
| 450.01 | FM 1826 | SH 71 | SHARED LANE | WIDE SHOULDER | 5,845 | SH2 -12-12-CL-12-12- |
| 450.02 | SH 71 W | WILLIAM CANNON DR | SHARED LANE | WIDE SHOULDER | 4,061 | 12-12- 14 CTL - 12-12 |
| 450.03 | PATTON RANCH | JOE TANNER LN | SHARED LANE | WIDE SHOULDER WIDE SHOULDER | 700 | 12-12- 14 CTL - 12-12 12-12- 14 CTL -12-12 |
| 450.05 | JOE TANNER LN | PARKWOOD | SHARED LANE | WIDE SHOULDER | 536 | 12-12- 14 CTL - 12-12 |
| 450.06 | | OLD FREDRICKSBURG RD | SHARED LANE | WIDE CURB | 1,257 | 12-12-14 CTL - 12-12 |
| 450.08 | MOPAC | BRODIE | SHARED LANE | WIDE CURB | 2,442 | 12-12-12-FWY -12-12- |
| 450.09 | BRODIE LN | WESTGATE BLVD | SHARED LANE | WIDE CURB | 5,750 | 12-12-12- FWY -12-12- |
| 950.01 US 79 | | | | MULII-USE PAIH | 17,654 | |
| 451.04 | CR 122 | STUDY BOUNDARY | WIDE SHOULDER | WIDE SHOULDER | 23,089 | 12.5-12.5-15SH |
| VISION DR | GRAND AVENUE | EM 1825 | WIDE CUPB | | 2 937 | 19-CI-19 |
| WHITESTON | | 1W1102J | | MDL SHOULDER | 2,73/ | |
| 423.03 | BELL BLVD N | US 183A | WIDE SHOULDER | WIDE SHOULDER | 4,493 | SH6 -12-12-CL-12-12-S |
| 423.04 YAGER I N | US 183A | FM 734 | WIDE SHOULDER | WIDE SHOULDER | 11,294 | SH6 -12-12-CL-12-12-S |
| 8.04 | DESSAU RD | PARMER LN E | SHARED LANE | WIDE CURB | 1,470 | 13-13-4-47 M-4-13-13 |
| ROADWAY | S IN OTHER JURISDICTIONS | over these roadwave these erect | asv racommonda lia | s are intended to | ate a cear | ess his vale network through the City of Austin and its poighboring |
| jurisdiction | s. | over these toadways, these count | | | ale a seam | ess bicycle network through the city of Austin and its heighboling |
| COUNTY/C | DTHER | | | | | |
| UTY PARK | | | | DIKELANIE | 10.074 | |

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| Route- Segment # | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Su Barrier Ro | iper oute |
|------------------------|---------------------------------------|-------------------------------------|------------------------|----------------------------|-------------|----------------------------------|-----------------------|--------------|
| BUDA Loop 4 N | | | | | | | | |
| 33.32 | OLD SAN ANTONIO RD. | main st n | WIDE CURB | BIKE LANE | 3,144 | 14-14-40MED-14-14 | | _ |
| 33.33 | LOOP 4 N | GOFORTH RD. | WIDE CURB | BIKE LANE | 1,215 | 17-CL-17 | | |
| OLD SAN / 33.31 | ANTONIO RD SH 45 | LOOP 4 | WIDE CURB | WIDE SHOULDER | 9,606 | 22-CL-22 | | |
| CREEDMO | OR | | | | | | | |
| 190.01 | FM 1625 | COUNTY LINE | SHARED LANE | BIKE LANE | 20,898 | 13-12-CL-12-13 | | |
| SOUTH FO | RK DRY CREEK GREENWAY | | | | | | | |
| 978.06 MANOR | W END OF CREEK | EIJ BOUNDARY | NONE | MULII-USE PATH | 6,868 | | | |
| GILLELANI | D CREEK GREENWAY | | | | | | | |
| 971.12 MUSTANG | ETJ BOUNDARY RIDGE | ETJ BOUNDARY | NONE | MULTI-USE PATH | 9,390 | | | |
| MAHA LO | OP RD | | | | 4 71 4 | 10 CL 10 | | |
| 88.35 | US 183 | VON QUINTUS RD. | SHARED LANE | BIKE LANE | 4,714 | 11-CL-11 | | |
| 88.37 NEW ROA | VON QUINTUS RD. | SCHRIBER RD. | SHARED LANE | BIKE LANE | 8,101 | 12.5-CL-12.5 | | |
| 73.16 | VON QUINTUS | MAHA LOOP | NO ROAD | BIKE LANE | 4,720 | | | |
| 88.36 | MAHA LOOP RD. | MAHA LOOP RD. | SHARED LANE | BIKE LANE | 691 | 12.5-CL-12.5 | | |
| PFLUGERV | | | | | | | | |
| CANLINO | | | | TO BE DETERMINED | | | | _ |
| 67.01 | GREGG MANOR | SH 130 | SHARED LANE | BY CITY OF PFLUGERVILLE | 4,990 | 13.5-CL-13.5 | | |
| 67.02 | SH 130 | PECAN ST E | SHARED LANE | BIKE LANE | 3,900 | 13.5-CL-13.5 | | |
| 110.15 | PECAN ST E | FUCHS GROVE | SHARED LANE | BY CITY OF | 11,765 | 13.5-CL-13.5 | | |
| DESSAU R | oad multi-use path | | | PFLUGERVILLE | | | | |
| 959.01 | E PECAN ST | etj limit | NONE | MULTI-USE PATH | 9,264 | | | _ |
| FUCHS GR | ROVE RD | | | TO BE DETERMINED | | | | - |
| 69.01 | CAMERON RD | BENNETT POKORNEY LN | SHARED LANE | BY CITY OF | 1,992 | 12-CL-12 | | |
| GILLELANI | D CREEK GREENWAY | | 1015 | | 1.000 | | | |
| 971.03 | PICADILLY DR | GRAND AVENUE PKWY | NONE | MULTI-USE PATH | 4,832 | | | |
| 971.05 | GRAND AVENUE PKWY | HEATHERWILDE BLVD | NONE | MULTI-USE PATH | 4,884 | | | |
| 971.07 | RAILROAD AVE | DESSAU RD / FM 685 | NONE | MULTI-USE PATH | 3,400 | | | |
| 971.08 WELLS BRA | DESSAU RD / FM 685 | ETJ BOUNDARY | NONE | MULTI-USE PATH | 17,681 | | | |
| 11411 | | KILLINGSWORTH I N | | To be determined | 3 241 | 20-61-20 | | |
| | | | | Pflugerville | -, | | | |
| WELLS BRA | | | | | 7.5/0 | DATU | | |
| | | IMMANUEL RD | MULII-USE PATH | MULII-USE PATH | 7,362 | PAIH | | |
| ROLLINGV | VOOD DR | | | | | | | |
| 64.11 | BEE CAVES RD EWING RD/RIDGEWOOD DR | EWING RD/ RIDGEWOOD DR WALLIS DR | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 1,869 | 30-2 GS-4 SW 20-CL-18 | | Y Y |
| 64.13 | WALLIS DR. | RILEY RD. | WIDE CURB | BIKE LANE | 1,768 | 38 UNMARKED | | Y |
| 64.14 | VALE ST | CITY LIMITS | WIDE CURB | BIKE LANE | 89 | 14-CL-16 | | Y |
| ROUND RO | DCK D CREEK GREENWAY | | | | | | | |
| 971.01 | PARKER DR | IH 35 | NONE | MULTI-USE PATH | 2,415 | | | _ |
| MC NEIL R | IH 35 RD | SPRINGBROOK PARK | NONE | MULII-USE PATH | 3,872 | | | |
| 301.01 | W BAGDAD AVE | IH 35 BRIDGE | SHARED LANE | BIKE LANE | 2,587 | 12-12-CL-12-12 12-12-CL-12-12 | | |
| NEENAH A | AVE | 31145 | SHAREDEARE | DIRE LAINE | 11,370 | | | |
| 104.09 SAM BASS | END OF ROAD | GREAT OAKS | WIDE CURB | BIKE LANE | 3,115 | 23.5-CL-23.5 | | |
| 402.01 | FM 1431 | WYOMING SPRINGS | SHARED LANE | WIDE SHOULDER | 14,792 | 11-CL-11 | | |
| BRODIE LN | | | | | | | | |
| 17.01 WILLIAMS | US 290 W ON CREEK GREENWAY | CITY LIMIT | SHARED LANE | BIKE LANE | 5,197 | 13.5- 13.5- 14 MED- 13.5- 13.5 | | |
| 974.04 | CITY LIMIT | CITY LIMIT | NONE | MULTI-USE PATH | 8,604 | | | |
| VILLAGE | DF SAN LEANNA | | | | | | | |
| 986,10 | CITY LIMIT | CITY LIMIT | NONE | MULTI-USE PATH | 1.743 | | | |
| WEST LAKE | EHILLS | | - | | .,, | | | |
| 64.06 | WESTBANK | SILVER HILL | SHARED LANE | BIKE LANE | 619 | 13-CL-13 | | Y |
| REDBUD TI | EM 2244 / BEE CAVES RD | WESTLAKE | | | 12 972 | 10-CL-10 | | |
| 52.01 | WESTLAKE | FOREST VIEW | SHARED LANE | SHARED LANE | 1,917 | 1-17-10-CL-18-11 | | |
| 364.01 | FM 2244 | PINNACLE RD | WIDE CURB | WIDE CURB | 2,680 | 15-CL-15-25 GS-5 SW | | |
| 309.14 | | | | | 6 093 | 11-CI-11 | | |
| 007.10 | | | JULY INCLUID LANKE | UT ANELY LANE | 0,070 | | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 38 of 38

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|--------------------------------|--|--|-------------------|-------------------------|-------------|--|-----------------|----------------|
| Route 1 | | | | | | | | | |
| 1.01 | CITY PARK RD | FM 2222 | CITY LIMIT | SHARED LANE | BIKE LANE | 5,940 | 11-CL-11 | | |
| 1.02 | CITY PARK RD | | GLEN LAKE DR | SHARED LANE | BIKELANE | 8,202 | 11-CL-11 | | - |
| 1.03 | CITY PARK RD | CITY LIMIT | END OF ROAD | SHARED LANE | BIKELANE | 18.874 | 11-CL-11 | | |
| Route 2 | | | | | | | | | |
| 2.01 | PARMER LN W | CITY LIMIT | FM 620 | WIDE SHOULDER | WIDE SHOULDER | 10,692 | 11-CL-11 | | |
| 2.02 | PARMER LN W | FM 620 | MCNEIL | WIDE SHOULDER | WIDE SHOULDER | 14,204 | 14SH- 13.5- 13.5- 13.5- 28MED- 13.5- 13.5- 13.5-14SH | 81 | |
| 2.03 | PARMER LN W | MCNEIL | AMHERST DR | WIDE SHOULDER | WIDE SHOULDER | 11,953 | 14SH- 13.5- 13.5- 13.5- 28MED- 13.5- 13.5- 13.5-14SH | 81 | - |
| 2.04 | | AMHERSIDE | MOPAC IH 35 | WIDE SHOULDER | WIDE SHOULDER | 3,341 | 10SH-12-12-12-4-27 M-4-12-12-12-10SH | 81 | |
| 2.06 | PARMER LN W | IH 35 | DESSAU RD | SHARED LANE | WIDE CURB | 12,402 | 13-13-4-47 M-4-13-13 | | - |
| Route 3 | | | | | | | | | |
| 3.01 | ESCARPMENT BLVD | WILLIAM CANNON DR | CONVICT HILL | BIKE LANE | BIKE LANE | 2,110 | 6 SW-5 BL-4BL-12-10-18M-11-13-4 BL-5BL-6 SW | | |
| 3.02 | ESCARPMENT BLVD | CONVICT HILL | OASIS DR | BIKE LANE | BIKE LANE | 3,875 | 6 SW-5 BL-4BL-12-10-18M-11-13-4 BL-5BL-6 SW | | |
| 3.03 | ESCARPMENT BLVD | WILAMIAMSON CREEK | | BIKE LANE | BIKE LANE | 2,302 | 6 SW-5 BL-4BL-12-10-18M-11-13-4 BL-5BL-6 SW | | - |
| 3.04 | E3CARFMENT DLVD | DAVIS | APPROX 750 FT S OF | DIKE LAINE | DIKE LAINE | 4,200 | 6 3W-6-DL-16-14-2/W-13-13-6 DL-6 3W | | |
| 3.05 | ESCARPMENT BLVD | SLAUGHTER LN. APPROX 750 FT S OF | SLAUGHTER LN W APPROX 1050 FT N OF LA | BIKE LANE | BIKE LANE | 755 | 6 SW-5BL-13-CL-14-5 BL-8 P-6 SW | | |
| 3.06 | | SLAUGHTER LN W APPROX 1050 FT N OF LA | | | | 1,600 | 6 SW-5BL-13-CL-14-5 BL-8 P-6 SW | | |
| 3.07 | ESCARPMENT BLVD | CROSSE AVE | LA CROSSE | BIKE LANE | BIKE LANE | 1,062 | 6 SW-5BL-13-CL-14-5 BL-8 P-6 SW | | |
| 3.08 | ESCARPMENT BLVD | LA CROSSE | SH 45 | BIKE LANE | BIKE LANE | 7,138 | 5 SW-18 GS-6BL-15-42M-15-6BL-5 SW | | |
| Route 4 | | | | | | | | | |
| 4.01 | DUVAL RD | US 183 | | SHARED LANE | BIKE LANE | 1,118 | 65W-5GS-12-11-CL-12-CL-12-11-7GS-65W | | |
| 4.02 | DUVAL KD | BIKE LANE BEGINS | SANTA CRUZ | BIKELANE | BIKELANE | 3 903 | 4 BL-10-11 IVI-10-4 DL-7 GS-4 SW 4 BL-18-11 M-18-4 BL-7 GS-4 SW | 4 | |
| 4.04 | DUVAL RD | SANTA CRUZ | AMHERST | SHARED LANE | BIKE LANE | 3,595 | 10-10-CL-10-10 | | |
| 4.05 | DUVAL RD | AMHERST | MOPAC N SVRD SB | SHARED LANE | BIKE LANE | 2,286 | 10-12-13 M-10-11-6 SW | 21 | - |
| 4.06 | DUVAL RD | MOPAC N SVRD SB | MOPAC N SVRD NB | SHARED LANE | WIDE CURB | 458 | 10-12-13 M-10-11-6 SW | 21 | |
| 4.07 | GRACY FARMS LN | MOPAC N SVRD | METRIC BLVD | SHARED LANE | BIKE LANE | 4,757 | 6 SW-10-GS-2-10-10-CL-10-10-2-10 GS-6 SW | | |
| 4.08 | GRACY FARMS IN | METRIC BLVD | BITTERN HOLLOW | WIDE CURB | BIKE LANE | 2.858 | 4 SW-2 GS-2-21-CL-21-2-2 GS-4 SW | | |
| Route 5 | | | | | | _/*** | | | |
| 5.01 | MC CARTY LN | US 290 W | BECKETT | SHARED LANE | SHARED LANE | 3,654 | 25 UNMARKED | | |
| 5.02 | BECKETT RD | McCARTY | WILLIAM CANNON DR | SHARED LANE | SHARED LANE | 1,213 | 6 SW-24 UNMARKED GS-22 | | |
| 5.03 | BECKETT RD | WILLIAM CANNON DR | CONVICT HILL | SHARED LANE | BIKE LANE | 1,863 | 6 SW-10-10-CL-10-10-6 SW | | |
| 5.04 | BECKETT RD | | | BIKELANE | BIKELANE | 2,004 | 4 SW-3.5 GS-4.5 BL-16-CL-16-4.5 BL-1.5 GS-4 SW | | |
| 5.06 | BECKETT RD | NEW HORIZONS | DAVIS | BIKE LANE | BIKE LANE | 2,004 | 6 SW-4.5 BL-16-CL-16-4.5 BL-6 SW | | |
| 5.07 | BECKETT RD | DAVIS | SLAUGHTER | BIKE LANE | BIKE LANE | 2,637 | 6 SW-5 BL-15-CL-15-4.5 BL-6 SW | | |
| Route 6 | | | | | | | | | |
| 6.01 | FLORAL PARK DR | MISTING FALLS | JOLLYVILLE | BIKE LANE | BIKE LANE | 1,004 | 5BL-12-CL-12-5BL | | |
| 6.02 | BALCONES WOODS DR | JOLLYVILLE | US 183 | SHARED LANE | BIKE LANE | 749 | 11-11-CL-11-11 | 51 | |
| 6.03 | SANTA CPUZ DR | | | | BIKELANE | 3,614 | 40 UNMARKED 5 RL-21-CL-21-5 RL-5 SW | 51 | |
| 6.05 | BALCONES WOODS DR | SANTA CRUZ | CALLE VERDE DR | WIDE CURB | BIKELANE | 4,248 | 44 UNMARKED | | |
| Route 7 | | | | | | ., | | | |
| 7.01 | SPICEWOOD SPRINGS RE | PARLIAMENT PL | US 183 | SHARED LANE | BIKE LANE | 1,225 | 12-12-14CTL-12-12 | | |
| 7.02 | SPICEWOOD SPRINGS RD | FOUR IRON | PARLIAMENT PL | WIDE CURB | BIKE LANE | 1,868 | 16-12-CL-12-16 | | |
| 7.03 | SPICEWOOD SPRINGS RD | FOUR IRON | OLD LAMPASAS | SHARED LANE | BIKE LANE | 7,421 | 4 SW-12-12-14 M-12-12-4 SW | | |
| 7.04 | SPICEWOOD SPRINGS RE | OLD LAMPASAS | CAPITAL OF TEXAS HWY | SHARED LANE | BIKE LANE | 18,453 | 10.5-CL-10.5 | | |
| 7.05 | SPRINGS RD | SPICEWOOD SPRINGS RD | SPICEWOOD SPRINGS RE | WIDE CURB | BIKE LANE | 2,092 | 15-CL-15 | | |
| 7.06 | ADIRONDACK TRL | SPICEWOOD SPRINGS RD | HYRIDGE | WIDE CURB | BIKE LANE | 5,386 | 20-CL-20 | | |
| 7.07 | HYRIDGE DR | ADIRONDACK TRL | MOUNTAIN RIDGE | WIDE CURB | BIKE LANE | 274 | 20-CL-20 | | |
| Route 8 | | | | | | | | | |
| 8.01 | YAGER LN W | LAMAR BLVD N | IH 35 | SHARED LANE | BIKE LANE | 1,489 | 15-CL-12 | | |
| 8.02 | | | | WIDE SHOULDER | BIKELANE | 2,044 | 5-12-CL-12-5 | | |
| 8.04 | YAGER LN E | DESSAU RD | PARMER LN E | SHARED LANE | WIDE CURB | 1.470 | 13-13-4-47 M-4-13-13 | | |
| 8.05 | YAGER LN E | PARMER LN | HULSEY | SHARED LANE | BIKE LANE | 7,961 | 10-CL-10 | | - |
| 8.06 | PARMER LN E | SAMSUNG | CITY LIMIT | WIDE CURB | WIDE CURB | 1,175 | 16-16-36MED-16-16-16 | | |
| 8.07 | PARMER LN E | CITY LIMIT | CITY LIMIT | WIDE CURB | WIDE CURB | 2,569 | 16-16-36MED-16-16-16 | | |
| 8.08 | | | AUSTIN CITY LIMIT | WIDE CURB | WIDE CURB | 5 808 | 13-CL-13 | | |
| 8.10 | PARMER LN E | CITY LIMIT | SH 130 | WIDE CURB | WIDE CURB | 6,426 | 14-14-14-40MED-14-14-14 | | |
| Route 9 | | | | | | | | | |
| 9.01 | CAPITAL OF TX HWY N NE | MOPAC | RESEARCH BLVD | SHARED LANE | WIDE CURB | 3,729 | 11-11-11-18 M-11-11-11 | | |
| 9.02 | CAPITAL OF TX HWY N SB | US 183 | MOUNTAIN RIDGE | WIDE SHOULDER | WIDE SHOULDER | 2,271 | 10 SH -12-12-4 SH (EA | 5 | |
| 9.03 | CAPITAL OF TX HWY N SB | MOUNTAIN RIDGE | GREAT HILLS | WIDE SHOULDER | WIDE SHOULDER | 2,302 | 10 SH -12-12-4 SH (EA | 5 | |
| 9.04 | CAPITAL OF TX HWY N SB | GREAT HILLS TR | SPICEWOOD SPRINGS | WIDE SHOULDER | WIDE SHOULDER | 4,319 | 10 SH -12-12-4 SH (EA | 5 | |
| 9.05 | CAPITAL OF TX HWY N SB | SPICEWOOD SPRINGS RD | LAKE WOOD | WIDE SHOULDER | WIDE SHOULDER | 6,118 | 10 SH -12-12-4 SH (EA | | |
| 9.06 | TO FM 2222 RAMP | LAKEWOOD | FM 2222 | WIDE SHOULDER | WIDE SHOULDER | 5,038 | 10 SH -12-12-4 SH (EA | 27 | |
| 9.07 | RAMP | FM 2222 | WESTLAKE | WIDE SHOULDER | WIDE SHOULDER | 13,229 | 10 SH -12-12-4 SH (EA | 27 | |
| 9.08 | BEE CAVES TO CAP TX NE RAMP | WESTLAKE | BEE CAVES RD / RM 2244 | WIDE SHOULDER | wide shoulder | 17,405 | 10 SH -12-12-4 SH (EA | 27 | |
| 9.09 | CAPITAL OF TX HWY S NB | BEE CAVES / RM 2244 | LOST CREEK | WIDE SHOULDER | WIDE SHOULDER | 5,489 | 10 SH -12-12-4 SH (EA | | |
| 9.10 | CAPITAL OF TX HWY S SB | LOST CREEK BLVD. | WESTBANK | WIDE SHOULDER | WIDE SHOULDER | 2,797 | 10 SH -12-12-4 SH (EA | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|------------------------|---------------------------------------|---------------------------|-------------------------|-------------|--|-----------------|----------------|
| 9.11 | CAPITAL OF TX HWY S SB | WESTBANK DR | WALSH TARLETON | WIDE SHOULDER | WIDE SHOULDER | 7,916 | 10 SH -12-12-4 SH (EA | | |
| 9.12 | CAPITAL OF TX HWY S NB | WALSH TARLETON | MOPAC | WIDE SHOULDER | WIDE SHOULDER | 3,119 | 10 SH -12-12-4 SH (EA | | |
| 9.13 | CAPITAL OF TX HWY S NB | MOPAC | LAMAR BLVD | WIDE SHOULDER | WIDE SHOULDER | 6,981 | 10 SH-12-12-4 SH (EAC | 38 | |
| 9.14 | FM 2244 TO CAP TX SB | BEE CAVES / RM 2244 | LOST CREEK | WIDE SHOULDER | WIDE SHOULDER | 972 | 10 SH -12-12-4 SH (EA | 27 | |
| Route 10 | RAMP | | | | | | | | |
| 10.01 | FLORAL PARK DR | RAIN CREEK PKWY | MISTING FALLS | BIKE LANE | BIKE LANE | 4,716 | 6 SW-5 BL-14-CL-14-5 BL-6 SW | | |
| 10.02 | MISTING FALLS TRL | RAIN CREEK PKWY | MORADO MEDIAN BEGINS | BIKE LANE | BIKE LANE | 605 | 6 SW-5 BL-14-CL-14-5 BL-6 SW | | |
| 10.04 | MORADO CIR | MEDIAN BEGINS | MORADO CV | SHARED LANE | BIKE LANE | 402 | 6 SW-11-11-CL-11-11-6 SW | | |
| 10.05 | MORADO CIR | MORADO CV | JOLLYVILLE | SHARED LANE | BIKE LANE | 1,321 | 5 SW-5 GS-11-11-3 M-11-11-5 GS-5 SW | | |
| 10.06 | BRAKER LN W | US 183 SVRD SB | MOPAC EXPY SVRD NB | SHARED LANE | BIKE LANE | 5,015 | 11-11-11-12 M-11-11-11 | 22 | |
| 10.08 | BRAKER LN W | MOPAC EXPY SVRD NB | METRIC BLVD | SHARED LANE | BIKE LANE | 8,503 | 5 SW-GS-12-10-12-22 M-12-10-12-GS-5 SW | 25 | |
| 10.09 | BRAKER LN W | METRIC BLVD | PARKFIELD DR | SHARED LANE | SHARED LANE | 4,681 | 4 SW-4 GS-12-10-12-13 M-12-10-12-4 GS-4 SW | 25 | |
| 10.11 | BRAKER LN E | LAMAR BLVD N | WEDGEWOOD DR | SHARED LANE | SHARED LANE | 4,998 | 6 SW-13-12-14 CTL-12-13-6 SW | 25 | |
| 10.12 | BRAKER LN E | WEDGEWOOD DR | DESSAU RD | SHARED LANE | SHARED LANE | 2,460 | 6 SW-13-12-14 M-12-13-6 SW | | |
| 10.13 | ARBORSIDE LN | CREST PARK | CRISWELL | NO ROAD | BIKE LANE | 2,738 | | | |
| 10.15 | CRISWELL RD | ARBORSIDE | SPRINKLE | NO ROAD | BIKE LANE | 2,336 | | | |
| 10.16 | SPRINKLE RD | CRISWELL | SPRINGDALE | SHARED LANE | WIDE SHOULDER | 4,347 | 12-CL-12 | | |
| 10.17 | CAMERON RD | SPRINKLE | GOOSE RD | SHARED LANE | WIDE SHOULDER | 2,570 | 12-CL-12 | | |
| 10.18 Route 11 | BLUE GOOSE RD | CAMERON | AUSTIN CITY LIMIT | SHARED LANE | WIDE SHOULDER | 5,376 | 12-CL-12 | | |
| 11.01 | BARTON HILLS DR | ROBERT E LEE | BARTON SKYWAY | BIKE LANE | BIKE LANE | 6.317 | 6 SW-4 BL-16-CL-16-4 BL-7 GS-4 SW | | |
| 11.02 | BARTON SKWY | BARTON HILLS DR. | RAEDELL | BIKE LANE | BIKE LANE | 2,549 | 5 SW-15-CL-13-5 BL-5 SW | | |
| 11.03 | BARTON SKWY | | LAMAR BLVD | BIKE LANE | BIKE LANE | 1,163 | 5 BL-14-CL-14-5 BL-5 SW | | |
| 11.06 | VICTORY DR | PANTHER TRAIL | BEN WHITE | SHARED LANE | BIKE LANE | 2,512 | 5 SW-10-11-CL-11-9-5 SW | | |
| 11.07 | PACK SADDLE PASS | BEN WHITE BLVD | WESTERN TRAILS/REDD | SHARED LANE | BIKE LANE | 861 | 4 SW-4 GS-9-10-CL-13-10 | | |
| 11.08 | BARTON HILLS DR | BARTON HILLS DR | FARNSWOOD | WIDE CURB | BIKE LANE | 846 | 4BL-15-CL-15-4BL 19-CL-19 | | |
| Route 12 | | | | | | | | | |
| 12.03 | KRAMER LN | BURNET RD | BRAKER LN W | SHARED LANE | BIKE LANE | 2,654 | 6 SW-12-10-CL-10-12-3 GS-6 SW | 58 | |
| 12.04 | KRAMER LN | METRIC BLVD | PARKFIELD DR | SHARED LANE | BIKE LANE | 4,513 | 6 SW-GS-12-11-CL-11-12-9 GS-6 SW | 58 | |
| 12.06 | KRAMER LN | PARKFIELD DR | LAMAR BLVD N | SHARED LANE | BIKE LANE | 3,519 | 5 SW-12-10-CL-10-12-5 SW | 58 | _ |
| 13.01 | FM 2244 | SH 71 W | CAPITAL OF TEXAS HWY | WIDE SHOULDER | WIDE SHOULDER | 39,869 | 8SH-12-12-17M-12-12-8SH | | |
| 13.02 | REDBUD TRL | FM 2244 / BEE CAVES RD | WESTLAKE | SHARED LANE | SHARED LANE | 12,972 | 10-CL-10 | | |
| Route 14 | | | | | | | | | |
| 14.01 | YORK BLVD | MOPAC | STONELAKE | Shared lane | BIKE LANE | 831 | 10-10-32MED-10-10 | | |
| 14.02 | | NEILS THOMPSON | | | BIKE LANE | 1,591 | 22 CL 22 | | v |
| 14.03 | RUNDBERG LN W | | | NO POAD | | 1,094 | 22-CL-22 | | v |
| 14.04 | (EXTENSION) | | | | | 1,004 | 10.10.10 | | v |
| 14.05 | RUNDBERG LN W | METRIC BLVD | NORTHGATE | SHARED LANE | BIKE LANE | 1,722 | 5SW-2GS-2-10-11-2-13M-2-11-10-2-7SW | | Ť |
| 14.07 | RUNDBERG LN W | NORTHGATE | PARKFIELD | SHARED LANE | BIKE LANE | 3,518 | 5SW-2GS-2-10-11-2-13M-2-11-10-2-7SW | | |
| 14.08 | RUNDBERG IN W | PARKHELD DR | GEORGIAN | SHARED LANE | BIKE LANE | 3,3// | 55W-2GS-2-10-11-2-13M-2-11-10-2-/SW 12-12-14 MED -12-12 | | |
| 14.10 | RUNDBERG LN E | GEORGIAN | IH 35 | SHARED LANE | BIKE LANE | 1,828 | 12-12-14 MED -12-12 | | |
| 14.11 | RUNDBERG LN E | IH 35 | MIDDLE FISKVILLE RD | SHARED LANE | BIKE LANE | 757 | 12-12-14 MED -12-12 | | |
| 14.12 | RUNDBERG LN E | NORTH PLAZA | HANSFORD DR | SHARED LANE | BIKE LANE | 201 | 12-12-14 MED -12-12 | | |
| 14.14 | RUNDBERG LN E | HANSFORD DR | CAMERON RD / DESSAU | SHARED LANE | BIKE LANE | 3,156 | 12-12-14 MED -12-12 | | |
| 14.15 | FERGUSON LN | CAMERON | AUSTIN CITY LIMIT | SHARED LANE | SHARED LANE | 2,117 | 10-CL-10 | | |
| 14.16 | FERGUSON LN | CITY LIMITS | SPRINGDALE | SHARED LANE | SHARED LANE | 7,253 | 13-CL-13 | | |
| 14.18 | COMMERCIAL PARK DR | SPRINGDALE RD | OLD MANOR RD | WIDE CURB | BIKE LANE | 1,654 | 18-CL-18 | | |
| 14.19 | OLD MANOR RD | COMMERCIAL PARK DR | DAFFAN | WIDE CURB | WIDE CURB | 6,217 | 15-CL-15 | | |
| 14.20 | DAFFAN LN | OLD MANOR RD | JOHNNY MORRIS | SHARED LANE | SHARED LANE | 2,171 | 12-CL-12 | | |
| 14.21 | DAFFAN LN | JOHNNY MORRIS | DECKER LN BUUE BUUEE RD | WIDE CURB | WIDE CURB | 6,628 | 14-CL-14 12.5-CL-12.5 | | |
| 14.22 | BOYCE LN (AMATP) | BLUE BLUFF RD | FM 973 | NO ROAD | BIKE LANE | 10,359 | 5B-12-12-12CTL-12-12-5B* | | |
| 14.24 | NEW ROAD | FM 973 | TAYLOR LN | NO ROAD | BIKE LANE | 11,086 | 5B-12-12-12CTL-12-5B* | | |
| Route 15 | BLAKE MANOK KD | BORLESON MANOK | | SHARED LANE | DIKE LAINE | 10,037 | 12°CL°12 | | |
| 15.01 | STRATFORD DR | RED BUD TRAIL | RIDGEWOOD DR. | WIDE CURB | WIDE CURB | 3,036 | 15-CL-15 | | |
| 15.02 | RIDGEWOOD RD | STRATFORD DR | SUGAR SHACK | WIDE CURB | WIDE CURB | 407 918 | 14-CL-14 18.5-CL-18.5 | | |
| 15.04 | STRATFORD DR | RIDGEWOOD DR | NATURE CENTER DR | SHARED LANE | BIKE LANE | 6,046 | 13- CL- 13 | | |
| 15.05 | | NATURE CENTER DR | BARTON SPRINGS | SHARED LANE | | 2,560 | 11-CL-11 | 101 | v |
| 15.06 | WALSH TARLION | WILDERNESS DR. | PINNACLE RD. | SHARED LANE | BIKE LANE | 2,037 | 5SW-10-CL-10-10-5SW | 101 | r Y |
| 15.08 | WALSH TARLTON LN | PINNACLE RD. | STONERIDGE RD. | BIKE LANE | BIKE LANE | 1,972 | 5SW-5BL-10.5-11.5TL-10.5-5BL-12SW | | |
| 15.09 | WALSH TARLTON LN | STONERIDGE RD | TAMARRON BLVD CAPITAL OF TEXAS HWY | BIKE LANE SHARED I ANF | BIKE LANE BIKE LANF | 982 | 55W-17-12.5TL-23.5-55W 65W-15.5-10.5-3M-9TI-11.5-11-55W | | |
| Route 16 | , contract of the total | | | the set of the | | ., | | | |
| 16.01 | STECK AVE | ADIRONDACK TRL | | BIKE LANE | | 287 | 10B-22-CL-14-14 10B-20-CL-20-10B | | |
| 16.02 | STECK AVE | MESA DR. | BENT TREE | BIKE LANE | BIKE LANE | 4,209 | 4\$W-12G\$-4BL-41-4BL-12G\$-4\$W | | |
| 16.04 | STECK AVE | BENT TREE | MOPAC | SHARED LANE | BIKE LANE | 580 | 4SW-12GS4112GS-4SW | | |
| 16.05 | STECK AVE | MOPAC | MOPAC EXPY N SVRD NE | 3 SHARED LANE | BIKE LANE | 597 | 6SW-9-9-CL-9-9-6SW | 67 | |
| 16.06 | STECK AVE | MOPAC EXPY N SVRD NE | Shoal Creek Blvd | SHARED LANE | BIKE LANE | 1.021 | 6SW-9-9-CL-9-9-6SW | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|-------------------------------|----------------------|----------------------|-------------------|-------------------------|-------------|--|-----------------------------|
| 16.07 | STECK AVE | SHOAL CREEK BLVD | BURNET RD. | BIKE LANE | BIKE LANE | 3,359 | 6SW-9-9-CL-9-9-6SW | |
| 16.08 | BUELLAVE | STILL AVE | SIECK BURNET RD | WIDE CURB | BIKELANE | 1.358 | 15-CL-15 18-CL-18 | |
| 16.10 | OHLEN RD | BURNET | SPEARMAN DR | BIKE LANE | BIKE LANE | 2,953 | 4BL-14-CL-14-4BL | Y |
| 16.11 | OHLEN RD | SPEARMAN | | BIKE LANE | BIKE LANE | 483 | 4BL-14-CL-14-4BL | Y |
| 16.12 | PAYTON GIN RD | US 183 | OHLEN RD | SHARED LANE | BIKE LANE | 1,5/4 | 4BL-14-CL-14-4BL 11-10-13 CTL -11-10 | |
| 16.14 | PAYTON GIN RD | OHLEN | PARKFIELD | SHARED LANE | BIKE LANE | 1,610 | 11-10-13 CTL -11-10 | |
| 16.15 Doute 17 | PAYTON GIN RD | PARKFIELD DR | LAMAR BLVD | SHARED LANE | BIKE LANE | 3,444 | 11-10-CL-11-10 | |
| 17.01 | BRODIE I N | LIS 290 W | CITY LIMIT | SHARED LANE | BIKELANE | 5 197 | 13.5-13.5-14 MED-13.5-13.5 | |
| 17.02 | | | | | BIKELANE | 2,830 | 5 SW-5 CS-11-14-17 M-12-12-6 SW | |
| 17.02 | | | | STRACED EXACE | DIRE D'URE | 2,000 | 550 5 C5 FF FF F7 M F2 F2 550 | |
| 17.03 | BRODIE LN | WILLIAM CANNON DR W | CONVICT HILL | WIDE CURB | BIKE LANE | 1,026 | 6\$W-16-11.5-17M-10.5-16.5-6\$W | |
| 17.04 | BRODIE LN | CONVICT HILL | HARPERS FERRY | WIDE CURB | BIKE LANE | 1,875 | 6SW-17-10-17M-11.5-16.5-6SW | |
| 17.05 | BRODIE LN BRODIE I N | HARPERS FERRY | DAVIS DEER I N | WIDE CURB | BIKELANE | 4,966 | 6SW-16-11.5-17M-10.5-16.5-6SW 6 SW-14 5-11 5-17M-10 5-14-6 SW | |
| 17.07 | BRODIE LN | DEER LN | SLAUGHTER | WIDE CURB | BIKE LANE | 4,534 | 6SW-14-10.5-17.5M-10.5-13.5-6SW | |
| 17.08 | BRODIE LN | SLAUGHTER LN. | CITY LIMIT | WIDE CURB | BIKE LANE | 2,265 | 17-CL-15 | |
| 17.10 | BRODIE LN | CITY LIMIT | YANDALL DR | WIDE CURB | BIKE LANE | 1,327 | 17-CL-15 | |
| 17.11 | BRODIE LN | YANDALL DR. | FM 1626 | WIDE CURB | BIKE LANE | 6,815 | 15- CL- 15 | |
| Route 18 | | | | DIVELANE | DIVELANE | 5.01/ | | |
| 18.01 | BLUEGRASS DR | LOST HORIZON | BIUFESTONE | BIKELANE | BIKELANE | 5,916 | 4BL-16-CL-16-4BL 6SW-3BL-15-CL-15-3BL | |
| 18.03 | BLUFFSTONE LN | BLUEGRASS | CAPITAL OF TEXAS HWY | BIKE LANE | BIKE LANE | 1,178 | 7SW-5BL-22-CL-22-5BL-7SW | |
| 18.04 | SPICEWOOD SPRINGS RD | CAPITAL OF TEXAS HWY | ADIRONDAK | SHARED LANE | BIKE LANE | 697 | 10-10-10 TL-20 | |
| 10.05 | | | | | | 2.005 | 12 CL 12 | |
| 18.05 | SPICEWOOD SPRINGS RD | ADIKONDAK IR. | NEELEY DR. | SHAKED LANE | BIKE LANE | 3,905 | 12-01-12 | |
| 18.06 | SPICEWOOD SPRINGS RD | NEELEY DR. | MESA DR | SHARED LANE | BIKE LANE | 1,586 | 6 SW-11-10-38 M-10-11 | |
| 18.07 | | | | | | 2 0 1 0 | 12.12 MED 12.12 | |
| 16.07 | SFICEWOOD SFRINGS RD | MESA DR | HAKI | SHARED LAINE | DIKE LAINE | 3,910 | 12-12- MED -12-12 | |
| 18.08 | SPICEWOOD SPRINGS RD | HART LANE | MOPAC | SHARED LANE | BIKE LANE | 1,928 | 12-12- MED -12-12 | |
| 18.09 | ANDERSON LN W | MOPAC | SHOAL CREEK BLVD | SHARED LANE | BIKE LANE | 1,187 | 12-12-12 CTL -12-12 | |
| 18.10 | ANDERSON LN W | SHOAL CREEK BLVD | BURNET RD | SHARED LANE | BIKE LANE | 3,698 | 12-12-12 CTL -12-12 | |
| 18.12 | ANDERSON LN W | WOODROW | LAMAR BLVD N | SHARED LANE | BIKE LANE | 3,735 | 12-12-12 CTL -12-12 | |
| 18.13 | ST JOHNS AVE W | LAMAR BLVD N | NORTHCREST | SHARED LANE | BIKE LANE | 2,084 | 10-10-CL-10-10 | |
| 18.14 | ST JOHNS AVE E | NORTHCREST | IH 35 | SHARED LANE | BIKE LANE | 2,728 | 10-10-CL-10-10 | 11 |
| 18.16 | ST JOHNS AVE E | CAMERON | BERKMAN | SHARED LANE | BIKE LANE | 1,083 | 11-11-CL-11-11 | 11 |
| 18.17 | PATTON LN | BERKMAN | MIRA LOMA LN | WIDE CURB | WIDE CURB | 1,197 | 15-CL-15 | |
| 18.18 | MIRA LOMA LN MARQUETTE I N | MARQUEITE | COLUMBIA | WIDE CURB | WIDE CURB | 438 | 15-CL-15 | |
| 18.20 | COLUMBIA DR | MARQUETTE | COLGATE | WIDE CURB | WIDE CURB | 799 | 15-CL-15 | |
| 18.21 | COLGATE LN | COLUMBIA DR | NORTHEAST | WIDE CURB | WIDE CURB | 707 | 15-CL-15 | |
| Route 19 | NORINEASI DR | | MANOK KD | DIKE LAINE | DIKE LAINE | 3,470 | 0 DL-10-CL-10-0 DL | |
| 19.01 | SCENIC DR | PECOS ST. | MATTHEWS | WIDE CURB | WIDE CURB | 3,648 | 20-CL-20 | |
| 19.02 | SCENIC DR | MATTHEWS | STEVENSON WINDSOR RD | SHARED LANE | SHARED LANE | 2,411 | 10-CL-11 | |
| 19.03 | MATTHEWS DR | WINDSOR | STEVENSON | WIDE CURB | WIDE CURB | 659 | 30 UNMARKED | |
| 19.05 | STEVENSON AVE | SCENIC DR. | MATTHEWS DR | WIDE CURB | WIDE CURB | 248 | 15-CL-15 | |
| 19.06 | SCENIC DR | STEVENSON AVE | KENNELWOOD RD | WIDE CURB | WIDE CURB BIKE LANE | 513 | 30 UNMARKED | |
| 19.08 | KENNELWOOD RD | SCENIC DR | ROCKMOOR | WIDE CURB | WIDE CURB | 755 | 30 UNMARKED | |
| 19.09 | ROCKMOOR AVE | KENNELWOOD | CHERRY LN | WIDE CURB | WIDE CURB | 516 | 15-CL-15 | |
| 19.10 | SCENIC DR | CHERRYIN | BRIDI F PATH | WIDE CURB | WIDE CURB | 430 | 15-CL-15 | |
| 19.12 | SCENIC DR | BRIDLE PATH | ENFIELD RD | SHARED LANE | SHARED LANE | 698 | 10-CL-12 | |
| 19.13 Doute 20 | LAKE AUSTIN BLVD | ENFIELD/SCENIC RD | REDBUD TRAIL | BIKE LANE | BIKE LANE | 1,679 | 5P-6BL-12-CL-12-7BL-4P | |
| 20.01 | GREYSTONE DR | VALBURN DR | MESA DR | WIDE CURB | BIKELANE | 4.319 | 20-CI -20 | |
| 20.02 | GREYSTONF DR | MESA DR | MOPAC FXPY N SVRD SR | WIDE CURB | BIKE LANF | 6,185 | 20-CL-20 | |
| 20.02 | FOSTER IN | | SHOAL CREEK | BIKELANE | BIKELANE | 1 027 | 4SW-6GS-5BI-17 5-CL-15 5 | |
| 20.03 | FOSTER LN | SHOAL CREEK BLVD | NORTHCROSS | BIKE LANE | BIKE LANE | 5,978 | 3SW-4BL-15-CL-15-4-7GS-6SW | |
| 20.06 | ST JOSEPH BLVD | BURNET | HARDY | WIDE CURB | BIKE LANE | 1,463 | 4SW-3GS-22-2G-35CREEK-2G-18-4SW | |
| 20.07 | MORROW ST | | TISDALE | WIDE CURB | BIKE LANE BIKE LANE | 2 442 | 4SW-3GS-22-2G-35CREEK-2G-18-4SW 5SW-28- | |
| 20.09 | MORROW ST | TISDALE | LAMAR BLVD | SHARED LANE | BIKE LANE | 2,414 | 13.5-CL-13.5-4GS-4SW | |
| 20.10 | MORROW ST | LAMAR BLVD N | GUADALUPE ST | BIKE LANE | BIKE LANE | 846 | 3BL-14-CL-14-3BL-5GR | |
| Route 21 | GUADALOFE SI | MORROW | CRESILAND | DIKE LAINE | DIKE LAINE | 1,079 | 4DL- 14- CL- 14- 4DL | |
| 21.01 | | | END OF EXISITNG | | | 1 1 4 4 | 12 12 MED 12 12 | |
| 21.01 | STAKED I LAINS DK | | ROADWAY | TIDE CURD | DINE LAINE | 1,146 | 1 Z-1 Z-1VILU-1 Z-1 Z | |
| 21.02 | (FUTURE EXTENSION) | ROADWAY | LAKELINE BLVD | NO ROAD | BIKE LANE | 3,548 | | |
| 21.03 | NORTH LAKE CREEK | | FM 620 | SHAREDIANE | BIKFLANE | 4 360 | 11-11-11-30MED-11-11-11 | |
| 21.00 | PKWY | | | | | 4,000 | | |
| 21.04 | HYMEADOW DR | LAKE CREEK PKWY | MEADOW HEATH | SHARED LANE | BIKE LAINE | 2,854 | 7.3-7.3-7.3-27MED-7.3-7.5-9.5 11.5-CL-11.5 | |
| 21.06 | MEADOWHEATH DR | HYMEADOW | BROADMEADE | SHARED LANE | SHARED LANE | 3,320 | 10-10-CL-10-10 | |
| 21.07 | BROADMEADE AVE | MEADOWHEATH DR | ANDERSON MILL | SHARED LANE | BIKE LANE | 3,505 | 12-CL-12 | |
| 21.09 | POND SPRINGS RD | TURTLE ROCK RD | SAN FELIPE | WIDE CURB | BIKE LANE | 3,083 | 20-CL-20 | 56 |
| 21.10 | SAN FELIPE BLVD | POND SPRINGS RD | MCNEIL RD | WIDE CURB | BIKE LANE | 2,322 | 20-CL-20 | |
| 21.11 | DA DILLA VENTE | | 03 103 | | | 1,33/ | | 26 |
| 21.12 | PARLIAMENI PL | SPICEWOOD SPRINGS RD | BARRINGION WAY | WIDE CURB | WIDE CURB | 8/2 | 45W-4G5-21-1CL-20-4G5-45W | |
| 21.13 | BARRINGTON WAY | PARIJAMENT PI | CHARING CROSS | WIDE CURB | BIKELANE | 613 | 206(1-20) | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 3 of 33 Page 3 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|------------------------|-------------------------|-------------------|-------------------------|--------------|---|-----------------|----------------|
| 21.14 | CHARING CROSS RD | BARRINGTON WAY | COMMONWEALTH | SHARED LANE | BIKE LANE | 936 | 13-CL-13 | | |
| 21.15 | COMMONWEALTH WAY | CHARING CROSS | JOLLYVILLE | SHARED LANE | BIKE LANE | 528 | 13-CL-13 | | |
| 21.16 | JOLLYVILLE RD | BARRINGTON WAY | GREAT HILLS | BIKE LANE | BIKE LANE | 17,120 | 6SW-4BL-10.5-10.5-10M-10.5-10.5-4BL-6SW | 88 | |
| 21.17 | ARBORETUM BLVD | GREAT HILLS TR | CAPITAL OF TEXAS HWY | BIKE LANE | BIKE LANE | 2,583 | 5BL-11-13-2G-13M-2G-13-11-5BL | | |
| 21.18 | JOLLYVILLE RD | CAPITAL OF TEXAS HWY | MESA DR | SHARED LANE | BIKE LANE | 2,727 | 13-CL-22 | | |
| 21.19 | BUSINESS PARK DR | MESA DR | | SHARED LANE | BIKELANE | 1,829 | 22-CL-13 20-CL-20 | | |
| 21.20 | TALLWOOD DR | BUSINESS PARK DR | HYRIDGE | WIDE CURB | WIDE CURB | 2,464 | 20-CL-20 | | |
| 21.22 | HYRIDGE DR | MESA DR | ROBBIE | WIDE CURB | WIDE CURB | 1,655 | 22-CL-22 | | |
| 21.23 | ROBBIE DR | HYRIDGE | CIMA SERENA | WIDE CURB | WIDE CURB | 997 | 15-CL-15 | | |
| 21.24 | GREENSLOPE DR | CIMA SERENA | SPICEWOOD SPRINGS RE | O WIDE CURB | WIDE CURB | 5,269 | 15-CL-15 | | |
| 21.25 | | | EAR WEST BLVD | | BIKELANE | 3 855 | 11-11-0-11-11 | | |
| 21.23 | WOOD HOLLOW DR | 31 ICEWOOD 31 KING3 KD | TAR WESTBEVD | 3HARED LAINE | BIKELAINE | 3,033 | | | |
| 21.26 | | FAR WEST BLVD | | WIDE CURB | BIKE LANE | 1,488 | 20-CL-20 | | |
| 21.27 | BALCONES DR | NORTH HILLS DR | HART LN | SHARED LANE | BIKE LANE | 979 | 12-CL-12 | | |
| 21.29 | BALCONES DR | HART LN | NORTHLAND DR | SHARED LANE | BIKE LANE | 3,216 | 12.5-12CTL-12.5 | | |
| 21.30 | BALCONES DR | NORTHLAND DR | PARK CREST DR | SHARED LANE | BIKE LANE | 806 | 10-10-CL-10-10 | | _ |
| 22.01 | | | | RIKELANE | RIVELANE | 1.524 | 45W 5P 4PI 10 CI 10 4PI 5P | | |
| 22.01 | JESTER BLVD | HALBERT | BRICKLEBUSH CV | BIKE LANE | BIKE LANE | 5,345 | 6SW-6P-5BL-19-CL-19-5BL-6P | | |
| 22.03 | JESTER BLVD | FM 2222 | HALBERT | WIDE CURB | BIKE LANE | 3,437 | 24-CL-24 | | |
| 22.04 | BEAUFORD DR | JESTER BLVD | LAKEWOOD | WIDE CURB | WIDE CURB | 522 | 5SW-20-CL-20 | | |
| 22.05 | | BEAUFORD | | SHARED LANE | SHARED LANE | 12,2/4 | 5SW-20-CL-20 | | |
| 22.00 | SPRUCEWOOD DR | DRIFTWOOD DR | LEMONWOOD | SHARED LANE | SHARED LANE | 693 | 13.5-CL-12.5 | | |
| 22.08 | LEMONWOOD DR | SPRUCEWOOD | BACKTRAIL | WIDE CURB | WIDE CURB | 822 | 15-CL-15 | | |
| 22.09 | BACKTRAIL DR | LEMONWOOD | LADERA NORTE | SHARED LANE | SHARED LANE | 1,256 | 13.5-CL-12.5 | | |
| 22.10 | LADERA NORTE | | FAR WEST BLVD | WIDE CURB | WIDE CURB | 261 | 41-55W | | |
| 22.12 | FAR WEST BLVD | NORTH HILLS | MESA DR | SHARED LANE | BIKE LANE | 1,715 | 10-10.5-1CL-10.5-10-4SW | | |
| 22.13 | FAR WEST BLVD | MESA DR. | CHIMNEY CORNERS | BIKE LANE | BIKE LANE | 1,983 | 5SW-5BL-15.5-1CL-14.5-5BL-8GR-4SW | 98 | |
| 22.14 | FAR WEST BLVD | CHIMNEY CORNERS | HART LN | BIKE LANE | BIKE LANE | 1,586 | 5SW-5BL-15-11.5-1CL-11.5-15-5BL-4GS-4SW | 98 | |
| 22.15 | FAR WEST BLVD | HARTIN | MOPAC | SHARED LANE | BIKELANE | 2,366 | 85W-10-10-10-8-10-10-10-85W | 98 | |
| 22.10 | GREENLAWN PKWY | SHOAL CREEK BLVD | DAUGHERTY | WIDE CURB | BIKE LANE | 1,828 | 19.5-1CL-20.5 | | |
| 22.18 | DAUGHERTY ST | GREENLAWN | PEGRAM | SHARED LANE | SHARED LANE | 1,163 | 5SW-2G-27-2G | | - |
| 22.19 | PEGRAM AVE | DAUGHERTY | BURNET LN | SHARED LANE | SHARED LANE | 393 | 21.5-1CL-14.5 | | |
| 22.20 | JUSTIN LN | | GROVER | BIKELANE | BIKELANE | 3,933 | 4SW-4G5-2G-5BL-13.5-CL-13.5-5BL-2G-5SW 4SW-3GR-5BL-13.5-1CL-13.5-5BL-4SW | | |
| 22.22 | GROVER AVE | JUSTIN LN | BRENTWOOD | WIDE CURB | BIKE LANE | 1,285 | 55W-6GS-2G-34-2G | | |
| 22.23 | BRENTWOOD ST | GROVER AVE | GUADALUPE ST | WIDE CURB | WIDE CURB | 2,861 | 28-4GS-4SW | | |
| 901.01 | JESTER BLVD | BRICKLEBUSH CV | ARTERIAL 8 | BIKE LANE | BIKE LANE | 3,411 | 6SW-5P-4BL-10-CL-10-4BL-5P | | |
| 23.01 | MILL WRIGHT PKWY | LAKE CREEK PKWY | | BIKELANE | BIKELANE | 3 604 | 20-CL-20-4BI | | |
| 23.02 | OLSON DR | ANDERSON MILL | SPICEWOOD PKWY | WIDE CURB | BIKE LANE | 1,293 | 21-CL-21 | | |
| 23.03 | SPICEWOOD PKWY | OLSON | CEDAR CREST DR | SHARED LANE | BIKE LANE | 2,698 | 8P-12-CL-12-8P | | - |
| 23.04 | CEDAR CREST DR | SPICEWOOD PKWY | BALCONES CLUB DR | WIDE CURB | BIKE LANE | 2,341 | 15-CL-15 | | |
| 23.05 | BALCONES CLUB DR | SPRING HOLLOW | | WIDE CURB | BIKE LAINE | 485 | 18.5-CL18.5 | | |
| 23.07 | FOUR IRON DR | BALCONES CLUB | SPICEWOOD SPRINGS | WIDE CURB | BIKE LANE | 2,251 | 6SW-20-CL-21-6SW | | - |
| 23.08 | SHAKESPEAREAN WAY | SPICEWOOD SPRINGS RD | BARRINGTON WAY | SHARED LANE | SHARED LANE | 1 296 | 27 LINMARKED | | |
| 20.00 | | | | | | 1,270 | | | |
| 23.09 | FIREOAK DR | BARRINGTON WAY | RAINCREEK PKY | WIDE CURB | BIKELANE | 4,486 | 3-45W-20-CL-20-45W-3 3-45W-20-CL-20-45W-3 | | |
| 23.11 | RAIN CREEK PKWY | FIRE OAK DR | LOST HORIZON | WIDE CURB | BIKE LANE | 3,615 | 17-CL-17 | | |
| 23.12 | RAIN CREEK PKWY | LOST HORIZON | GREAT HILLS | WIDE CURB | BIKE LANE | 9,813 | 5SW-21-CL-21-5SW | | |
| 23.13 | GREAT HILLS TRL | RAINCREEK PKWY | CAPITAL OF TEXAS HWY | SHARED LANE | BIKE LANE | 3,291 | 4SW-10-10-12M-10-10-4SW | | - |
| 23.14 | MOUNTAIN RIDGE DR | MOUNTAIN RIDGE CIR | HYRIDGE | WIDE CURB | WIDE CURB | 1,173 | 40 UNMARKED | | |
| 23.16 | HYRIDGE DR | MOUNTAIN RIDGE | MESA DR | WIDE CURB | BIKE LANE | 1,077 | 5-20.5-1CL-20.5 | | |
| 23.17 | MESA DR | HYRIDGE | GREENMOUNTAIN LN | WIDE CURB | BIKE LANE | 370 | 6SW-20-CL-21-6SW | | |
| 23.18 | MESA DR | GREENMOUNTAIN LN | | BIKE LANE | BIKE LANE | 1,537 | 6SW-20-CL-21-6SW | | - |
| 23.17 | MESA DR | HYRIDGE | STECK | BIKE LANE | BIKE LANE | 2,632 | 5BL-15-1CL-15-5BL | 96 | |
| 23.21 | MESA DR | STECK AVE | SPICEWOOD SPRINGS | BIKE LANE | BIKE LANE | 1,169 | 4BL-10-10-9-10-10-4BL | | |
| 23.22 | MESA DR | SPICEWOOD SPRINGS RD | FAR WEST BLVD | BIKE LANE | BIKE LANE | 5,312 | 5SW-4BL-16-1CL-16-4BL-5SW | | |
| 22.22 | MESA DR | EAR WEST | SIERRA | BIKELANE | BIKELANE | 2 141 | 4BI-14-1CI-14-4BI | | |
| 23.23 | SIERRA DR | MESA DR. | HIGHLAND HILLS DR | BIKE LANE | BIKE LANE | 2,588 | 18-1CL-18 | | |
| 23.25 | HIGHLAND HILLS DR | SIERRA DR | FM 2222 | SHARED LANE | SHARED LANE | 6,465 | 13-1CL-13 | 42 | |
| 23.26 | FM 2222 | HIGHLAND HILLS DR | PARKCREST DR | SHARED LANE | WIDE CURB | 409 | 13-1CL-13 | | |
| 23.2/ | BALCONES DR | PARKCREST DR | HANCOCK | SHARED LANE | BIKELANE | 1 114 | 11-11-101-11-11 | | |
| 23.29 | BALCONES DR | HANCOCK | PERRY LN | SHARED LANE | BIKE LANE | 1,947 | 13-1CL-13 | | |
| 23.30 | PERRY LN | BALCONES DR | MADRONA | SHARED LANE | BIKE LANE | 261 | 13-1CL-13 | - | |
| 23.31 | MADRONA DR | BALCONES DR / PERRY | GLEN ROSE DR | SHARED LANE | BIKE LANE | 329 | 13-1CL-13 | | |
| 23.32 | GLEN ROSE DR | MADRONA | EDGEMONT DR | SHARED LANF | SHARED LANF | 369 | 27 UNMARKED | | |
| 23.33 | EDGEMONT DR | GLEN ROSE DR | BALCONES | SHARED LANE | SHARED LANE | 3,184 | 27 UNMARKED | | |
| 23.34 | BALCONES DR | EDGEMONT | 35TH ST W | SHARED LANE | WIDE CURB | 3,405 | 12-12 | | |
| 23.35 | PECOS ST | 35TH ST W | GREENLEE BRIDLE PATH | BIKE LANE | BIKE LANE | 4,147 | 55W-5BL-???-5BL 13-1CL-13 | | |
| 23.30 | PECOS ST | BRIDLE PATH | ENFIELD RD | WIDE CURB | WIDE CURB | 652 | 15-CL-15 | | |
| Route 24 | | | | | | 502 | | | |
| 24.01 | | EOSTER | | BIKELANE | BIKELANE | 5 703 | 481-481-9 5-1CI-9 5-4G-4SW | | |
| 24.01 | | . JOILN | NOTITINAL | SINC LAINE | SINC DAINE | J,/ ZJ | .52 .52 /.5 TOE /.5-40-4511 | | |
| 24.02 | GREAT NORTHERN BLVD | HUNT TRAIL | WHITEROCK | BIKE LANE | BIKE LANE | 1,753 | 3BL-9.5-1CL-9.5-3BL | | |
| 24.03 | WHITE ROCK DR | GREAT NORTHERN | SHOAL CREEK BLVD | WIDE CURB | BIKE LANE | 1,902 | 5SW-9GS-38-9GS-5SW | | |
| 24.04 | WHITE ROCK DR | SHOAL CREEK BLVD | ALLENDALE RD | WIDE CURB | BIKE LANE | 2,626 | 42 UNMARKED | | |
| 24.05 | WHITE HORSE TRL | SHOAL CREEK BLVD | WYNONA AVE | WIDE CURB | WIDE CURB | 1,997 | 28 UNMARKED | | |
| 24.06 | PAYNE AVE | BURNET RD | WOODROW AVE | WIDE CURB | WIDE CURB | 6/3 3 251 | 38 UNMARKED 55W-3GS-28-3GS-55W | 68 | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|--------------------|---------------------|-------------------|-------------------------|-------------|---|-----------------|----------------|
| 24.08 | ROMERIA DR | WOODROW AVE | LAMAR BLVD N | WIDE CURB | WIDE CURB | 2,497 | 28 UNMARKED | | |
| 24.09 | DENSON DR | CHESTERFIELD AVE | AIRPORT BI VD | WIDE CURB | BIKELANE | 914 | 4SW-4G-20.5-1CL-18.5-6SW | | |
| 24.11 | BURNET LN | PAYNE AVE | BURNET RD | WIDE CURB | WIDE CURB | 457 | 15-CL-15 | 68 | |
| Route 25 | EVERALTION DUVE | 0.5711.07.11/ | | | DIVELANE | 0.000 | | | |
| 25.01 | EXPOSITION BLVD | WESTOVER RD | WINDSOR RD. | BIKE LAINE | BIKELANE | 2,893 | 4.5SW-2GS-6BI-13-CI-13-5BI-4.4SW | | |
| 25.03 | EXPOSITION BLVD | WINDSOR RD | BRIDLE PATH | BIKE LANE | BIKE LANE | 2,013 | 4.5SW3GS-5BL-13-3-12-5BL-5SW | | |
| 25.04 | EXPOSITION BLVD | BRIDLE PATH | BRIDLE PATH | BIKE LANE | BIKELANE | 129 | 5BL-12.5-4M-12-5BL-4.5SW | | |
| 25.05 | EXPOSITION BLVD | ENFIELD RD. | LAKE AUSTIN BLVD | BIKE LANE | BIKE LANE | 3.072 | 5SW-5BL-17-CL-16-5BL | | |
| 25.07 | LAKE AUSTIN BLVD | EXPOSITION BLVD. | VETERANS DR | BIKE LANE | BIKE LANE | 2,574 | 5SW-5GS-3.5BL-12-10-CL-11-10-5BL-5SW | | |
| 25.08 | | LAKE AUSTIN BLVD | EAST SIDE OF MOPAC | BIKELANE | BIKELANE | 1,224 | 5SW-11.5BL-10-CL-10-10.5BL | | Y Y |
| 25.10 | ROBERT E LEE RD | BARTON SPRINGS RD | BARTON HILLS DR | SHARED LANE | SHARED LANE | 2,420 | 3.5-11-CL-11-2 | 70 | |
| 25.11 | ROBERT E LEE RD | BARTON HILLS DR | MELRIDGE PLACE | BIKE LANE | BIKE LANE | 1,269 | 4.5BL-14-14-4.5BL | | |
| 25.12 | BLUEBONNET LN | MELRIDGE PLACE | RUNDELL | BIKE LAINE | BIKE LAINE | 1,413 | 4.58L-14-CL-15.5-4.58L 9.5SW-58L-14-CL-15-58L-5SW | 99 | |
| 25.14 | BLUEBONNET LN | HETHER ST | LAMAR BLVD S | BIKE LANE | BIKE LANE | 2,386 | 5SW-4.5BL-14-CL-15-5BL-4.5SW | 99 | - |
| 25.15 | BLUEBONNET LN | LAMAR BLVD S | DEL CURTO RD. | SHARED LANE | SHARED LANE | 743 | 20-7GS-4SW | 53 | |
| 25.17 | DEL CURTO RD | BLUEBONNET LANE | LIGHSEY RD | SHARED LANE | SHARED LANE | 1,985 | 11.5-CL-11 | 53 | |
| 25.18 | LIGHTSEY RD | DEL CURTO RD. | CLAWSON RD. | SHARED LANE | SHARED LANE | 847 | 12-CL-10 | 53 | |
| 25.19 | SOUTHRIDGE DR | CLAWSON | BANISTER | WIDE CURB | WIDE CURB | 2,135 | 4.5SW-3.5GS-21.5-CI-21 | 53 | |
| 25.21 | BANISTER LN | MORGAN LN | CASEY | SHARED LANE | SHARED LANE | 1,237 | 10-10-CL-10-10 | | - |
| 25.22 | BANISTER LN | | REDD ST. | WIDE CURB | WIDE CURB | 868 | 37 UNMARKED | 0.2 | |
| 25.23 | REDD ST | MANCHACA RD. | PACK SADDLE PASS | SHARED LANE | BIKE LANE | 1,230 | 5SW-13.5-CL-13.5 | 00 | - |
| 25.25 | PACK SADDLE PASS | REDD ST | JONES RD. | WIDE CURB | BIKE LANE | 3,655 | 4SW-4GS-18.5-CL-18.5 | | - |
| 25.26 | JONES RD | PACK SADDLE PASS | BUFFALO PASS | SHARED LANE | BIKELANE | 979 | 5SW-10-10.5-CL-12-10-4SW | | |
| 25.30 | WEST GATE BLVD | BERKELEY AVE | LAZY OAKS DR | SHARED LANE | BIKE LANE | 1,156 | 6SW-11-20-4M-11-11-6SW | | |
| 25.31 | WEST GATE BLVD | LAZY OAKS DR | HARLEYHILL DR | SHARED LANE | BIKE LANE | 2,012 | 4.5SW-12GS-11-10-10TL-3M-11-10-3.5GS-4.5SW | | |
| 25.32 | SEMINARY RIDGE DR | | MANASSAS DR | SHARED LANE | BIKE LANE | 2 604 | 4.55W-11GS-10-11-11M-12-10-3.5GS-4.55W | | |
| 25.35 | LEO ST | CAMERON LOOP | DAVIS | WIDE CURB | WIDE CURB | 540 | 4SW-3.5GS-20.5-CL-20.5-3.5GS-4SW | | |
| 25.37 | CURLEW DR | GUIDEPOST TRAIL | CROWNSPOINT DR | WIDE CURB | WIDE CURB | 2,428 | 4SW-3.5GS-41-3.5GS-4.0SW | | |
| 25.38 | CURLEW DR | CROWNSPOINT DR | | SHARED LANE | BIKE LANE | 2,554 | 27-5SW 12.5-CL-12.5 | | |
| 25.40 | RIDDLE RD | HOWELLWOOD WAY | OLD MANCHACA RD. | SHARED LANE | BIKE LANE | 1,928 | 22 UNMARKED | | |
| 25.41 | OLD MANCHACA RD | RIDDLE RD | DREW LN | SHARED LANE | SHARED LANE | 1,127 | 20 UNMARKED | | |
| Route 26 | OLD MANCHACA RD | DREWLIN | MANCHACARD | SHARED LAINE | SHARED LAINE | 2,177 | 12-CL-12 | | |
| 26.01 | CLAYTON LN | SHERIDAN | CAMERON | SHARED LANE | BIKE LANE | 929 | 6SW-10-10-1CL-10-10-6SW | | |
| 26.02 | BRIARCLIFF BLVD | CAMERON | WESTMINSTER DR | SHARED LANE | BIKE LANE | 2,999 | 6SW-10-10-1CL-10-10-6SW | | |
| 26.03 | NORTH HAMPTON DR | GASTON PLACE | NORTH HAMPTON DR | WIDE CURB | BIKE LANE BIKE LANE | 2,014 | 20-CL-20 20-CL-20 | | |
| 26.05 | NORTHEAST DR | NORTH HAMPTON | US 290 E | WIDE CURB | BIKE LANE | 3,357 | 4SW-3GS-20-CL-20-3GS-4SW | | |
| 26.06 | NORTHEAST DR | WILLAMETTE | NORTH HAMPTON | BIKE LANE | BIKE LANE | 529 | 5BL-32-5BL | | |
| 26.07 | LOYOLA LN | WILLIAMETTE DR | ED BLUESTEIN | WIDE CURB | BIKE LANE | 6,838 | 4SW-4G-42-5 | 95 | - |
| 26.09 | LOYOLA LN | ED BLUESTEIN | DECKER LN | BIKE LANE | BIKE LANE | 11,630 | 6SW-6BL013-13-12M-10-10-6BL-6SW | 95 | |
| 26.10 | DECKER LAKE RD | DECKER LN | FM 973 TAYLOR IN | SHARED LANE | BIKELANE | 10,525 | 12-CL-12 13 GRAVEL | | |
| Route 27 | DEGREN DARE ND | OIEBERT OI | INTEOR EN | STIVILLED EVILLE | DIREEDIRE | 10,001 | | | |
| 27.01 | MANCHACA RD | LAMAR BLVD S | LIGHTSEY | SHARED LANE | BIKE LANE | 604 | 5SW-4GS-10-11.5-CL-11.5-9.5-5GS-4SW | 14 | |
| 27.02 | MANCHACA RD | | BEN WHITE | SHARED LANE | BIKELANE | 4,963 | 5SW-5.5GS-9.5-11-CL-11-9.5-5SW | 14 | |
| 27.03 | MANCHACA RD | JONES ROAD | STASSNEY LANE | SHARED LANE | BIKE LANE | 2,259 | 18.55W-10-11-CL-10-10.5-3GS-65W-3GS-45W | 34 | |
| 27.05 | MANCHACA RD | STASSNEY | BERKELEY AVE | SHARED LANE | BIKE LANE | 3,374 | 8SW-8.5GS-10-11-CL-11-10-8.5SW | 34 | |
| 27.06 | MANCHACA RD | BERKELEY AVE | MATTHEWS I N | SHARED LANE | BIKELANE | 2,283 | 4SW-4GS-10-11-CL-11-10-4SW SW-10-11-101T-11-59-5-5-5SW | 34 | |
| 27.08 | MANCHACA RD | MATTHEWS LN | DAVIS | WIDE SHOULDER | WIDE SHOULDER | 5,840 | 5.5SW-12-13.5-12-16LT-12.5-13.5-5.5SW | 84 | |
| 27.09 | MANCHACA RD | DITTMAR | SLAUGHTER | WIDE SHOULDER | WIDE SHOULDER | 5,021 | 5.55W-12.5-12-11.5-16TL-10-12.5-5.55W | 84 | |
| 27.10 | MANCHACA RD | OLD MANCHACA RD. | RAVENSCROFT DR. | WIDE SHOULDER | WIDE SHOULDER | 2,896 | 14SH-11.5-11.5-23CTL-11.5-11.5-14SH | | |
| 27.12 | MANCHACA RD | RAVENSCROFT DR. | FM 1626 | WIDE CURB | WIDE SHOULDER | 6,040 | 15-CL-15 | | - |
| 27.13 Pouto 29 | TWIN CREEKS RD | FM 1626 | OLD SAN ANTONIO RD. | SHARED LANE | SHARED LANE | 9,171 | 12-CL-12 | | |
| 28.01 | HANCOCK DR | BALCONES BLVD | VALLEY OAK DR | BIKELANE | BIKELANE | 1 238 | 5\$W-5BL-12-1CL-11-5BL-2G\$-5\$W | | Y |
| 28.02 | HANCOCK DR BRIDGE | VALLEY OAK DR | WEST FRANCES PL | SHARED LANE | BIKE LANE | 1,126 | 5SW-8SH-10.5-1CL-9.5-8SH-5SW | | Ý |
| 28.03 | HANCOCK DR | WEST FRANCES PL | BULL CREEK | SHARED LANE | BIKE LANE | 1,696 | 5SW-8-10.5-1CL-9.5-8.5SW | | Y |
| 28.04 | HANCOCK DR | SHOAL CREEK | WOODVIEW | BIKE LANE | BIKE LANE | 392 | 5SW-3BL-9.5-10-9.5-3BL-5SW | | Y |
| 28.06 | NORTH LOOP BLVD W | WOODVIEW | GUADALUPE ST | BIKE LANE | BIKE LANE | 5,927 | 5SW-3BL-9.5-10-9.5-3BL-5SW | | Y |
| 28.07 | NORTH LOOP BLVD W | GUADALUPE AVE F | AVE F DUVAL | BIKE LANE | BIKE LANE | 2,038 | 4\$W-3BL-9.5-10-9.5-3BL-4G-4\$W | | Y |
| 28.09 | 53RD ST E | DUVAL ST | BRUNING | BIKE LANE | BIKE LANE | 1,062 | 29 UNMARKED | | |
| 28.10 | BRUNING AVE | 53RD ST E | | WIDE CURB | BIKE LANE | 330 | 29 UNMARKED | | |
| 28.11 | HARMON AVF | 53RD HALF ST F | 51ST ST E | WIDE CURB | WIDE CURB | 1,546 | 27 UNMARKED 30 UNMARKED | | |
| 28.13 | BROADMOOR DR | CAMERON RD | WESTMOOR DR | WIDE CURB | BIKE LANE | 520 | 20-CL-20 | | - |
| 28.14 | BROADMOOR DR | WESTMOOR DR | BERKMAN | | BIKE LANE | 3,092 | 15-CL-15 | | v |
| 28.15 | ROGGE LN | MANOR RD. | REICHER | BIKE LANE | BIKE LANE | 5,23/ | 35L-13-CL-13-38L 13-1CL-13 | | Y Y |
| 28.17 | ROGGE LN | REICHER | PRESWYCK | BIKE LANE | BIKE LANE | 267 | 4\$W-3G\$-10.5-10.5-CL-10.5-10.5-PARKING-5G | | Y |
| 28.18 | ROGGE LN | PRESWYCK | SPRINGDALE RD | SHARED LANE | BIKE LANE | 1,301 | 4SW-8GS-13.5-CL-13.5-3GS-4SW | | Y |
| 29.01 | BULL CREEK RD | HANCOCK | 45TH ST W | WIDE CURB | BIKE LANE | 2,913 | 18-CL-17 | | |
| 29.02 | BULL CREEK RD | 45TH ST W | 39TH ST W | BIKE LANE | BIKE LANE | 3,378 | 5 BL-13-CL-14-5 BL-5 SW | | |
| 29.03 | BULL CREEK RD | 39TH ST W | 36TH ST W | BIKE LANE | BIKE LANE | 1,212 | 5 SW-9-9-CL-19-7 GS-4 SW | | |
| 29.05 | JEFFERSON ST | 35TH ST W | 29TH ST W | SHARED LANE | BIKE LANE | 2,447 | 12-CL-14 | | |
| 29.06 | JEFFERSON ST | 29TH ST W | GASTON AVE | SHARED LANE | BIKE LANE | 1,705 | 12-CL-14 | | - |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 5 of 33 Page 5 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|------------------------------|------------------------------|-------------------------------|------------------------|-----------------------------|-------------|--|-----------------|----------------|
| 29.07 | JEFFERSON ST | GASTON AVE | ETHRIDGE 24TH ST W | WIDE CURB | BIKE LANE | 350 | 18-CL-19 | | |
| 29.09 | HARTFORD RD | WINDSOR RD | NILES RD | WIDE CURB | WIDE CURB | 1,716 | 18-CL-18 | | |
| 29.10 | NILES RD | HARTFORD RD. | WEST LYNN ST | WIDE CURB | WIDE CURB | 1,208 | 32 UNMARKED | | |
| 29.12 | WEST LYNN ST | ENFIELD RD. | 14TH ST W | WIDE CURB | BIKE LANE | 556 | 5 SW-10 GS-14-CL-14-4 GS-4 SW | | |
| 29.13 | WEST LYNN ST | 14TH ST W | 12TH ST W | SHARED LANE | BIKE LANE | 463 | 12-CL-13 | | |
| 29.14 | WEST LYNN ST | 12TH ST W 6TH ST W | 6TH ST W 5TH ST W | SHARED LANE | BIKE LANE BIKE LANE | 2,257 | 4 SW-4 GS-12-CL-12-5 GS-4 SW 20 UNMARKED | | |
| 29.20 | KINNEY AVE | BARTON SPRINGS RD | VIRGINIA | WIDE CURB | BIKE LANE | 489 | 15-CL-15 | | |
| 29.21 | KINNEY AVE | VIRGINIA | HETHER | WIDE CURB | WIDE CURB | 4,429 | 15-CL-15 | | |
| 30.01 | 51ST ST W | LAMAR BLVD N | GUADALUPE ST | SHARED LANE | BIKELANE | 852 | 11-11-13 TI-12-11 | | |
| 30.02 | 51ST ST | GUADALUPE | AIRPORT | BIKE LANE | BIKE LANE | 4,647 | 5 SW-3 BL-10-CL-10-3 BL-6 SW | | Y |
| 30.03 | 51ST ST E | AIRPORT BLVD | HARMON CAMERON RD | SHARED LANE | BIKE LANE | 1,220 | 37-4 SW 37-4 SW | 50 | Y |
| 30.05 | 51ST ST E | CAMERON RD | BERKMAN | BIKE LANE | BIKE LANE | 3,920 | 4 BL-11-11-12 CTL-11-11-4 BL | 50 | Y |
| 30.06 | 51ST ST E | BERKMAN | MANOR RD | SHARED LANE | BIKE LANE | 4,531 | 10-10-CL-10-10-3 GS-5 SW | 48 | |
| 30.07 | 51ST ST E | SPRINGDALE RD | US 183 | SHARED LANE | BIKE LANE | 4,840 | 12-12- 14 MED -12-12 | 40 | |
| Route 31 | | | | | | | | | |
| 31.01 | SHOAL CREEK BLVD | RESEARCH | FOSTER | BIKE LANE | BIKE LANE As directed by | 7,288 | 3 BL-10-10-11 TL-10-10-3 BL | | Y |
| 31.02 | SHOAL CREEK BLVD | FOSTER | HANCOCK | City Council | City Council | 13,671 | 5 SW-7-11-CL-11-7-5 SW | | Y |
| 31.03 | Shoal Creek Blvd | HANCOCK | 40TH ST W | As directed by | As directed by | 5,676 | 5 SW-9 BL-10-CL-10-9 BL-5 SW | | Y |
| 31.04 | SHOAL CREEK BLVD | 40TH ST W | 39TH HALF ST W | BIKE LANE | BIKE LANE | 371 | 4 SW-3 GS-10-10-CL-10-10-3 GS-4 SW | | Y |
| 31.05 | SHOAL CREEK BLVD | 39TH HALF ST W | 38TH ST W | SHARED LANE | BIKE LANE | 1,191 | 4 SW-3 GS-10-10-CL-10-10-3 GS-4 SW | | Y |
| 31.06 | 30TH ST W | 34IH SI W WEST AVE | SUTH ST W RIO GRANDE | WIDE CURB WIDE CURB | WIDE CURB | 628 | 29.5 UNMARKED | | |
| 31.08 | RIO GRANDE ST | 30TH ST W | 29TH ST W | SHARED LANE | SHARED LANE | 538 | 4 SW-26-2 GS-4 SW | | |
| 31.09 | RIO GRANDE ST | 29TH ST W | 28TH HALF ST W | BIKE LANE | BIKE BOULEVARD | 182 | 22-CL-12-4 BL-8 SW | | Y |
| 31.10 | RIO GRANDE ST | 26TH ST W | 24TH ST W | BIKE LANE | BIKE BOULEVARD | 997 | 20-12.5-4.5 BL | | Y |
| 31.12 | RIO GRANDE ST | 24TH ST W | MLK BLVD W | BIKE LANE | BIKE BOULEVARD | 1,924 | 20-12.5-4.5 BL | | Y |
| 31.14 | NUECES ST | 26TH ST W | 26TH ST W 24TH ST W | BIKE LANE | BIKE BOULEVARD | 994 | 18 P -12.5-5 BL | | |
| 31.16 | NUECES ST | 24TH ST W | MLK BLVD W | BIKE LANE | BIKE BOULEVARD | 1,988 | 18 P -11-4.5 BL | | Y |
| 31.17 | RIO GRANDE ST | MLK BLVD W | 18TH ST W | SHARED LANE | BIKE LANE | 385 | 8 P -12-CL-12.5-4.5 B 8 P -12-CL-12-8 P | | Y |
| 31.19 | 18TH ST W | NUECES | RIO GRANDE | WIDE CURB | WIDE CURB | 368 | 30.5 UNMARKED | | |
| 31.20 | NUECES ST | 18TH ST W | 12TH ST W | SHARED LANE | BIKE BOULEVARD | 2,202 | 8 P-12-CL-12-8 P | | Y |
| 31.22 | NUECES ST | 6TH ST W | 5TH ST W | WIDE CURB | BIKE BOULEVARD | 363 | 13 P -17-CL-17-13 P | | Y |
| 31.23 | NUECES ST | 5TH ST W | 4TH ST W | WIDE CURB | BIKE BOULEVARD | 345 | 30-CL-30 | | Y |
| 31.24 | NUECES ST | 4TH ST W | 2ND ST W 2ND ST W | SHARED LANE | SHARED LANE | 365 | 11-CL-11-8P 11-CL-11-8P | | Y Y |
| 31.26 | NUECES ST | 2ND ST W | CESAR CHAVEZ W | NO ROAD | SHARED LANE | 352 | 11-CL-11-8P* | | Y |
| 31.27 | BOULDIN AVE ANNIE ST W | BARTON SPRINGS RD BOULDIN | ANNIE S 5TH ST | SHARED LANE | SHARED LANE BIKE LANE | 4,436 | 5SW-27.5-4GS-4SW 14-CL-13.5-5SW | | |
| 31.29 | S 5TH ST | ANNIE | MARY ST | SHARED LANE | SHARED LANE | 376 | 4SW-4GS-13.5-CL-14 | | Y |
| 31.30 | S 5TH ST | MARY ST | | SHARED LANE | SHARED LANE | 1,771 | 4\$W-7.5G\$-14-CL-13.5-7.5G\$-4\$W | | |
| 31.32 | CUMBERLAND RD | S 5TH ST | RAYWOOD | WIDE CURB | BIKE LANE | 878 | 4SW-3.5GS-41.5 | | |
| 31.33 | S 5TH ST | CUMBERLAND | CARDINAL LN | WIDE CURB | WIDE CURB | 2,468 | 15-CL-15 | | |
| 31.34 | BARTON SKWY | RAYWOOD | GARDEN VILLA | WIDE CURB | WIDE CURB | 573 | 4\$W-5G\$-27.3-4G\$-4\$W 4\$W-5G\$-42-4\$W | | |
| 31.36 | GARDEN VILLA LN | BARTON SKWY | BANISTER | WIDE CURB | WIDE CURB | 2,916 | 4SW-4.5GS-27.5 | | |
| 31.37 | BANISTER LN BANISTER I N | SOUTHWAY DR | GARDEN VILLA LN MORGAN I N | WIDE CURB | BIKELANE | 1.175 | 21-CL-20.5-6SW 21-CL-20-5SW | | - |
| 31.40 | CASEY ST | BANISTER LANE | MOUNT VERNON DR | SHARED LANE | BIKE LANE | 1,181 | 27 UNMARKED | | |
| 31.41 | ST FLMO RD W | CASEY MT VERNON | ST. ELMO VINSON | SHARED LANE | SHARED LANE | 262 | 13.5-CL-13.5 4\$W-27.5 | | |
| 31.43 | ST ELMO RD W | VINSON | S 3RD ST | SHARED LANE | SHARED LANE | 552 | 4SW-13.5-CL-13-1GS-6SW | | |
| 31.44 | VINSON DR | ABERDEEN | ST ELMO W | WIDE CURB | BIKE LANE | 2,453 | 17.5-CL-17.5 | | |
| 31.46 | PHILCO DR | S 3RD ST | ENGLEWOOD | SHARED LANE | SHARED LANE | 1,207 | 27 UNMARKED | | |
| 31.47 | ENGLEWOOD DR | PHILCO | | SHARED LANE | SHARED LANE | 784 | 27 UNMARKED | | |
| 31.40 | ABERDEEN DR | ENGLEWOOD | VINSON | SHARED LANE | SHARED LANE | 497 | 4SW-4.5GS-27-4.5GS-4SW 4SW-4.5GS-27-4.5GS-4SW | | |
| 31.50 | VINSON DR | ABERDEEN | CARDIFF | BIKE LANE | BIKE LANE | 316 | 4.55W-3.5GS-5BL-15-CL-16.5-5BL-4GS-4.55W | 71 | |
| 31.51 | EMERALD FOREST DR | STASSNEY | SPEER | BIKE LANE | BIKELANE | 3,238 | 4.55W-3.5GS-5BL-15-CL-16.5-5BL-4GS-4.55W 4SW-3.5GS-4.5BI-16.5-CL-16-4.5BI-3.5GS-4.55W | 71 | |
| 31.53 | SPEER LN | EMERALD FOREST | WOODHUE | WIDE CURB | WIDE CURB | 1,273 | 4SW-3GS-41-4GS-4SW | | |
| 31.54 | WOODHUE DR | SPEER WILLIAM CANNON DR | WILLIAM CANNON DR | WIDE CURB | WIDE CURB | 1,925 | 4\$W-3.5G\$-20.5-CL-20.5 4\$W-7G\$-20.5-CL-20.5-KG\$-K\$W | | |
| 31.56 | FOREST WOOD RD | MATTHEWS LN | DITTMAR RD | SHARED LANE | SHARED LANE | 4,081 | 20.5 UNMARKED | 45 | |
| 31.57 | PALACE PKWY | DITTMAR RD | SLAUGHTER | WIDE CURB | BIKE LANE | 4,835 | 4SW-3GS-41-3GS-4SW | | |
| 31.59 | NORTH PLATT RIVER DR | BILBROOK PL. | WATCHFUL FOX DR. | WIDE CURB | WIDE CURB | 1,737 | 15-CL-15 | | |
| 31.60 | WATCHFUL FOX DR | NORTH PLATT RIVER DR. | CHAPPELL LN. | WIDE CURB | WIDE CURB | 992 | 22-CL-22 | | |
| Route 32 | PERRYIN | | MOPAC | | | 3 103 | 20-01-20 | | |
| 32.02 | 45TH ST W | MOPAC | BULL CREEK | SHARED LANE | SHARED LANE | 604 | 10.5-10-CL-10-10.5 | | |
| 32.03 | 45TH ST W | BULL CREEK | SHOAL CREEK BLVD | SHARED LANE | BIKE LANE | 2,629 | 10-10-CL-10-10 | | |
| 32.04 | 45TH ST W | GUADALUPE | SPEEDWAY | SHARED LANE | BIKE LANE | 4,/88 | 9-10-CL-10-9-4 SW | | |
| 32.06 | 45TH ST E | SPEEDWAY | DUVAL ST | SHARED LANE | BIKE LANE | 1,341 | 4 SW-9-10-CL-10-9-4 SW | | |
| 32.07 | 45TH ST E 45TH ST E | DUVAL ST RED RIVER | RED RIVER ST AIRPORT | SHARED LANE | BIKE LANE | 1,738 | 5 SW-9-10-CL-10-9 10-10-CL-10-10 | | |
| Route 33 | | | | | | .,202 | | | |
| 33.01 | GUADALUPE ST W | LAMAR BLVD N | GUADALUPE ST | SHARED LANE | BIKE LANE | 1,947 | 4\$W-4.5G\$-11.5-12.5-3-12.5-19.5-6\$W | | |
| 33.02 | GUADALUPE ST GUADALUPE ST | GUADALUPE ST W 45TH ST W | 451H SI W 38TH ST W | SHARED LANE | BIKE LANE | 3.369 | 45W-4.5G5-11.5-12.5-3-12.5-19.5-6SW 8.5SW-29.5-11M-10-10.5-5SW | | |
| 33.04 | GUADALUPE ST | 38TH ST W | 29TH ST W | SHARED LANE | BIKE LANE | 3,042 | 4.5SW-3.5GS-12-10-13.5M-10-12-9.5SW | | |
| 33.05 | GUADALUPE ST | 291H SI W | 261H SI W | SHARED LANE | BIKE LANE | 1,917 | 10-10-10.5M-10.5-3GS-4.5SW | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|----------------------|-------------------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 33.06 | GUADALUPE ST | 26TH ST W | 24TH ST W | SHARED LANE | BIKE LANE | 1,004 | 8SW-12-11-CL-12.5-20.5-12SW | | |
| 33.07 | GUADALUPE ST | 24TH ST W | 21ST ST W | BIKE LANE | BIKE LANE | 1,431 | 6.55W-4BL-11-10-CL-10-10-4BL-11-22.55W | | |
| 33.08 | GUADALUPE ST | ZISESEW MIKBLVDW | 12TH ST W | SHARED LANE | SHARED LANE | 2 595 | 4 2SW-18 5-19-10SW | | |
| 33.10 | GUADALUPE ST | 12TH ST W | 6TH ST W | SHARED LANE | SHARED LANE | 2,225 | 4.5SW-18-11-11-17.5-4.5SW | | - |
| 33.11 | GUADALUPE ST | 6TH ST W | 5TH ST W | SHARED LANE | SHARED LANE | 358 | 10.5SW-10-10-10-10-17.6-9.5SW | | |
| 33.12 | GUADALUPE ST | ATH ST W | 4IH SI W CESAR CHAVE7 ST W | SHARED LANE | SHARED LANE | 1 076 | 9.55W-19-10-10.5-17.5-65W 3.55W-17-11-11-10-19.5W | | |
| 33.14 | LAVACA ST | MLK BLVD W | 11TH ST W | SHARED LANE | SHARED LANE | 3,027 | 6.55W-19-9-10-17.5-11SW | | |
| 33.15 | LAVACA ST | 11TH ST W | 6TH ST W | SHARED LANE | SHARED LANE | 1,793 | 6.5SW-3GS-21-10-10-17.5-6SW | | |
| 33.16 | LAVACA ST | 6TH ST W | 4TH ST W | SHARED LANE | SHARED LANE | 702 | 8.6SW-17.5-11-11-10-10TL-9SW | | |
| 33.17 | S IST ST | | BARTON SPRINGS | SHARED LANE | BIKE LANE | 559 | 4SW-10-12-13TI-CI-11-11 5-5GS-4 5SW | | |
| 33.20 | S IST ST | BARTON SPRINGS RD | OLTORF | SHARED LANE | BIKE LANE | 6,692 | 11-11-CL-11-11 | | |
| 33.21 | S 1ST ST | OLTORF ST | LIGHTSEY | SHARED LANE | BIKE LANE | 4,024 | 10-11-CL-11-10 | | |
| 33.23 | S IST ST | | BEN WHITE | SHARED LANE | BIKE LANE | 2,129 | 10-11-CL-11-10 | | |
| 33.24 | 5 151 51 S 15T ST | ST FLMO | STASSNEY | SHARED LANE | BIKE LANE | 5.349 | 11-11-CI-11-11 | | |
| 33.26 | S 1ST ST | STASSNEY | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 4,596 | 11-11-CL-11-11 | | |
| 33.27 | S 1ST ST | WILLIAM CANNON DR | DITTMAR | SHARED LANE | BIKE LANE | 5,184 | 11-11-CL-11-11 | | - |
| 33.28 | S ISI SI S IST ST | | SLAUGHIER EM 1626 | SHARED LANE | BIKELANE | 4,//3 | 11-11-CL-11-11 12-12-MED | | |
| 33.30 | OLD SAN ANTONIO RD | FM 1626 E | FUTURE SH 45 | SHARED LANE | WIDE SHOULDER | 12,410 | 13-CL-13 | | |
| 33.31 | OLD SAN ANTONIO RD | SH 45 | LOOP 4 | WIDE CURB | WIDE SHOULDER | 9,606 | 22-CL-22 | | |
| 33.32 | LOOP 4 N | OLD SAN ANTONIO RD. | MAIN ST N | WIDE CURB | BIKE LANE | 3,144 | 14-14-40MED-14-14 | | |
| 33.33 | MAIN ST N | LOOP 4 N | GOFORTH RD. | WIDE CURB | WIDE SHOULDER | 1,215 | 17-CL-17 | | |
| Route 34 | 140/01/01/14 | 2001 411 | 001000100 | THEE CORE | THE SHOULDER | 1,700 | | | |
| 34.01 | 40TH ST W | Shoal Creek Blvd | MEDICAL PKWY | SHARED LANE | SHARED LANE | 2,083 | 27 UNMARKED | 91 | |
| 34.02 | 40TH ST W | MARATHON BLVD | LAMAR BLVD N | WIDE CURB | WIDE CURB | 380 | 4SW-4GS-19-CL-19-4GS-4SW | | |
| 34.04 | 40TH ST W | GUADALUPE | SPEEDWAY | WIDE CURB | WIDE CURB | 1,646 | 4 SW-9 GS-43 | | |
| 34.05 | 40TH ST E | DUVALST | PECK AVE | SHARED LANE | SHARED LANE | 456 | 4 SW-24-4 SW | | |
| 34.07 | PECK AVE | 40TH ST E | 41ST ST E | WIDE CURB | WIDE CURB | 359 | 28 UNMARKED | | |
| 34.08 | 41ST ST E | DUVAL ST. | PECK AVE. | WIDE CURB | WIDE CURB | 457 | 5SW-7GS-30-6GS-4SW | | |
| 34.09 | 41ST ST E | PECK AVE. | RED RIVER | SHARED LANE | SHARED LANE | 1,438 | 13-CL-13 | | - |
| | HANCOCK CENTER | | HANCOCK CENTER | WIDE CORB | DINE LAINE | 1,555 | 43W-26-CL-27 | | |
| 34.11 | PARKING LOT DR | 41ST ST E | PARKING LOT DR | WIDE CURB | WIDE CURB | 410 | 15-CL-15 | | |
| 34.12 | HANCOCK CENTER | HANCOCK CENTER | IH 35 N SVRD NB | SHARED LANE | SHARED LANE | 498 | 11-11-CL-11-11 | | |
| 34.13 | WILSHIRE BLVD | CHERRYWOOD | IH 35 | | RIKELANE | 2012 | 28 LINMARKED | | |
| 34.16 | ZACH SCOTT ST | AIRPORT BLVD | MANOR RD | BIKE LANE | BIKE LANE | 2,444 | 8P-5B-10-CL-10-5B-8P* | | |
| 34.17 | ZACH SCOTT ST | AIRPORT BLVD | MANOR RD | NO ROAD | BIKE LANE | 3,443 | 8P-5B-10-CL-10-5B-8P* | | |
| Route 35 | | | | | | | | | |
| 35.01 | AMHERST DR | CASSADY DR | | SHARED LANE | BIKELANE | 2,096 | 10-10-15 M-10-10 5 SW-10-10-CL-10-10-5 SW | | |
| Route 36 | AMITERST DR | DOVALIND | CASSADI DI | SHARED LAIRE | DIRE EARL | 5,507 | 330-10-10-02-10-10-330 | | |
| 36.01 | MOUNT BONNELL RD | FM 2222 | TORTUGA TRL | WIDE CURB | BIKE LANE | 831 | 20-CL-20 | | |
| 36.02 | MOUNT BONNELL RD | TORTUGA TRL | FALL TRL | WIDE SHOULDER | BIKE LANE | 8,490 | 3SH-12-CL-12-3SH | | |
| 36.03 | MOUNT BONNELL RD | FALL TRL | 35TH ST W | WIDE CURB | BIKE LANE | 2,663 | 18-CL-18 | | |
| 36.04 | 35TH ST W | EOOTHILLS TERRACE | MT BONNELL RD | WIDE CURB | BIKELANE | 955 | 24-CI-21 24-CI-21 | | |
| 36.06 | 35TH ST W | FOOTHILL DR | EXPOSITION | SHARED LANE | BIKE LANE | 2,509 | 9-10-CL-10-9 | | |
| 36.07 | 35TH ST W | EXPOSITION BLVD. | MOPAC | SHARED LANE | BIKE LANE | 1,596 | 5 SW-9-10-CL-10-9-5 SW | | |
| 36.08 | 35TH ST W | MOPAC | JEFFERSON | SHARED LANE | BIKELANE | 2,051 | 5 SW-10-10-CL-10-10-5 SW | | |
| 36.10 | 38TH ST W | TONKAWA TRL | LAMAR BLVD | SHARED LANE | BIKE LANE | 1,186 | 10-10-10 M-10-10-5 SW | | |
| 36.11 | 38TH ST W | LAMAR BLVD N | GUADALUPE ST | SHARED LANE | BIKE LANE | 1,787 | SW-GS-12-12-9 TL-12-12-4 SW | | - |
| 36.12 | 38TH ST W | GUADALUPE | SPEEDWAY | WIDE CURB | BIKE LANE | 1,659 | 4 SW-5 GS-15-CL-14-7 GS-5 SW | | |
| 36.13 | 381H ST E | SPEEDWAY DUVAL ST | | WIDE CURB | BIKELANE | 1,363 | 6 SW-7 GS-14-CL-15-7 GS-6 SW | | - |
| 36.15 | 38TH HALF ST E | RED RIVER | IH 35 | SHARED LANE | BIKE LANE | 1,205 | 6 SW-13-CL-15-6 SW | - | |
| 36.16 | 38TH HALF ST E | IH 35 | CHERRYWOOD | WIDE CURB | BIKE LANE | 2,286 | 6 SW-18-CL-19-6 SW | | Y |
| 36.17 | 38TH HALF ST E | CHERRYWOOD | MANORWOOD RD | WIDE CURB | BIKE LANE | 3,134 | 15-CL-15 | | |
| 36.18 Pouto 27 | ANCHUK | | MANUK KU | WIDE CURB | DIKE LANE | 1,133 | 13-CL-13 | | |
| 37.10 | MEDICAL PKWY | 39 HALEST W | 45TH ST W | WIDE CURB | BIKELANE | 2 892 | 15-CI - 15 | | |
| 37.11 | MEDICAL PKWY | 38TH ST W | 39 TH HALF ST W | SHARED LANE | BIKE LANE | 790 | 5SW-14.5-12.5-5SW | | |
| 37.12 | MEDICAL PKWY | 34TH ST W | 38TH ST W | SHARED LANE | BIKE LANE | 1,067 | 5SW-10-10.5-10.5-10-5SW | | |
| Route 38 | | | | | | | | | |
| 38.01 | 34TH ST W | JEFFERSON | SHOAL CREEK | SHARED LANE | SHARED LANE | 1,409 | SW-GS-27-4 SW | | |
| 38.02 | 34IH SI W | SHOAL CREEK BLVD | LAMAR BLVD | WIDE CURB | BIKE LANE | 1,393 | 19-CL-18-SW | | - |
| 38.04 | 34TH ST W | WEST AVE | GUADALUPE ST | WIDE CURB | BIKE LANE | 1,075 | 4 SW-3 GS-17-CL-17-6 SW | | |
| 38.05 | 34TH ST W | GUADALUPE | SPEEDWAY | SHARED LANE | SHARED LANE | 1,649 | 27 UNMARKED | | |
| 38.06 | 34TH ST E | SPEEDWAY | DUVAL | WIDE CURB | WIDE CURB | 1,362 | 5 SW-8 GS-15-CL-15-8 GS-4 SW | | |
| 38.07 | HARRIS AVE | DUVAL RD | KED RIVER | WIDE CURB | WIDE CURB | 2,149 | | | |
| 39.01 | METRIC BLVD | BITTERN HOLLOW | BRAKER | BIKELANE | BIKELANE | 4 841 | 6 SW-16-16-80 M-16-16-6 SW | | Y |
| 39.02 | METRIC BLVD | BRAKER | KRAMER | BIKE LANE | BIKE LANE | 1,497 | 6 SW-GS-18-13-13 M-13-18-6 SW | | Y |
| 39.03 | METRIC BLVD | KRAMER | RUTLAND | SHARED LANE | BIKE LANE | 3,520 | 4 SW-13-12-13 M-13-12 | 77 | Y |
| 39.04 | METRIC BLVD | RUTLAND | RUNDBERG | BIKE LANE | BIKE LANE | 2,594 | 6 SW-4 GS-7 BL-11-14-15 M-12-12-7 BL-4 GS-6 SW | | Y |
| 39.05 | METRIC BLVD | | US 183 TEAKWOOD DP | BIKE LANE | BIKE LANE | 1,975 | 12-12-16 MED - 10-10 22-CL-22 | | |
| 39.07 | TEAKWOOD DR | SHADOWOOD | MULLEN DR | WIDE CURB | BIKE LANE | 738 | 22-CL-22 | | |
| 39.08 | MULLEN DR | TEAKWOOD | WOOTEN PARK DR | WIDE CURB | BIKE LANE | 1,165 | 22-CL-22 | | |
| 39.09 | WOOTEN PARK DR | MULLEN DR | ANDERSON LN W | SHARED LANE | BIKE LANE | 1,168 | 10-10-CL-10-10 | | |
| 39.10 | | ANDERSON LN W | DUKE AVE | BIKE LANE | BIKE LANE | 1 492 | 15-15-CL-15-15 20-CL-20 | | |
| 39.12 | AIRPORT BLVD | LAMAR BLVD N | GUADALUPE ST | BIKE LANE | BIKE LANE | 1,402 | 5BL-10-10CTL-10-10 | | |
| 39.13 | AIRPORT BLVD | GUADALUPE | HUNTLAND | SHARED LANE | BIKE LANE | 1,377 | 13-10-11 CTL -11-13 | | |
| 39.14 | | HUNTLAND | DENSON | SHARED LANE | BIKE LANE | 1,226 | 14-11-11 CTL -11-13 | | |
| 39.15 | | DENSON KOENIG | KUENIG / FM 2222 | SHARED LANE | BIKE LANE | 2,556 | 14-11-11 CTL -11-13 | | Y |
| 37.16 | AINT ONT BLVD | NULINIG | 0101010 | SHAKED LANE | DINE LAINE | 3,671 | IUTITIZ UILTITI | | I |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 7 of 33 Page 7 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|-------------------------|-----------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 39.17 | AIRPORT BLVD | 51ST ST E | 45TH ST E | SHARED LANE | BIKE LANE | 3,078 | 14-11-11 CTL -11-13 | | |
| 39.18 | AIRPORT BLVD | 451H SI E IH 35 | ANCHOR | SHARED LANE | BIKE LANE BIKE LANE | 5 705 | 14-11-11 CTL -11-13 11-10-10- MED 35-13-1 | 55 | |
| 39.20 | AIRPORT BLVD | ANCHOR LN | MANOR RD | SHARED LANE | BIKE LANE | 1,145 | 11-10-10- MED 35-13-1 | 55 | |
| 39.21 | AIRPORT BLVD | MANOR RD. | MLK / FM 969 | SHARED LANE | BIKE LANE | 1,574 | 12-12-11 CTL-12-13 | 55 | |
| 39.22 | | MLK BLVD E | | SHARED LANE | WIDE CURB | 2,3/3 | 12-12-11 CTL-12-13 | 16 | |
| 39.24 | AIRPORT BLVD | OAK SPRINGS | SPRINGDALE | SHARED LANE | WIDE SHOULDER | 2,987 | 12-12-11 CTL-12-13 | 16 | |
| 39.25 | AIRPORT BLVD | SPRINGDALE RD | US 183 | SHARED LANE | WIDE SHOULDER | 4,655 | 12-12-11 CTL-12-13 | 16 | |
| Route 40 | | | | | | | | | |
| 40.01 | NORTHWOOD RD | PECOS ST. | | WIDE CURB | WIDE CURB | 1 904 | 4 SW-18-CL-19 | | - |
| 40.02 | HILLVIEW RD | MARIA ANNA RD | EXPOSITION | WIDE CURB | WIDE CURB | 849 | 4 SW-3 GS-18-CL-19 | | |
| 40.04 | WESTOVER RD | EXPOSITION BLVD. | MOPAC | WIDE CURB | WIDE CURB | 2,152 | 4 SW-19-CL-18 | | |
| 40.05 | NORTHWOOD RD | MOPAC | JEFFERSON | BIKE LANE | BIKE LANE | 692 | 3 BL-12-CL-12-3 BL | | |
| 40.08 | 29TH ST W | JEFFERSON | SAN GABRIEL | BIKE LANE | BIKE LANE | 2,805 | 14-CL-10-4 BL | | |
| 40.08 | 29TH ST W | SAN GABRIEL | EAST DR | BIKE LANE | BIKE LANE | 2,199 | 4 SW-7 GS-3 BL-11-CL-11-3 BL-4 SW | | |
| 40.09 | EAST DR | 29TH ST W | 30TH ST W | BIKE LANE | BIKE BOULEVARD | 658 | 21-4 BL | | Y |
| 40.10 | 30TH ST W | EAST DR | JUIN ST W | BIKELANE | BIKE BOULEVARD | 443 815 | 5 BI - 12-CI - 12-5 BI - 10 P-4 GS-4 SW | | Y |
| 40.12 | 30TH ST E | UNIVERSITY AVE | DUVAL | BIKE LANE | BIKE BOULEVARD | 1,399 | 5 BL-12-CL-12-5 BL-4 GS-4 SW | | Ý |
| 40.13 | 32ND ST E | DUVAL ST. | IH 35 N SVRD SB | WIDE CURB | BIKE LANE | 3,403 | 15-CL-15 | | |
| Route 41 | | | 110.100 | | DIVELANE | 1.055 | | | |
| 41.01 | FAIRFIELD DR | US 183 | KROMER | SHARED LANE | BIKE LANE | 240 | 27 IINMARKED | | |
| 41.03 | KROMER ST | FAIRFIELD DR | BECKETT | WIDE CURB | WIDE CURB | 1,630 | 28 UNMARKED | | |
| 41.04 | BECKETT ST | KROMER | LAZY LN | WIDE CURB | WIDE CURB | 534 | 28 UNMARKED | | |
| 41.05 | LAZY LN WOOTEN DR | BECKEII | | WIDE CURB | WIDE CURB | 362 197 | 28 UNMARKED | | Y |
| 41.07 | TISDALE DR | WOOTEN | MORROW ST | WIDE CURB | WIDE CURB | 2,846 | 28 UNMARKED | | Y |
| 41.08 | WOODROW AVE | MORROW | JUSTIN | BIKE LANE | BIKE LANE | 2,804 | 4 BL-15-CL-15-4 BL-4 SW | | |
| 41.09 | WOODROW AVE | JUSTIN | KOENIG | BIKE LANE | BIKE LANE | 3,897 | 13 GS-4 BL-15-CL-15-4 BL-GS | | |
| 41.10 | WOODROW AVE | NORTH LOOP | 49TH ST W | WIDE CURB | BIKE LAINE | 1,872 | 4 SW-28-4 SW | | |
| 41.12 | 49TH ST W | WOODROW | WOODVIEW | WIDE CURB | WIDE CURB | 1,661 | 4 SW-28-4 SW | | - |
| 41.13 | 49TH ST W | CRESTMONT DR | WOODVIEW | WIDE CURB | WIDE CURB | 155 | 5 SW-19-CL-19-5 SW | | |
| 41.14 Pouto 42 | 491H SI W | SHOAL CREEK BLVD | CRESIMONI DR | WIDE CURB | WIDE CORB | 334 | 5 SW-19-CL-19-5 SW | | |
| 42.01 | WINDSOR RD | MATTHEWS | PECOS ST. | SHARED LANE | SHARED LANE | 2.082 | 5\$W-13.5-13.5 | | |
| 42.02 | WINDSOR RD | PECOS ST. | EXPOSITION | SHARED LANE | BIKE LANE | 2,095 | 5SW-12.5-13.5 | | - |
| 42.03 | WINDSOR RD | EXPOSITION BLVD. | MOPAC | BIKE LANE | BIKE LANE | 2,850 | 5SW-4BL-14.5-13.5-4BL | | |
| 42.04 | 24TH ST W | | LAMAR BLVD | SHARED LANE | | 3,108 | 9-9.5-9.5-9 | | |
| 42.06 | 24TH ST W | RIO GRANDE | NEUCES | SHARED LANE | BIKE LANE | 326 | 9-8-8-9-4SW | | |
| 42.07 | 24TH ST W | NUECES | NUECES | SHARED LANE | BIKE LANE | 162 | 9-9-CL-9-9 | | |
| 42.08 | 24TH ST W | NEUCES | GUADALUPE ST | SHARED LANE | BIKELANE | 505 | 9SW-8-8.5-8.5-8-SW | | |
| 42.10 | DEAN KEETON ST E | SPEEDWAY | SAN JACINTO | WIDE CURB | BIKE LANE | 696 | 6SW-8P-14-9.5-9.5-14-8P-15SW | | |
| 42.11 | DEAN KEETON ST E | SAN JACINTO | RED RIVER | WIDE CURB | BIKE LANE | 2,779 | 6SW-7P-16-9-10-13M-10-9-16-7P-6SW | | |
| 42.12 | DEAN KEETON ST E | RED RIVER | MANOR RD | SHARED LANE | BIKE LANE | 2,410 | 4SW-4GS-10-11-10-13M-10-12-9-6SW | 46 | - |
| 42.13 | MANOR RD | CHERRYWOOD | AIRPORT | BIKELANE | BIKELANE | 3.870 | 5SW-5BI-9-11T-10-5BI | | Y |
| 42.15 | MANOR RD | AIRPORT BLVD | TILLERY | SHARED LANE | BIKE LANE | 1,211 | 11-10-CL-10-11 | | - |
| 42.16 | MANOR RD | TILLERY | ANCHOR LANE /38 1/2 | SHARED LANE | BIKE LANE | 472 | 11-10-CL-10-11 | 49 | |
| 42.17 | MANOR RD | PERSHING | 51ST ST F | SHARED LANE | BIKELANE | 6.031 | 11-10-CL-10-11 11-10-CL-10-11 | 49 | |
| 42.19 | MANOR RD | 51ST ST E | ROGGE | SHARED LANE | BIKE LANE | 2,973 | 11-10-CL-10-11 | 49 | |
| 42.20 | MANOR RD | ROGGE | SPRINGDALE | SHARED LANE | BIKE LANE | 4,570 | 11-10-CL-10-11 | 49 | |
| Route 43 | | | | | | | | | |
| 43.01 | SVRD SB RAMP | IH 35 | PARMER | SHARED LANE | SHARED LANE | 6,825 | 10-11-CL-11-10 | | |
| 43.02 | LAMAR BLVD N | PARMER LN | YAGER | SHARED LANE | WIDE SHOULDER | 2,227 | 10-11-CL-11-10 | | |
| 43.03 | LAMAR BLVD N | YAGER LN | BRAKER LN | SHARED LANE | WIDE SHOULDER | 7,619 | 12-12-12 CTL -12-12 | | |
| 43.04 | | | | SHARED LANE | WIDE SHOULDER | /,61/ | 13-13-14 CTL -12-13 | | |
| 43.06 | LAMAR BLVD N | COOPER | PEYTON GIN | SHARED LANE | WIDE CURB | 1,415 | 13-13-14 CTL -12-13 | | |
| 43.07 | LAMAR BLVD N | PEYTON GIN | FAIRFIELD | WIDE CURB | WIDE CURB | 1,134 | 15-13-12 CTL -12-13 | | |
| 43.08 | LAMAR BLVD N | FAIRHELD FULIOT ST W | POWELLINIW | SHARED LANE | WIDE CURB | 2 541 | 12-12-14 CIL -12-12 13-13-14 CIL -13-13 | | |
| 43.10 | LAMAR BLVD N | POWELL LN W | US 183 | WIDE SHOULDER | BIKE LANE | 1,756 | SH 12 -12-12-14 CTL - | | |
| 43.11 | LAMAR BLVD N SVRD SB | US 183 | MORROW ST | SHARED LANE | BIKE LANE | 1,395 | 12-12-14 MED-12-12 | | |
| 43.12 | LAMAR BLVD N | MORROW | AIRPORT | SHARED LANE | BIKE LANE | 2,644 | 12-12-14 CTL -12-12 | | |
| 43.13 | LAMAR BLVD N | AIRPORT BLVD | DENSON | SHARED LANE | BIKELANE | 2 621 | 12-12- MED -12-12 12-12-13 CTL -12-12 | | |
| 43.15 | LAMAR BLVD N | DENSON | ROMERIA | SHARED LANE | BIKE LANE | 109 | 12-12-12 CTL -12-12 | | |
| 43.16 | LAMAR BLVD N | ROMERIA | GUADALUPE ST | SHARED LANE | BIKE LANE | 5,564 | 12-12-13 CTL -12-12 | | |
| 43.17 | LAMAR BLVD N | GUADALUPE 38TH ST W | 45TH ST W | SHARED LANE | BIKE LANE | 2,311 | 11-11-11 CTL-11-11 | | |
| 43.19 | LAMAR BLVD N | 38TH ST W | 34TH ST W | SHARED LANE | BIKE LANE | 1,049 | 11-11-11 CTL-10-11 | | |
| 43.20 | LAMAR BLVD N | 34TH ST W | 30TH ST W | SHARED LANE | BIKE LANE | 1,509 | 11-11-11 CTL -10-11 | | |
| 43.21 | LAMAR BLVD N | 30TH ST W | 29TH ST W | SHARED LANE | BIKE LANE | 599 | 11-11-5 MED-11-11 | | |
| 43.22 | LAMAR BLVD N | ZYTH ST W | ENEIELD RD | SHARED LANE | BIKELANE | 5,829 | 13-12-5 MED -12-12 11-11-11 MED -10-11 | | |
| 43.28 | LAMAR BLVD S | RIVERSIDE | BARTON SPRINGS | SHARED LANE | WIDE CURB | 1,469 | 12-12-11-23 MED -14-12-12 | | |
| 43.29 | LAMAR BLVD S | BARTON SPRINGS RD | TREADWELL | CLIMBING LANE | CLIMBING LANE | 2,024 | 4BL-10-11-11 CTL -11-13 | | |
| 43.30 | LAMAR BLVD S | TREADWELL | HETHER BUUEBONINET | SHARED LANE | WIDE CURB | 3,096 | 13-11-12 CTL -11-13 | | |
| 43.31 | LAMAR BLVD S | BLUEBONNET | MANCHACA RD | SHARED LANE | WIDE CURB | 3,223 | 13-11-12 CTL -11-13 | | |
| 43.33 | LAMAR BLVD S | MANCHACA RD | BARTON SKYWAY | SHARED LANE | WIDE CURB | 375 | 13-11-13 CTL-10-12-4 | | |
| 43.34 | LAMAR BLVD S | BARTON SKYWAY | PANTHER DR. | SHARED LANE | WIDE CURB | 2,841 | 11-11-11TL-11-11 | 15 | |
| 43.35 | WEST GATE BLVD 3 SB | US 290 W | WESTERN TRAILS | SHARED LANE | BIKE LANE | 2,619 | 6SW-5GS-10-10.5-11TL-11-10-2.5GS-6SW | 15 | |
| 43.37 | WEST GATE BLVD | WESTERN TRAILS BLVD | JONES RD. | SHARED LANE | BIKE LANE | 1,501 | 4\$W-14.5G\$-19-1.5-CL-10.5-9.5-5G\$-4\$W | | |
| 12 20 | WEST CATE DIVID | | STACCNIEV LANIE | STIADED LANE | DIVELANIE | 0 / / 7 | 45WL 0 ECS 10 10 E CL 14 0 2 ECS ESW | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 8 of 33 Page 8 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|------------------------------|---------------------------|-----------------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 43.39 | WEST GATE BLVD | STASSNEY | COATBRIDGE | SHARED LANE | BIKE LANE | 898 | 4SW-3.5GS-11.5-12-CL-11-12-5SW | | |
| 43.40 | WEST GATE BLVD | COATBRIDGE BLARWOOD DR | BLARWOOD DR BERKELEY AVE | SHARED LANE | BIKE LANE | 3 520 | 4SW-3GS-10-13-CL-19-10-3.9GS-4SW 4SW-3GS-12-11 5-16M-9-12-3GS-4SW | | |
| 43.45 | WEST GATE BLVD | MANASSAS DR | GOLDBRIDGE | SHARED LANE | BIKE LANE | 569 | 3.55W-3GS-11-12-16M-10.5-10.5-3.5GS-4.0SW | | |
| 43.46 | WEST GATE BLVD | GOLDBRIDGE | CAMERON LOOP | SHARED LANE | BIKE LANE | 3,627 | 4\$W-2G\$-11-11-14-13.5M-14-10.5-3G\$-4\$W | | |
| 43.4/ Route 44 | WEST GATE BLVD | CAMERON LOOP | DAVIS | SHARED LANE | BIKE LAINE | 261 | 45W-3G5-23-4M-23 | | |
| 44.01 | MARTIN LUTHER KING BLVD W | LAMAR BLVD N | PEARL | WIDE CURB | BIKE LANE | 1,981 | 15-CL-15 | | |
| 44.02 | MARTIN LUTHER KING | PEARL | WEST AVE | SHARED LANE | BIKE LANE | 267 | 12-12- CL -12-12 | | |
| 44.03 | MARTIN LUTHER KING BLVD W | WEST AVE | RIO GRANDE | SHARED LANE | BIKE LANE | 367 | 12-12-12 CTL -12-12 | | |
| 44.04 | MARTIN LUTHER KING | RIO GRANDE | NUECES | SHARED LANE | BIKE LANE | 212 | 12-12-12 CTL -12-12 | | |
| 44.05 | MARTIN LUTHER KING BLVD W | NUECES | NUECES | SHARED LANE | BIKE LANE | 150 | 12-12-12 CTL -12-12 | | |
| 44.06 | MARTIN LUTHER KING | NUECES | GUADALUPE ST | SHARED LANE | BIKE LANE | 548 | 12-12-12 CTL -12-12 | | |
| 44.07 | BLVD W | GUADALUPE | RED RIVER | SHARED LANE | SHARED LANE | 3,287 | 12-12-12 CTL -12-12 | | |
| 44.08 | MARTIN LUTHER KING | RED RIVER | IH 35 | SHARED LANE | BIKE LANE | 560 | 12-12-12 CTL -12-12 | | |
| 44.09 | | IH 35 | CHICON | SHARED LANE | BIKE LANE | 2,967 | 12-12-12 CTL -12-12 | | |
| 44.10 | BLVD E | CHICON | CHESTNUT | SHARED LANE | BIKE LANE | 1,274 | 12-12-12 CTL -12-12 | | |
| 44.11 | | CHESTNUT | AIRPORT | SHARED LANE | BIKE LANE | 4,278 | 10-10-CL-10-10 | | |
| 44.12 | | AIRPORT BLVD | GREENWOOD AVE. | SHARED LANE | WIDE CURB | 1,861 | 4 SW-5 GS-12-13-15 TL-12-15 | | |
| 44.13 | BLVD E | GREENWOOD AVE. | SPRINGDALE | SHARED LANE | WIDE SHOULDER | 4,975 | 12-11-CL-11-12 | | |
| 44.14 | BLVD E | SPRINGDALE | US 183 | SHARED LANE | WIDE SHOULDER | 5,321 | 10.5-10.5-10.5-10.5 | | |
| 44.15 | FM 969 | US 183 | JOHNNY MORRIS RD | SHARED LANE | WIDE SHOULDER | 4,191 | 12-12-12 CTL -12-12 | | |
| 44.18 | FM 969 | DECKER | AUSTIN CITY LIMIT | SHARED LANE | WIDE SHOULDER | 2,638 | 12-12-12 CTL -12-12 | | |
| Route 45 | | | | | | | | | |
| 45.01 | MERRIWOOD DR | FLOURNOY DR. | EBERHART LN. | WIDE CURB | BIKE LANE | 1,623 | 20-CL-20 | | |
| 45.02 | LUNAR DR | WILLIAM CANNON DR | DITTMAR | WIDE CURB | WIDE CURB | 4,433 | 4\$W-3G\$-41-3G\$-4\$W | 44 | |
| 45.04 | PEACEFUL HILL LN | DITTMAR | BALDRIDGE | WIDE CURB | WIDE CURB | 2,061 | 29.5-3.5GS-4.5SW | 44 | |
| 45.05 | PEACEFUL HILL LN | BALDRIDGE | RALPH ALBANEDO | WIDE CURB | WIDE CURB | 1,479 | 17-5SW | 44 | |
| 45.08 | CULLEN LN | RALPH ALBANEDO | SLAUGHTER | SHARED LANE | SHARED LANE | 2,620 | 19 UNMARKED | 44 | |
| 45.08 | CULLEN LN | SLAUGHTER LN. | TURK LANE | SHARED LANE | SHARED LANE | 1,405 | 5 SW-3.5 GS-12-12LT-13-3.2 GS-5 SW | 44 | |
| 45.09 Pouto 46 | TURK LN | CULLEN | IH 35 | SHARED LANE | SHARED LANE | 915 | 5SW-3.5GS-9-9-CL-9-9-4GS-5SW | 44 | |
| 46.01 | 21ST ST W | SAN GABRIEL ST | PEARL ST | SHARED LANE | BIKE LANE | 497 | 10-CL-10 | | |
| 46.02 | PEARL ST | 21ST ST W | 21ST ST W | WIDE CURB | BIKE LANE | 219 | 15-CL-15 | | |
| 46.03 | 21ST ST W | PEARL ST | RIO GRANDE ST | WIDE CURB | BIKE LANE | 495 | 18-CL-18 | | |
| 46.05 | 21ST ST W | GUADALUPE | UNIVERSITY AVE. | WIDE CURB | BIKE LANE | 721 | 26-CL-24 | | |
| 46.06 | 21ST ST W | UNIVERSITY AVE | SAN JACINTO | WIDE CURB | WIDE CURB | 1,768 | 26-CL-24 | | |
| 46.07 | 23RD ST E | SAN JACINTO BLVD | CLYDE LITTLEFIELD DR | WIDE CURB | BIKE LANE | 944 408 | 14-CL-14 17.5- CL- 17.5 | | |
| 46.09 | CLYDE LITTLEFIELD DR | ROBERT DEDMAN | IH 35 N SVRD SB | SHARED LANE | SHARED LANE | 1,143 | 10-CL-10-10P | | |
| 46.10 | MANOR RD | IH 35 N SVRD SB | IH 35 N SVRD NB | SHARED LANE | SHARED LANE | 181 | 10-10-CL-10-10 | | |
| 46.11 Route 47 | MANOR RD | IH 35 | DEAN KEETON ST E | WIDE CURB | BIKE LANE | 1,983 | 18-CL-18 | | |
| 47.01 | WELLS PORT DR | GRAND AVENUE | EMMETT PKWY | SHARED LANE | BIKE LANE | 1,973 | 27.5 UNMARKED | | |
| 47.02 | WELLS PORT DR | EMMETT PKWY | GAYLORD DR | BIKE LANE | BIKE LANE | 5,018 | 7P-4BL-10-CL-10-4B-7P | | |
| 47.03 | WELLS PORT DR | GAYLORD DR | WELLS BRANCH | SHARED LANE | BIKE LANE | 1,526 | 19 UNMARKED | | |
| 47.04 | THERMAL DR | END OF MEDIAN | START OF MEDIAN | WIDE CURB | BIKE LANE | 284 | 29-CL-29 | | |
| 47.06 | THERMAL DR | END MEDIAN | BENCH MARK DR | SHARED LANE | BIKE LANE | 437 | 11.5-11.5-9MED-11.5-11.5 | | |
| 47.07 | THERMAL DR | BENCH MARK DR | HOWARD | WIDE CURB | BIKE LANE | 1,047 | 20-CL-20 | | V |
| 47.08 | METRIC BLVD | PARMER LN W | LAMPLIGHT VILLAGE | BIKE LANE | BIKE LANE | 1,979 | 15-15-14 MED -15-15 | 75 | Y |
| 47.10 | METRIC BLVD | LAMPLIGHT VILLAGE | BITTERN HOLLOW | BIKE LANE | BIKE LANE | 3,134 | 15-15-14 MED -15-15 | 75 | Y |
| 47.11 | BITTERN HOLW | METRIC BLVD | PARKFIELD | WIDE CURB | BIKE LANE | 5,086 | 3.5g-6sw-21-21 | | |
| 47.12 | | BITTERN HOLLOW | KRAKER | BIKELANE | BIKELANE | 3,038 | 2G-45W-4G-6P-5BL-10-11-7P 4SW-5G-5P-5BL-10-10-5BL-5P-5G-4SW | | |
| 47.14 | PARKFIELD DR | KRAMER | RUTLAND | BIKE LANE | BIKE LANE | 5,626 | 5SW-4G-6P-5BL-13-11-5BL-6P-4G-5SW | | |
| 47.15 | PARKFIELD DR | RUTLAND | RUNDBERG | BIKE LANE | BIKE LANE | 714 | 5SW-4BL-10-10-10T-10-10-4-3SW | | |
| 47.16 | PARKHELD DR | | PAYION GIN PARKEIELD DR | BIKELANE | BIKELANE | 2,277 | 5SW-7P-5BL-10-131-10-5BL-7P-6SW 5SW-7P-5BL-10-13T-10-5BL-7P-6SW | | |
| 47.18 | PARKFIELD DR | PAYTON GIN | FAIRFIELD | BIKE LANE | BIKE LANE | 861 | 5SW-7P-5BL-10-13T-10-5BL-7P-6SW | | |
| 47.19 | FAIRFIELD DR | PARKFIELD DR | LAMAR BLVD | WIDE CURB | BIKE LANE | 3,159 | 19-19-5SW | | |
| 47.20 | ELLIOTT ST W | LAMAR BLVD N | GEORGIAN | SHARED LANE | SHARED LANE | 1,477 | 65W-13.5-13.5 6P-48I-11-11-48I-6P-3C-45W | | |
| 47.22 | GEORGIAN DR | ELLIOT | US 183 | SHARED LANE | BIKE LANE | 837 | 10-11-CL-11-10 | | |
| 47.23 | NORTHCREST BLVD | US 183 SVRD | US 183 SVRD | WIDE CURB | BIKE LANE | 153 | 6SW-18.5-18.5 | | |
| 47.24 | NORTHCREST BLVD | US 183 | | WIDE CURB | BIKE LANE | 1,029 | 6SW-18.5-18.5 | | |
| 47.25 | CRESTLAND DR W | NORTHCREST | GUADALUPE ST | WIDE CURB | WIDE CURB | 948 | 28 UNMARKED | | |
| 47.27 | GUADALUPE ST | CRESTLAND | ST. JOHNS | BIKE LANE | BIKE LANE | 984 | 6SW-4BL-12.5-5M-12.5-4BL-6SW | | |
| 47.28 | GUADALUPE ST | ST. JOHNS | DENSON DR | BIKE LANE | BIKE LANE | 3,770 | 4SW-2G-4BL-14.5-14.5-4BL | | Y |
| 47.30 | GUADALUPE ST | KOENIG | NORTH LOOP | BIKE LAINE | BIKE LAINE | 2,315 | 4511-40-40L-14.0-14.0-48L 38L-10.5-10.5-38L | | T Y |
| 47.31 | GUADALUPE ST | NORTH LOOP | 51ST ST W | BIKE LANE | BIKE LANE | 952 | SW-3BL-10.5-10.5-3BL | | |
| 47.32 | GUADALUPE ST | 51ST ST W | 46TH ST W | WIDE CURB | BIKE LANE | 2,035 | 18.5-17.5-4G-4SW | | |
| 47.33 | 461H ST W SPEEDWAY | GUADALUPE 46TH ST W | 45TH ST W | SHAKED LANE | BIKE BOULEVARD | 1,639 | 27 UNMARKED 27 UNMARKED | | Y |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 9 of 33 Page 9 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|------------------------------------|----------------------------------|-------------------|----------------------------|-------------|--|-----------------|----------------|
| 47.35 | SPEEDWAY | 45TH ST | 34TH ST E | BIKE LANE | BIKE BOULEVARD | 4,266 | 5BL-13.5-13.5-5BL | | Y |
| 47.36 | SPEEDWAY SPEEDWAY | 34TH ST E 34TH ST W | 34IH SI W 31ST ST F | BIKELANE | BIKE BOULEVARD | 1 185 | 4BL-15.5-14.5-4BL SW-G-4BL-15.5-14.5-3BL-G-SW | | Y Y |
| 47.38 | 31ST ST E | SPEEDWAY | WALLING | BIKE LANE | BIKE BOULEVARD | 728 | 4SW-4G-3BL-11.5-14.5-4BL-5-4SW | | Y |
| 47.39 | SPEEDWAY | 31ST | 30TH | BIKE LANE | BIKE BOULEVARD | 375 | 5BL-12.5-11.5-12 | | Y |
| 47.40 | SPEEDWAY | 27TH ST E | DEAN KEETON ST E | WIDE CURB | BIKE BOULEVARD | 802 | 6SW-14.5-15.5-5SW | | Y |
| 47.42 | SPEEDWAY | DEAN KEETON ST E | 24TH ST E | SHARED LANE | BIKE BOULEVARD | 770 | 15 PL-27-15 PL | | |
| 47.43 | SPEEDWAY SPEEDWAY | 241H SI E 21ST ST F | 21ST STREET | SHARED LANE | BIKE BOULEVARD | 659 | 24 UNMARKED 15 BUS/P-20-CL-12-6 P | | |
| 47.45 | SPEEDWAY | JESTER CIRCLE | MLK BLVD | WIDE CURB | BIKE BOULEVARD | 391 | 7 P-14-CL-14- 7 P | | |
| 47.46 | CONGRESS AVE | MLK BLVD | 15TH ST E | WIDE CURB | BIKE BOULEVARD | 1,440 | 24-CL-24 | | |
| 47.48 | COLORADO ST | 11TH ST W | 10TH ST W | WIDE CURB | BIKELANE | 3,944 | 7P-13-18 | | |
| 47.49 | COLORADO ST | 10TH ST W | CAESAR CHAVEZ | SHARED LANE | BIKE LANE | 3,213 | 7P-11-11-11 | | |
| 47.50 | BRAZOS ST | 11TH ST E | CESAR CHAVEZ ST E | SHARED LANE | SHARED LANE | 3,566 | 18 SW-11-11-11-18-9 SW | 20 | |
| 47.52 | CONGRESS AVE S | ACADEMY | MARY ST | WIDE CURB | BIKE LANE | 2,634 | 5 SW-9 GS-19-22-CL-10-27-8 GS-5 SW | 39 | |
| 47.54 | CONGRESS AVE S | MARY ST | OLTORF | WIDE CURB | BIKE LANE | 2,445 | 4 SW-8 GS-18-21-CL-11-18-9 GS-4 SW | 39 | |
| 47.55 | CONGRESS AVE S | OLTORF ST | woodward / lightsey | BIKE LANE | BIKE LANE | 3,939 | 6 SW-5 BL-12-11-13 M-11-14-4 BL | | |
| 47.56 | CONGRESS AVE S | woodward / lightsey | BEN WHITE | BIKE LANE | BIKE LANE | 2,511 | 6 SW-5 BL-11-11-12 M-11-13-4 BL-7 GS-6 SW | | - |
| 47.57 | CONGRESS AVE S | BEN WHITE BLVD E SVRD WB | BEN WHITE BLVD E SVRD EB | SHARED LANE | SHARED LANE | 384 | 11.5-CL-11.5 | 32 | |
| 47.58 | CONGRESS AVE S | BEN WHITE BLVD | ST. ELMO WEST | BIKE LANE | BIKE LANE | 1,775 | 5 BL-11-12-14 TL-11-11-4 BL-7 SW | 61 | |
| 47.60 | CONGRESS AVE S | ST. ELMO E | EBERHART LN | BIKE LANE | BIKE LANE | 2,729 | 6 SW-5 BL-11-11-15 TL-11-11-5 BL-6 SW | 61 | |
| 47.61 | CONGRESS AVE S | ST. ELMO E | EBERHART LN | WIDE SHOULDER | WIDE SHOULDER | 852 | 5 SH-11-11-15 TL-11-11-5 SH | 61 | |
| 47.62 | CONGRESS AVE S | SI. ELMO E FBFRHART I N | EREKHART FN | SHARED LANE | WIDE SHOULDER | 4,535 | 11-11-CL-11-11 14SH-12-CL-12-14SH | 61 62 | |
| 47.64 | CONGRESS AVE S | WILLIAM CANNON DR | DITTMAR | WIDE SHOULDER | WIDE SHOULDER | 3,633 | 6BL/SH-12-CL-12-6BL/SH | 62 | |
| 47.65 | CONGRESS AVE S | DITTMAR | FOREMOST DR | WIDE SHOULDER | WIDE SHOULDER | 480 | 4BL/SH-12-CL-12-4BL/SH | 61 | |
| 47.66 | CONGRESS AVE S | RALPH ALBANEDO | SLAUGHTER LN | SHARED LANE | WIDE SHOULDER WIDE CURB | 2,487 | 12-12-14 TL-12-14 TL-12-14-25H/BL | 61 | |
| Route 48 | | | | | | _, | | | |
| 48.01 | ENFIELD RD | SCENIC | PECOS ST. | BIKE LANE | BIKE LANE | 2,288 | 19-CL-19 | | |
| 48.02 | ENFIELD RD | PECOS ST. | EXPOSITION FOREST TR | WIDE CURB | BIKE LANE | 1,932 | 20-CL-20 4\$W-3CS-9-10-CL-10-9-6NC-5\$W | | |
| 48.04 | ENFIELD RD | FOREST | MOPAC | SHARED LANE | BIKE LANE | 338 | 5SW-3GS-8-10-CL-10-9-4GS-5SW | | - |
| 48.05 | ENFIELD RD | MOPAC | HARTFORD RD. | SHARED LANE | BIKE LANE | 828 | 4SW-4GS-9-10-CL-10-8-3GS-4SW | | |
| 48.06 | PALMA PL7 | ENFIELD RD. HARTEORD RD. | 14TH ST W | WIDE CURB | WIDE CURB | 1.017 | 20-CI-20 | | |
| 48.08 | 14TH ST W | PALMA PLZ. | WEST LYNN ST | WIDE CURB | WIDE CURB | 634 | 20-CL-20 | | |
| 48.09 | 12TH ST W | WEST LYNN ST | LAMAR BLVD | WIDE CURB | BIKE LANE | 2,728 | 15-CL-15 | | |
| 48.10 | 12TH ST W | WEST AVE | NUECES STREET | SHARED LANE | SHARED LANE | 1,466 | 7P-11-10-14MED-10-12- | | |
| 48.12 | 12TH ST W | NUECES STREET | COLORADO STREET | SHARED LANE | SHARED LANE | 1,332 | 6SW-2GS-17-8-13M-8-17-6GS-6SW | | |
| 48.13 | | | | WIDE CURB | WIDE CURB | 376 | 9P-18-9P | | |
| 48.15 | | | | WIDE CURB | WIDE CURB | 248 | 9P-14 | | |
| 48.16 | COLORADO ST | 12TH ST W | 11TH ST W | SHARED LANE | BIKE LANE | 424 | 25SW-28-CL-28-11GS - 6SW | | |
| 48.17 | 11TH ST W | COLORADO STREET | CONGRESS AVE | BIKELANE | BIKE LANE | 577 | 9-9-10-CL-10-10-15 8 P -14-10-CL-10-20-8 | | |
| 48.19 | 12TH ST E | SAN JACINTO | TRINITY ST | SHARED LANE | BIKE LANE | 371 | 10-10-32MED-10-10 | | |
| 48.20 | 12TH ST E | TRINITY | IH 35 | WIDE CURB | BIKE LANE | 1,490 | 4SW-4GS-21-27M-21-3GS-6SW | 2 | Y |
| 48.21 | 12TH ST E | SB IH 35 SVR RD NB IH 35 SVR RD | NB IH 35 SVR RD BRANCH STREET | SHARED LANE | BIKE LANE | 285 | 9SW-9-9-CL-9-9-4SR-4SW 9SW-18-CL-19-4SR-4SW | 2 | Y Y |
| 48.23 | 12TH ST E | BRANCH STREET | CHICON | BIKE LANE | BIKE LANE | 3,560 | 55W-4GS-19-CL-18-2GS-4SW | - | Ý |
| 48.24 | 12TH ST E | CHICON | CHESTNUT | BIKE LANE | BIKE LANE | 1,258 | 4SW-4BL-17-CL-17-4BL-4SW | | Y |
| 48.26 | 12TH ST E | RAIL ROAD | HARVEY | BIKE LAINE | BIKE LANE | 2,312 | 4SW-4BL-17-CL-17-4BL-4SW | | Y |
| 48.27 | 12TH ST E | HARVEY | OAK GROVE | BIKE LANE | BIKE LANE | 214 | 5SW-4BL-18-CL-17-3BL-4SW | | Y |
| 48.28 | 12TH ST E | OAK GROVE | SPRINGDALE | BIKE LANE | BIKE LANE | 5,335 | 4SW-3GS-6BL-15-CL-15-6BL-5SW | | Y |
| 48.30 | WEBBERVILLE RD | SPRINGDALE RD | TANNEHILL | BIKE LANE | BIKE LANE | 4,805 | 5SW-4BL-16-CL-16-5BL-5SW | | Y |
| 48.31 | TANNEHILL LN | WEBBERVILLE | MLK BLVD E | BIKE LANE | BIKE LANE | 1,193 | 4\$W-15G\$-4BL-17-CL-17-4BL-7G\$-4\$W | | Y |
| 49 01 | DUVAL ST | 55TH ST F | 56TH ST F | WIDE CURB | WIDE CURB | 483 | 40 UNMARKED | | |
| 49.02 | DUVAL ST | 55TH ST E | 51TH ST E | WIDE CURB | BIKE LANE | 1,830 | 55W-37 | | Y |
| 49.03 | DUVAL ST | 51ST ST E | 45TH ST E | BIKE LANE | BIKE LANE | 3,061 | 55W-5BL-14-CL-15-4BL-55W | | Y |
| 49.04 | DUVALSI DUVALST | 451H SI E 34TH ST F | 341H SI E HARRIS | BIKE LANE | BIKE LANE | 4,277 | 45W-4GS-6BL-12-CL-12-6BL-5GS-55W 45W-3GS-8BI-12-CL-12-7BL-4GS-4SW | | Y Y |
| 49.06 | DUVAL ST | HARRIS | 30TH ST E | BIKE LANE | BIKE LANE | 1,798 | 4SW-3GS-5BL-14-CL-14-6BL-4GS-4SW | | Ý |
| 49.07 | DUVAL ST | 30TH ST E | SAN JACINTO | BIKE LANE | BIKE LANE | 328 | 10CD-6BL-30-6BL-5GS-4SW | | Y |
| 49.08 | SAN JACINTO BLVD | DUVAL ST. DEAN KEETON ST E | 24TH ST E | WIDE CURB | BIKE LAINE | 917 | 7SW-16-12-CL-13-15-6SW | | |
| 49.10 | SAN JACINTO BLVD | 24TH ST E | MLK BLVD E | WIDE CURB | BIKE LANE | 3,134 | 10SW-27-CL-27 | | Y |
| 49.11 | SAN JACINTO BLVD | MLK BLVD E | 12TH ST E | BIKELANE | BIKE LANE | 2,591 | 7.5 P -10.5-10-CL-10- | | Y |
| 47.12 | SAN JACINTO BLVD | 9TH ST E | 7TH ST E | BIKE LANE | BIKE LANE | 718 | 5 P-6BL-12-11-14-10 P | | Y |
| 49.14 | SAN JACINTO BLVD | 7TH ST E | 6TH ST E | BIKE LANE | BIKE LANE | 345 | 5 P-6BL-12-11-14-10 P | | Y |
| 49.15 | SAN JACINTO BLVD | 6 FTH ST E | SIH ST E | BIKE LANE | BIKE LANE | 366 | 8P 12-10-10-12-8P 9SW-14BL-13-CL-12-19-9SW/ | | Y |
| 49.17 | SAN JACINTO BLVD | 3RD ST E | CESAR CHAVEZ ST E | BIKE LANE | BIKE LANE | 717 | 12SW-14BL-13-CL-13-19-9SW | | Y |
| 49.18 | TRINITY ST | SAN JACINTO | MLK BLVD E | WIDE CURB | BIKE LANE | 274 | 22-10-10-18 | | Y |
| 49.19 | TRINITY ST | MLK BLVD E / SAN JACINTO | 15TH ST E | BIKE LANE | BIKE LANE | 1,431 | 22-10-10-18 | | Y |
| 49.20 | TRINITY ST | 15TH ST E | 12TH ST E | BIKE LANE | BIKE LANE | 1,162 | 10-10-10 | | Y |
| 49.21 | TRINITY ST | 12TH ST E | 11TH ST E | | BIKE LANE | 433 | 10-10-CL-10-10 | | Y |
| 49.22 | TRINIT ST | 10TH ST E | 7TH ST E | BIKE LANE | BIKE LANE | 1.075 | 0 F-12-10-10-12-8 P 7P-13-10-18-13P | | Y Y |
| 49.24 | TRINITY ST | 7TH ST E | 6TH ST E | BIKE LANE | BIKE LANE | 362 | 10 load -11.5-CL-11.5 | | Ý |
| 49.25 | TRINITY ST | 6TH ST E | 5TH ST E | BIKE LANE | BIKE LANE | 357 | 10 load-11.5-CL-11.5- | | Y |
| 47.20 | TRINITY ST | 4TH ST E | 2ND ST E | WIDE CURB | BIKE LANE | 729 | 18-CL-15-12GS-6SW | | Y |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super r Route |
|------------------------|-----------------------------------|------------------------|----------------------|-------------------|--------------------------|-------------|---|-----------------|------------------|
| 49.28 | TRINITY ST | 2ND ST E | CESAR CHAVEZ ST E | WIDE CURB | BIKE LANE | 360 | 18SW-19-CL-28-38SW | | Y |
| 49.30 | TRAVIS HEIGHTS BLVD | RIVERSIDE | WOODLAND | WIDE CURB | WIDE CURB | 2,530 | 4SW-14GS-19-CL-19-13GS-4SW | | |
| 49.31 | TRAVIS HEIGHTS BLVD | WOODLAND | LIVE OAK | WIDE CURB | BIKE LANE | 2,241 | 20-CL-20 | | |
| 50.01 | 9TH ST W | WESTLYNN | BLANCO ST | WIDE CURB | BIKELANE | 1.893 | 15-CI-15 | | |
| 50.02 | 9TH ST W | BLANCO ST | LAMAR BLVD N | SHARED LANE | BIKE LANE | 996 | 12.5-CL-12.5 | | |
| 50.03 | 9TH ST W | LAMAR BLVD N | GUADALUPE ST | WIDE CURB | WIDE CURB | 2,504 | 15-CL-15 | | |
| 50.04 | 9TH ST W | LAVACA ST | CONGRESS AVE | SHARED LANE | SHARED LANE | 795 | 10P-12-12-8P | | |
| 50.06 | 9TH ST E | CONGRESS AVE | SAN JACINTO | SHARED LANE | SHARED LANE | 802 | 10P-12-12-12-8P | | |
| 50.07 | 9TH ST E 9TH ST F | SAN JACINTO TRINITY | TRINITY IH 35 | CLOSED ROAD | SHARED LANE | 353 | CLOSED ROAD | | |
| 50.09 | 11TH ST W | SHOAL CREEK BLVD | WEST AVE | WIDE CURB | WIDE CURB | 586 | 20-CL-20 | | |
| 50.10 | 11TH ST W | WEST AVE | RIO GRANDE | WIDE CURB | BIKE LANE | 347 | 20-CL-20 | | |
| 50.12 | 11TH ST W | SAN ANTONIO | GUADALUPE ST | WIDE CURB | BIKE LANE | 341 | 24-CL-16-8P | | |
| 50.13 | 11TH ST W | GUADALUPE | COLORADO STREET | BIKE LANE | BIKE LANE | 574 | 10SW-8BL-12-CL-12-12BL-10SW | | |
| 50.15 | 11TH ST E | COLORADO STREET | IRINITY IH 35 | SHARED LANE | BIKELANE | 1.418 | 10-10-CL-10-10 | 1 | |
| 50.17 | 11TH ST E | IH 35 SB SVRD | IH 35 NB SVRD | WIDE CURB | BIKE LANE | 271 | 15-15-CL-15-15 | 1 | |
| 50.18 | 11TH ST E | IH 35 | WALLER | WIDE CURB | BIKELANE | 1,064 | 20-CL-20 | 1 | - |
| 50.20 | ROSEWOOD AVE | 11TH ST E | CHESTNUT AVE | WIDE CURB | BIKE LANE | 3,792 | 15-CL-15 | | |
| 50.21 | ROSEWOOD AVE | CHESTNUT AVE | WEBBERVILLE | WIDE CURB | BIKE LANE | 3,395 | 18-CL-19-5SW | | |
| 50.22 | OAK SPRINGS DR | AIRPORT BLVD | SPRINGDALE | WIDE CURB | BIKE LANE | 2,224 | 21-CL-20-4SW 21-CL-21-4SW | | |
| 50.24 | LEDESMA RD | SPRINGDALE RD. | TERRY DR. | WIDE CURB | BIKE LANE | 3,817 | 28-5SW | | |
| Route 51 | | DDUNING. | | | | 1.50.4 | 0.000 M D/CD | | |
| 51.01 | RED RIVER ST | CLARKSON | 45TH ST E | SHARED LANE | SHARED LANE BIKE LANE | 2,381 | 24 UNMARKED 4SW-4GS-27-4GS-4SW | | |
| 51.03 | RED RIVER ST | 45TH ST E | 43RD ST E | SHARED LANE | BIKE LANE | 909 | 4SW-9-9.5-1CL-10.5-8-4SW | | |
| 51.04 | RED RIVER ST | 43RD ST E | 41ST ST E | SHARED LANE | BIKELANE | 1,169 | 5SW-10-10.5-15TL-10.5-10-6GS-5SW | | - |
| 51.06 | RED RIVER ST | 38TH ST E | DEAN KEETON ST E | BIKE LANE | BIKE LANE | 3,859 | 6SW-14-10.5-9TL-10.5-12-6SW | | |
| 51.07 | RED RIVER ST | DEAN KEETON ST E | CLYDE LITTLEFIELD DR | BIKE LANE | BIKE LANE | 1,484 | 7SW-4BL-14-11-CL-12-13-5BL-11 | | - |
| 51.08 | RED RIVER ST | MLK BLVD E | 15TH ST E | SHARED LANE | BIKE LANE | 2,079 | 10SW-5BL-13-12-CL-10-13-5BL 10SW-18-11-CL-11-17-28SW | | |
| 51.10 | RED RIVER ST | 15TH ST E | 12TH ST E | SHARED LANE | BIKE LANE | 1,227 | 5SW-3GS-20-11-CL-12-18-6SW | | |
| 51.11 | RED RIVER ST | 12TH ST E | 10TH ST E | SHARED LANE | BIKELANE | 795 | 4SW-4GS-16-13-CL-12-15-7SW | | - |
| 51.12 | RED RIVER ST | 7TH ST E | 6TH ST E | SHARED LANE | BIKE LANE | 357 | 19SW-11-11-CL-10-17-9SW | | |
| 51.14 | RED RIVER ST | 6TH ST E | 5TH ST E | SHARED LANE | BIKE LANE | 355 | 8SW-7GS-16-10-CL-17-3GS-5SW | | - |
| 51.15 | RED RIVER SI | 4TH ST F | 3RD ST F | SHARED LANE | BIKELANE | 349 | 6SW-10-CL-19-4SW | | |
| 51.17 | RED RIVER ST | 3RD ST E | CESAR CHAVEZ ST E | WIDE CURB | BIKE LANE | 712 | 19SW-37-9SW | | |
| 51.18 | RED RIVER ST | CESAR CHAVEZ E | DAVIS ST RAINEY | WIDE CURB | BIKELANE | 516 | 4\$W-4NG-37-12CD | | |
| 51.20 | RAINEY ST | DAVIS STREET | RIVER ST | WIDE CURB | WIDE CURB | 863 | GS-31-GS | | |
| 51.21 | RAINEY ST | RIVER ST | | SHARED LANE | WIDE CURB | 795 | 5SW-5GS-27-5SW | | |
| 51.22 | EAST AVE | | IH 35 | SHARED LANE | BIKE LANE | 1,435 | GS-21-GS | | |
| 51.24 | EDGECLIFF TER | PARK PL / TRAVIS | RIVERSIDE DR E | SHARED LANE | SHARED LANE | 688 | 20 UNMARKED | | - |
| 51.25 | ALAMEDA DR | RIVERSIDE DR | SUNSET LN | SHARED LANE | BIKE LANE | 1,112 | 12-CL-12 | | |
| 51.26 | SUNSET LN | ALAMEDA DR | EAST SIDE DR | SHARED LANE | BIKE LANE | 912 | 12-CL-12 | | |
| 51.27 | EAST SIDE DR | WOODLAND AVENUE | UVE OAK | SHARED LANE | SHARED LANE | 1,250 | GS-27-GS | | |
| 51.29 | EAST SIDE DR | LIVE OAK | OLTORF | SHARED LANE | SHARED LANE | 1,172 | 5SW-27-4SW | | |
| 51.30 | EAST SIDE DR | OLTORF ST | ST. EDWARDS | WIDE CURB | WIDE CURB | 2,036 | 5SW-28-GS | | |
| 52.01 | REDBUD TRL | WESTLAKE | FOREST VIEW | SHARED LANE | SHARED LANE | 1,917 | 1-17-10-CL-18-11 | | |
| 52.02 | REDBUD TRL | FOREST VIEW | STRATFORD | WIDE CURB | WIDE CURB | 697 | 2-21-CL-23-4 | | - |
| 52.03 | REDBUD TRL REDBUD TRL / EMMETT | STRATFORD | EMMETT SHELTON BRG | SHARED LANE | SHARED LANE | 1,240 | 11-CL-16 | | |
| 52.04 | SHELTON BRG | REDBUD TRL | REDBUD TRL | SHARED LANE | SHARED LANE | 924 | 11-CL-16 | | |
| 52.05 | REDBUD TRL | EMMETT SHELTON BRG | LAKE AUSTIN | SHARED LANE | SHARED LANE | 688 | 11-CL-16 4SW-8GS-3BL-11-10-CL-9-11-5BL-GS | | |
| 52.00 | LAKE AUSTIN BLVD | HEARN | MOPAC | BIKE LANE | BIKE LANE | 470 | 5SW-3GS-5BL-12-12-CL-13-12-5BL-5SW | | |
| 52.08 | LAKE AUSTIN BLVD / 5TH | MOPAC | CAMPBELL | BIKE LANE | BIKE LANE | 2,005 | 8SW-5BL-14-13-CL-17-11-GS | | |
| 52.09 | 5TH ST W | CAMPBELL | WEST LYNN ST | SHARED LANE | BIKE LANE | 637 | 13-11-11 | | |
| 52.10 | 5TH ST W | WEST LYNN ST | LAMAR BLVD | SHARED LANE | BIKE LANE | 3,020 | 55W-18-11-12-65W | | |
| 52.11 | STH ST W | WEST AVE | NUECES STREET | SHARED LANE | SHARED LANE | 724 | 105W-9G5-8-11-11-12-8G5-95W 185W-10-10-10-11-185W | | |
| 52.13 | 5TH ST W | NEUCES STREET | CONGRESS AVE | SHARED LANE | SHARED LANE | 1,859 | 10SW-17-11-11-18-10SW | | |
| 52.14 | 5TH ST E | CONGRESS AVE | SAN JACINTO | SHARED LANE | SHARED LANE | 808 | 10SW-17-11-11-16-11SW | | - |
| 52.16 | 5TH ST E | TRINITY | RED RIVER | SHARED LANE | SHARED LANE | 726 | 10SW-16-10-18-23SW | | |
| 52.17 | 6TH ST W | MOPAC | WEST LYNN ST | WIDE CURB | BIKE LANE | 2,719 | 4SW-GS-17-11-19 | | |
| 52.18 | 6TH ST W | LAMAR BLVD N | WEST AVE | SHARED LANE | SHARED LANF | 2,989 | 105W-3G5-16-11-10-2G5-65W 6SW-18-10-12-10SW | | |
| 52.20 | 6TH ST W | WEST AVE | NUECES STREET | SHARED LANE | SHARED LANE | 725 | 11SW-17-10-9-18-6SW | | - |
| 52.21 | 6TH ST W | NUECES STREET | CONGRESS AVE | SHARED LANE | SHARED LANE | 1,860 | SW-18-10-9-17-SW 20SW-9-11-10-19-18SW | | |
| 52.22 | 6TH ST E | BRAZOS | SAN JACINTO | SHARED LANE | SHARED LANE | 356 | 10SW-9-10-10-10-20-11SW | | |
| 52.24 | 6TH ST E | SAN JACINTO STREET | | SHARED LANE | SHARED LANE | 349 | 10SW-19-10-10-19-10SW | - | |
| 52.25 | 6TH ST E | RED RIVER | BRUSHY | WIDE CURB | WIDE CURB | 1.206 | 115W-10-7-10-10-20-75W 20-CL-20 | 74 | |
| 52.27 | 7TH ST E | RED RIVER | BRUSHY | SHARED LANE | BIKE LANE | 1,211 | 8 P -12-10-CL-10-12-7 | 79 | - |
| 52.28 | BRUSHY ST 7TH ST E | 7TH ST E BRUSHY | 6TH ST E | WIDE CURB | WIDE CURB | 362 | 44 UNMARKED 45W-4GS-17-11-CL-12-17-4GS-4SW | 70 | |
| 52.30 | 7TH ST E | WALLER | CHICON | SHARED LANE | BIKE LANE | 2,704 | 55W-12-11-10LT-12-12-65W | 79 | |
| 52.31 | 7TH ST E | CHICON | WEBBERVILLE | SHARED LANE | BIKE LANE | 1,606 | 6SW-7GS-10-10-10LT-11-10-7GS-5SW | 79 | |
| 52.32 | 7TH ST E | PIEASANT VALLEY | | SHAKED LANE | DIKE LANE | 2,481 | 4379-28FAV-10-11-9L1-11-10-28FAV-45W | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 11 of 33 Page 11 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|--------------------------------|----------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| Route 53 | | | | | | | | | |
| 53.01 | COMAL ST | MANOR RD | MLK BLVD E | WIDE CURB | WIDE CURB | 1,496 | 20-CL-20 | | - |
| 53.02 | COMAL ST | 12TH ST F | ANGELINA ST | WIDE CURB | WIDE CURB | 2,177 | 20-CL-20 22-CL-22 | | |
| 53.04 | ANGELINA ST | COMAL ST | 11TH ST E | WIDE CURB | WIDE CURB | 974 | 17.5-CL-17.5 | | |
| 53.06 | WALLER ST | 7TH ST E | 4TH ST E | WIDE CURB | WIDE CURB | 1,065 | 4SW-37-4GS-5SW | | |
| 53.07 | WALLER ST | 4TH ST E | HOLLY | BIKE LANE | BIKE LANE | 2,468 | 4SW-4BL-15-CL-14-4BL-4SW | | |
| 53.08 | WALLER ST | HOLLY | NASH HERNANDEZ SR RD | WIDE CURB | WIDE CURB | 1,505 | 4SW-33-4SW | | |
| Route 54 | | | | | | | | | |
| 54.01 | 3RD ST W | BAYLOR ST | LAMAR BLVD N SVRD SB | SHARED LANE | BIKELANE | 468 | 8-CI-8 | | |
| | | | | | | | | | |
| 54.02 | 3RD ST W | lamar blvd n svrd sb | LAMAR BLVD N SVRD NB | WIDE CURB | BIKE LANE | 97 | 36 UNMARKED | | |
| 54.03 | 3RD ST W | I AMAR BI VD N SVRD NB | BOWIE ST | SHARED LANE | BIKELANE | 425 | 19 UNMARKED | | |
| 54.04 | 3RD ST W | BOWIE ST | WEST AVE | WIDE CURB | | 770 | 22 5-01-22 5 | | |
| 54.05 | 3RD ST W | WEST AVE | 3RD ST W (EXISTING) | NO ROAD | BIKE LANE | 515 | | | |
| 54.06 | 3RD ST W | SHOAL CREEK TRAIL | NUECES | BIKE LANE | BIKE LANE | 215 | 10P-12-CL-12-10P | | Y |
| 54.07 | 3RD ST W | NUECES | SAN ANTONIO ST | SHARED LANE | BIKE LANE | 341 | 10P-12.5-12.5-CL-12.5-17.5 | | Y |
| 54.08 | 4 TH ST F | TRINITY | IRINIT ST | WIDE CURB | MULTI-LISE PATH | 1 424 | 30 UNMARKED | | - 1 Y |
| 54.11 | 4 TH ST E | IH 35 | BRUSHY ST | WIDE CURB | BIKE BOULEVARD | 162 | 33 UNMARKED | | Ý |
| 54.12 | 4 TH ST E | BRUSHY | COMAL ST | WIDE CURB | BIKE BOULEVARD | 2,366 | 28-3GS-4SW | | Y |
| 54.13 | 4 TH ST E | COMAL | CHICON | WIDE CURB | WIDE CURB | 1,366 | 28-3 GS-4 SW | | Y |
| 54.14 | 4 TH ST E | CHICON ST. | STREET | WIDE CURB | WIDE CURB | 1,322 | 36-5 SW | | |
| 54.15 | Santa maria st | ROBERT T MARTINEZ | PEDERNALES | WIDE CURB | WIDE CURB | 1,347 | 30 UNMARKED | | - |
| 54.16 | PEDERNALES ST | SANTA MARIA | 4TH ST | WIDE CURB | WIDE CURB | 62 | 36 UNMARKED | | |
| 54.17 | 4 TH ST E | PEDERINALES PLEASANT VALLEY | TILLERY | WIDE CURB | WIDE CURB | 1,388 | 30 UNMARKED | | |
| 54.19 | TILLERY ST | 4TH ST E | 5TH ST E | WIDE CURB | BIKE LANE | 475 | 15-CL-15 | | |
| 54.20 | 5TH ST E | TILLERY | SPRINGDALE | BIKE LANE | BIKE BOULEVARD | 1,384 | 22-CL-22 | | Y |
| 54.21 | 5TH ST E | SPRINGDALE RD | SHADY LN | SHARED LANE | BIKE BOULEVARD | 1,637 | 10-10-CL-10-10 | | Y |
| 55 01 | | 38TH HALEST E | DEAN KEETON ST E | WIDE CURB | WIDE CURB | 3 6 4 6 | | | |
| 55.02 | CHICON ST | MANOR RD | MLK BLVD E | SHARED LANE | SHARED LANE | 1,737 | 4SW-9-10-10-7-5SW | | |
| 55.03 | CHICON ST | MLK BLVD E | 12TH ST E | WIDE CURB | BIKE LANE | 2,230 | 4SW-4GS-18-19-2GS-4SW | | |
| 55.04 | CHICON ST | 12TH ST E | ROSEWOOD | WIDE CURB | BIKE LANE | 1,512 | 4SW-18-CL-19-4GS-5SW | | - |
| 55.05 | CHICON ST | ROSEWOOD | | BIKE LANE | BIKELANE | 1,444 | BL5-11-CL-11-BL5 | | |
| 55.07 | CHICON ST | 7TH ST E | 4TH ST E | SHARED LANE | BIKE LANE | 1,075 | BL6-12-CL-12-BL6 | | - |
| 55.08 | CHICON ST | 4TH ST E | CESAR CHAVEZ ST E | BIKE LANE | BIKE LANE | 1,056 | 5SW-4BL-14-CL-14-4BL-5GS-4SW | | |
| 55.09 | CHICON ST | CESAR CHAVEZ ST E | HOLLY ST | BIKE LANE | BIKE LANE | 1,418 | 4BL-36-4BL-4SW | | |
| 55.10 | CHICON 31 | HOLLI | DERGMAN | DIKE LAINE | DINE LAINE | 1,044 | 43W-4DE-23-4BL | | |
| 55.11 | | | | | BIKE LANE | 2 096 | 21 UNMARKED | | |
| 55.13 | NASH HERNANDEZ SR RD | | | SHARED LANE | SHARED LANE | 750 | 21 UNMARKED | | |
| Pouto 56 | | | | | | | | | |
| 56.01 | CESAR CHAVEZ ST W | MOPAC | RAMPS | SHARED LANE | SHARED LANE | 6 193 | 13-11-CI-11-11 | | |
| 54.02 | CESAR CHAVEZ ST W | PANAPS | | | | 2.244 | | | |
| 56.03 | CESAR CHAVEZ ST W | SANDRA MURAIDA WAY | | WIDE CURB | WIDE CURB | 1,975 | 18-10-CL-12-20 | | |
| 56.04 | CESAR CHAVEZ ST W | | | | | 348 | 13-24-CL-12-24 | | |
| 56.05 | CESAR CHAVEZ ST W | GUADALUPE | LAVACA | SHARED LANE | SHARED LANE | 351 | 13-24-CL-12-24 | | |
| 56.06 | CESAR CHAVEZ ST W | LAVACA | COLORADO | SHARED LANE | SHARED LANE | 361 | 13-24-CL-12-24 | | - |
| 56.07 | CESAR CHAVEZ ST W | COLORADO STREET | BRAZOS | SHARED LANE | SHARED LANE | 878 | 10-10-10-11 | | |
| 56.08 | CESAR CHAVEZ STE | TRINITY | IRINIT IH 35 | SHARED LANE | SHARED LANE | 1 425 | 19 P -10-10 CTL -10-1 | | |
| 56.10 | CESAR CHAVEZ ST E | IH 35 | BRUSHY | SHARED LANE | SHARED LANE | 408 | 12-10-14 | | |
| 56.11 | CESAR CHAVEZ ST E | BRUSHY | PLEASANT VALLEY | WIDE CURB | BIKE LANE | 7,786 | 18-CL-18 | | - |
| 36.12 Route 57 | CESAR CHAVEZ STE | PLEASAINI VALLET | 21H 21 E | SHARED LANE | BIKE LAINE | 5,297 | 11-11-CE-11-11 | | |
| 57.01 | MC CALLEN PASS | PARMER LN | HOWARD | WIDE CURB | BIKE LANE | 5,390 | 15-15-22MED-15-15 | | _ |
| 57.02 | HEATHERWILDE BLVD S | HOWARD | WELLS BRANCH | NO ROAD | BIKFLANE | 5.961 | | | |
| 57.05 | (EXTENSION) | | | SHARED LANE | | 22.01 | 26 LINMARKED | | |
| 57.06 | WALNUT CREEK DR | OAK TRL | OLMOS DR | SHARED LANE | SHARED LANE | 534 | 26 UNMARKED | | |
| 57.07 | OAK TRL | WALNUT CREEK DR | OAK TRL | SHARED LANE | SHARED LANE | 3,043 | 26 UNMARKED | | |
| 57.08 | PLAZA DR | OAK TRL | WEDGEWOOD DR | WIDE CURB | WIDE CURB | 945 | 35 UNMARKED | | |
| 57.10 | BI UFF BEND DR | BRAKERIN | NEWPORT AVE | SHARED LANE | SHARED LANE | 4.091 | 11-CI-11 | | |
| 57.11 | BLUFF BEND DR | NEWPORT AVE | CHILDRESS | SHARED LANE | SHARED LANE | 614 | 5SW-14-CL-12 | | |
| 57.12 | CHILDRESS DR | BLUFFBEND | HANSFORD | WIDE CURB | WIDE CURB | 741 | 20-CL-20 | | |
| 57 14 | NORTH PL7 | RUNDBERG | PARK PLA7A | WIDE CURB | BIKE LANE | 2,/35 | 55W-17-CL-17-55W | | |
| 57.15 | PARK PLZ | NORTH PLAZA | END OF ROAD | WIDE CURB | BIKE LANE | 850 | 5SW-20-CL-20 | | |
| 57.17 | FURNESS DR | END OF ROAD | RUTHERFORD | WIDE CURB | WIDE CURB | 2,906 | 4SW-4GR-42-WOODS | | |
| 57.18 | | | CORONADO HULS | | BIKE LANE | 2,489 | 65W-5BL-11-11M-11-5BL-6SW | | |
| 57.20 | CORONADO HILLS DR | CAMERON RD | BERKMAN | WIDE CURB | BIKE LANE | 1,148 | 4SW-3GS-42-6SW | | Y |
| 57.21 | BERKMAN DR | CORONADO HILLS | 51ST ST E | BIKE LANE | BIKE LANE | 9,438 | 5SW-5BL-18-CL-18-5BL-5SW | 3 | Ý |
| 57.22 | BERKMAN DR | 51ST ST E | MANOR RD | NOROAD | BIKE LANE | 5,652 | 7P-6BL-11.5-54MED-11.5-6BL-7P* | | Y |
| 57.24 | E M FRANKLIN AVF | PERSHING | MLK BLVD E | WIDE CURB | BIKE LAINE | 1.924 | 22-CL-22 | | Y |
| 57.25 | E M FRANKLIN AVE | MLK BLVD E | 12TH ST E | WIDE CURB | BIKE LANE | 2,221 | 15-CL-15 | | Y |
| Route 58 | | | | | | | | | |
| 58.01 | RIVER ST | RAINEY | IH 35 WALLER | WIDE CURB | BIKE LANE | 583 | 45W-19-CL-18 45W-465-29-CL-8-465-55W/ | | |
| 58.03 | HOLLY ST | WALLER | CHICON | WIDE CURB | WIDE CURB | 2,726 | 4SW-19-CL-18-4SW | | |
| 58.04 | HOLLY ST | CHICON | POWER PLANT | WIDE CURB | WIDE CURB | 2,004 | 4SW-4GS-18-CL-19-5SW | - | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------------|------------------------|------------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| Route 59 | | | | | | | | | |
| 59.01 | DESSAU RD | AUSTIN ETJ LIMIT | BRADBURY LN | SHARED LANE | BIKE LANE | 9,205 | 13.5-13.5-30MED-13.5-13.5 | | |
| 59.02 | DESSAU RD | BRADBURY LN | PARMER LN | SHARED LANE | BIKE LANE | 3,223 | 13.5-13.5-30MED-13.5-13.5 | | |
| 59.03 | DESSAU RD | PARMER LN | RUNDBERG | SHARED LANE | BIKE LANE | 16,962 | 10-10-12 MED -10-10-10 | | |
| 59.04 | | FERGUSON | PUTHEREORD | SHARED LANE | BIKELANE | 3 4 5 4 | 10-10-12 MED -10-10 10-10-12 MED -10-1 | | |
| 59.07 | CAMERON RD | CORONADO HILLS | ST JOHN'S | SHARED LANE | BIKE LANE | 1,301 | 10-12-12-13 MED -10-1 | - | - |
| 59.08 | CAMERON RD | ST JOHNS | US 290 E | SHARED LANE | BIKE LANE | 1,821 | 10-12-12-13 MED -10-1 | - | - |
| 59.09 | CAMERON RD | US 290 E | RENLI | SHARED LANE | BIKE LANE | 3,050 | 10-10-CL-10-10 | | |
| 59.10 | CAMERON RD | RENLI | 51ST ST E | SHARED LANE | BIKE LANE | 3,565 | 10-10-CL-10-10 | | |
| 59.11 | ALDRICH | 51ST ST E | AIRPORT BLVD | NO ROAD | SHARED LANE | 3,398 | 8P-10-CL-10-8P* | | |
| 59.12 | | | | BIKE LANE | BIKE LANE | 1 1 7 0 | 8BL-13.5-13.5-10MED-11-11* | | |
| 59.14 | CHERRYWOOD RD | WILSHIRF | 38TH HALF ST F | WIDE CURB | BIKELANE | 1,777 | 14-CI-14 | | - |
| 59.15 | CHERRYWOOD RD | 38TH HALF ST E | 34TH ST E | WIDE CURB | BIKE LANE | 923 | 3 SW-19-CL-18 | - | Y |
| 59.16 | CHERRYWOOD RD | 34TH ST E | MANOR RD | BIKE LANE | BIKE LANE | 2,161 | 3.5 SW-20-CL-19 | | |
| 59.17 | CHESTNUT AVE | MANOR RD. | 12TH ST E | WIDE CURB | BIKE LANE | 3,736 | 5SW-19-CL-20 | | |
| 59.18 | PLEASANT VALLEY RD N | 12TH ST E | WEBBERVILLE RD. | BIKE LANE | BIKELANE | 4,079 | 6SW-5BL-12-12TL-12-5BL-6SW | | |
| 59.19 | PLEASANT VALLEY RD N | WEBBERVILLE RD. | LYONS RD. | | BIKELANE | 1 494 | 4SW-4GS-4BL-15-CL-14-4BL-3GS-4SW | | - |
| 59.20 | PLEASANT VALLET RD N | | | | BIKELANE | 1,404 | 5 SW-10-10-CL-11-11-5 SW | | Y |
| 59.22 | PLEASANT VALLEY RD N | 4TH ST E | LONGHORN DAM | SHARED LANE | BIKE LANE | 2,088 | 5 SW-10-11-CL-11-10-5 SW | | Y |
| 59.23 | PLEASANT VALLEY RD S | LONGHORN DAM | LAKESHORE | SHARED LANE | BIKE LANE | 3,086 | 3-11-11-CL-10-11-3 | 47 | Y |
| 59.24 | | LAKESHORE S | APENIA | | BIKELANE | 540 | 37 UNMARKED | | |
| 57.24 | TOWIN CREEK DR | LAKESHORE S | | WIDE CORD | DIRE LAINE | 540 | 37 ONWARKED | | |
| 59.25 | ARENA DR | TOWN CREEK | RIVERSIDE | WIDE CURB | BIKE LANE | 1,090 | 37 UNMARKED | | |
| 59.20 | PARKER LIN | | | BIKELANE | BIKE LANE | 2,216 | 4 BL-15-CL-15-3 BL 5 SW-4 BL-15-CL-15-4 BL-5 SW | | |
| 59.28 | PARKER IN | OLTORE ST | GLEN SPRINGS PKWY | BIKELANE | BIKELANE | 1.247 | 5 SW-4 BL-17-CL-14-6 BL-6.5 GS-4 SW | | |
| 59.29 | PARKER LN | GLEN SPRINGS WAY | WOODWARD | WIDE CURB | BIKE LANE | 4,105 | 5 SW-3.5 GS-20-CL-21-5 SW | | - |
| 59.30 | woodward st | PARKER LN | BEN WHITE | BIKE LANE | BIKE LANE | 1,132 | 10 SW-2 BL-8-10-CL-10-9-6 SW | 54 | |
| 59.31 | woodward st | BEN WHITE BLVD | FREIDRICH | WIDE CURB | BIKE LANE | 1,304 | 5 SW-17-11-CL-13-16-5 SW | 54 | |
| 59.32 | FREIDRICH LN | WOODWARD | ST. ELMO | WIDE CURB | BIKE LANE | 1,807 | 6 SW-1.5 GS-16-11-CL-11-18-2.5 GS-5 SW | | |
| 59.33 | FREIDRICH LN | ST. ELMO | PONCIANA | SHARED LANE | BIKE LANE | 3,714 | 5 SW-6 GS-12-13 TL-12 | | |
| 59.34 | PONCIANA DR | FREIDRICH | DEADWOOD | WIDE CURB | BIKE LANE | 1,337 | 4 SW-4 GS-21-CL-21 | | |
| 59.35 | | | | WIDE CURB | | 536 | 37-4 CS-4 SW | - | - |
| 59.37 | JACARANDA DR | IEMON | STASSNEY | WIDE CURB | WIDE CURB | 603 | 4 SW-3 GS-41-3 GS-4 SW | | - |
| 59.38 | DOVE SPRINGS DR | STASSNEY | PLEASANT VALLEY | WIDE CURB | WIDE CURB | 5,490 | 3.5 SW-4 GS-21-CL-21-4 GS-3.5 SW | | |
| 59.39 | BLUFF SPRINGS RD | WILLIAM CANNON DR | SLAUGHTER | SHARED LANE | BIKE LANE | 13,707 | 13-12-CL-12-13 | | |
| Route 60 | | | | | | | | | |
| 60.01 | RIVERSIDE DR W | LAMAR BLVD S | END MEDIAN | SHARED LANE | BIKE LANE | 971 | 12-12-14 MED -12-12 | | |
| 60.02 | RIVERSIDE DR W | END MEDIAN | TRAFFIC CIRCLE | SHARED LANE | BIKE LANE | 953 | 12-12-14 MED -12-12 | | |
| 60.03 | RIVERSIDE DR W (TRAFFIC | RIVERSIDE DR W | RIVERSIDE DR W | SHARED LANE | BIKE LANE | 237 | 12-12-14 MED -12-12 | | |
| 40.04 | | | C 1CT CT | | RIVELANE | 1 021 | 12 12 14 MED 12 12 | | |
| 60.04 | RIVERSIDE DR W | S IST ST | CONGRESS AVE S | SHARED LANE | BIKELANE | 1 219 | 5 SW-11-12-12 IT-12-11-6-SW | 12 | |
| 60.06 | | CONGRESS AVE S | BEGIN / END MEDIAN | SHARED LANE | BIKELANE | 1,217 | 5 SW-8 GS-11-12-12 TI -12-11-10 SW | 12 | - |
| 60.07 | RIVERSIDE DR E | BEGIN / END MEDIAN | IH 35 | SHARED LANE | BIKE LANE | 3,584 | 6 SW-12-10-10M-10-10-7 SW | 12 | |
| 60.08 | RIVERSIDE DR E | S IH 35 SVRD SB | S IH 35 SVRD NB | SHARED LANE | WIDE CURB | 288 | 8 SW-11-10-11-9 M-10 TL-12-11-10-7.4 SW | 13 | - |
| 60.09 | RIVERSIDE DR E | S IH 35 SVRD NB | LAKESHORE BLVD | SHARED LANE | BIKE LANE | 1,537 | 8 SW-11-10-11-9 M-10 TL-12-11-10-7.4 SW | | |
| 60.10 | RIVERSIDE DR E | LAKESHORE BLVD | PARKER | SHARED LANE | BIKE LANE | 1,054 | 6 SW-5 GS-9-12-9-8 M-10 TL-12-11-11-6 GS-6 SW | | |
| 60.11 | RIVERSIDE DR E | PARKER LN | WILLOW CREEK | SHARED LANE | BIKE LANE | 2,414 | 8 SW-10-11-9-18 M-10-11-10-6 GS-6 SW | | |
| 60.12 | RIVERSIDE DR E | WILLOW CREEK | PLEASANI VALLEY | SHARED LANE | BIKELANE | 1,616 | 5 SW-21 GS-8-13-11-21-130 M-10-10-10-5 SW | | |
| 60.13 | | | | SHARED LANE | BIKE LANE | 12,124 | 10-10-10-18MED-10-10-10 | - | - |
| 60.14 | RIVERSIDE DR E | METRO CENTER | US 183 | WIDE CURB | BIKE LANE | 2,535 | 15-15-CL-15-15 | | |
| Route 61 | | | | | | | | | |
| 61.01 | PLEASANT VALLEY RD S | LAKESHORE | RIVERSIDE | BIKE LANE | BIKE LANE | 3,560 | 4 SW-30 GS-5 BL-11-10-CL-10-9-5 BL-25 GS-6 SW | | Y |
| 61.02 | PLEASANT VALLEY RD S | RIVERSIDE | WILLOW HILL | SHARED LANE | BIKE LANE | 725 | 6 SW-2 GS-7-12-11-17 M-11-17-6-5 SW | | Y |
| 61.03 | PLEASANT VALLEY RD S | WILLOW HILL | OLTORF | BIKE LANE | BIKE LANE | 2,262 | 6 SW-8 BL-12-11-17 M-11-12-8 BL-5 SW | | Y |
| 61.04 | PLEASANT VALLEY RD S | OLTORF ST | END OF ROAD | SHARED LANE | BIKE LANE | 2,651 | 10 SW-25 | | Y |
| 61.05 | | PLEASANT VALLEY | BURLESON RD | NO ROAD | BIKE LANE | 1,960 | 5B-12-12-12CTL-12-12-5B* | | Y |
| 41.04 | | | ¢Ц 71 | | RIVELANIE | 417 | 5 SW 4 RL 14 CL 14 5 RL 5 SW | | |
| 01.00 | DORELOUNIND | BEN WHITE BI VD F SVRD | BEN WHITE BI VD F SVRD | | DINE LAINE | 417 | 0.011 4 DE-10-CE-10-0 DE-0.011 | | |
| 61.07 | IODD LN | WB | EB | WIDE CURB | BIKE LANE | 253 | 20-CL-20 | 8 | Y |
| 61.08 | TODD LN | BEN WHITE BLVD | ST. ELMO | SHARED LANE | BIKE LANE | 3,359 | 12-CL-12 | | Y |
| 61.09 | PLEASANT VALLEY RD | ST. FLMO | END OF EXISTING | | BIKFLANE | 3 677 | 5 SW-11-CI-11* | | Y |
| | (EXTENSION) | | PLEASANT VALLEY RD | | 2000 27 W IE | 0,077 | | | |
| 61.10 | PLEASANT VALLEY RD S | END OF EXISTING | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 9,063 | 5 SW-11-CL-11 | | Y |
| 61.11 | PLEASANT VALLEY PD 9 | WILLIAM CANNON DR | | | RIKELANE | 3 003 | 5 SW-11-11-14 M-11-11-5 SW | | v |
| 01.11 | PLEASANT VALLET RD S | MILLIAIN CAININUN DR | UNION GREEN DR | SHARED LAINE | UINE LAINE | 3,673 | J 377-11-11-14 IVI-11-11-3 3VV | | I |
| 61.12 | (EXTENSION) | ONION CREEK DR | NUCKOLS CROSSING RD | NO ROAD | BIKE LANE | 4,559 | 5B-12-12-12CTL-12-12-5B* | | Y |
| 61.13 | NUCKOLS CROSSING RD | NUCKOLS CROSSING RD | NUCKOLS CROSSING RD | SHARED LANE | BIKE LANE | 1,462 | 11-CL-11 | | Y |
| 61.14 | PLEASANT VALLEY RD (EXTENSION) | | SLAUGHTER LN E | NO ROAD | BIKE LANE | 2,094 | | | Y |
| 61.16 | PLEASANT VALLEY RD (EXTENSION) | OLD LOCKHART RD | BRADSHAW | NO ROAD | BIKE LANE | 4,034 | 5B-12-12-12CTL-12-12-5B* | | Y |
| 61.17 | PLEASANT VALLEY RD (EXTENSION) | BRADSHAW | FM 1327 | NO ROAD | BIKE LANE | 9,778 | 5B-12-12-12CTL-12-12-5B* | | Y |
| Route 62 | | | | | | | | | |
| 62.01 | lakeshore blvd s | RIVERSIDE | TOWN CREEK | WIDE CURB | BIKE LANE | 1,552 | 21-CL-20-6 SW | | |
| 62.02 | lakeshore blvd s | TOWN CREEK | PLEASANT VALLEY | WIDE CURB | BIKE LANE | 2,792 | 6 SW-17 GS-20-CL-21-3 GS-5 SW | | |
| Route 63 | | | | | | | | | |
| 63.01 | HARRIS RIDGE BLVD | END OF ROAD / | HOWARD LN | WIDE CURB | BIKE LANE | 5,524 | 16-MED-16 | | |
| /2.00 | | CHARLES DICKENS DR | | | | 1.001 | 11 11 MED 11 11 | | |
| 63.02 | | | | SHAKED LANE | | 4,021 | 11-11-MED-11-11 | | |
| 63.03 | | | YAGER | WIDE CURB | BIKELANE | 3 740 | 20- CI - 20 | | Y |
| 63.05 | SHROPSHIRE BLVD | THOMPKINS | DESSAU RD | WIDE CURB | BIKE LANE | 2,395 | 20- CL- 20 | | Y |
| 63.06 | BRAKER LN E | DESSAU | WORN SOLE | BIKE LANE | BIKE LANE | 3,827 | 5B-14-14-MED | | Ý |
| 63.07 | PIONEER FARMS DR | SPRINKLE CUT OFF | BRAKER | WIDE SHOULDFR | BIKE LANE | 517 | 4SH - 18 - CI - 18- 4SH | | Y |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 13 of 33 Page 13 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|----------------------------------|-------------------------------|-------------------|----------------------------|-------------|--|-----------------|----------------|
| 63.08 | SPRINKLE CUTOFF RD | PIONEER FARMS | TRAIL WEARY | SHARED LANE | BIKE LANE | 655 | 4SW-3GS-6PL-13-CL-13-6PL-3GS-4SW | | Y |
| 63.10 | SPRINKLE CUTOFF RD | CAMERON RD | US 183 | SHARED LANE | BIKE LAINE | 15.040 | 11.5-11.5-14CTL-11.5-11.5 | 18 | Y |
| 63.11 | MANOR RD | US 183 | SPRINGDALE | SHARED LANE | BIKE LANE | 2,939 | 8SW-3G-10-10-CL-10-10 | 10 | Y |
| 63.12 | SPRINGDALE RD | MANOR RD MIK BLVD F | 12TH ST F | BIKE LANE | BIKE LANE BIKE LANE | 9,466 | 5SW-5GS-6BI-13-CI-13-6BI-5SW | 18 | Y |
| 63.14 | SPRINGDALE RD | 12TH ST E | AIRPORT | BIKE LANE | BIKE LANE | 5,563 | 5SW-7BL-15-CL-15-7BL | | Ý |
| 63.15 | SPRINGDALE RD | AIRPORT BLVD | 7TH ST E | BIKE LANE | BIKE LANE | 3,990 | 5 SW-6 BL-14-CL-14-6 BL-5 SW | | Y |
| 63.16 | SPRINGDALE RD | 5TH ST E | CESAR CHAVEZ ST E | WIDE CURB | BIKE LAINE | 799 | 4 SW-21-CL-21 6 SW-19-CL-19 | | ř |
| 63.18 | GROVE BLVD | END OF ROAD | FAIRWAY | SHARED LANE | BIKE LANE | 4,342 | 6SW-11-10-17M-10.5-10.5-6SW | | |
| 63.19 | GROVE BLVD | | RIVERSIDE | SHARED LANE | BIKE LANE | 1,270 | 6SW-10-11-17M-11-10.5-6SW | | |
| 43.30 | | | | | | 1 402 | 21 CL 21 5 SW | | |
| 63.31 | SALT SPRINGS DR | COLTON BLUFF SPRINGS | THAXTON RD. | WIDE CURB | BIKE LANE | 2,925 | 20-CL-20 | | |
| (2.40 | | SLAUGHTER LN | | | | E 007 | | | |
| 63.40 | CAPITOL VIEW DR | (EXTESION) | OLD LOCKHART RD. | SHARED LANE | SHARED LANE | 5,997 | 27 UNMARKED | | |
| Route 64 | | | | | | 14 120 | 12 CL 12 | | |
| 64.01 | LOST CREEK BLVD | BEND OF THE RIVER DR | CAPITAL OF TEXAS HWY | BIKE LANE | BIKE LANE | 9,315 | 5 BL-17-CL-15-5 BL | | |
| 64.03 | CAMP CRAFT RD | SCOTTISH WOODS | BARCLAY | SHARED LANE | SHARED LANE | 331 | 12-CL12 | | |
| 64.04 | SCOTTISH WOODS TRL | CAPITAL OF TEXAS HWY | CAMP CRAFT RD | BIKE LANE | BIKE LANE | 1,892 | 20-CL-20 5 BI-11-14 TI-11-5 BI | | Y |
| 64.06 | PINNACLE RD | WESTBANK | SILVER HILL | SHARED LANE | BIKE LANE | 619 | 13-CL-13 | | Ý |
| 64.07 | PINNACLE RD | SILVER HILL | PEREGRINE FALCON | BIKE LANE | BIKE LANE | 851 | 5 BL-14-5 M-12-6 BL-5 SW | | Y |
| 64.08 | PINNACLE RD PINNACLE RD | DUSKY THRUSH TRL | WALSH TARLTON | SHARED LANE | BIKE LANE | 307 | 4 BL-16-4 M-12-6 BL-3 GS-4 SW 6 SW-10-10 TL-CL-11-10-5 SW | | Y Y |
| 64.10 | WILDERNESS DR | WALSH TARLTON | OLD WALSH TARLTON | SHARED LANE | BIKE LANE | 779 | 5 SW-14-CL-12 | | Ŷ |
| 64.11 | ROLLINGWOOD DR | BEE CAVES RD | EWING RD/ RIDGEWOOD DR | WIDE CURB | BIKE LANE | 1,869 | 30-2 GS-4 SW | | Y |
| 64.12 | ROLLINGWOOD DR | DR | WALLIS DR | WIDE CURB | BIKE LANE | 2,214 | 20-CL-18 | | Y |
| 64.13 | ROLLINGWOOD DR | WALLIS DR. | RILEY RD. | WIDE CURB | BIKE LANE | 1,768 | 38 UNMARKED | | Y |
| 64.14 | ROLLINGWOOD DR | VALEST | VALE ST. CITY LIMITS | WIDE CURB | BIKE LANE BIKE LANE | //6 | 19-CL-19 14-CL-16 | | Y |
| 64.16 | ROLLINGWOOD DR | CITY LIMITS | MOPAC | WIDE CURB | BIKE LANE | 974 | 14-CL-16 | | Ý |
| 64.17 | ROLLINGWOOD DR | MOPAC SB SVRD | MOPAC NB SVRD | WIDE CURB | BIKE LANE | 281 | 20-CL-20 | | Y |
| 64.18 | MOPAC EXPY | ROLLINGWOOD DR | BARTON SPRINGS RD | WIDE SHOULDER | WIDE SHOULDER | 405 | 4SH-12-11-MED 4SH-12-11-MED | | Y |
| 64.20 | BARTON SPRINGS RD | MOPAC | ANDREW ZILKER ROAD | BIKE LANE | BIKE LANE | 2,229 | 3-10-13-CL-12-11-4 | | Y |
| 64.21 | BARTON SPRINGS RD | ANDREW ZILKER ROAD | ROBERT E LEE | BIKE LANE | BIKE LANE | 1,828 | 11-12-CL-12-11 | | Y |
| 64.22 | BARTON SPRINGS RD | LAMAR BLVD S | BOULDIN | SHARED LANE | BIKE LANE | 1,666 | 4 SW-6 GS-13-11-11 M-11-12-11 DRIVE WAY | 6 | Y |
| 64.24 | BARTON SPRINGS RD | BOULDIN | S 1ST ST | SHARED LANE | BIKE LANE | 1,163 | 5 SW-8 GS-12-12-CL-10 TL-11 TL-12-13-6 SW | 6 | |
| 64.25 | BARTON SPRINGS RD | | RIVERSIDE DR W | SHARED LANE | BIKELANE | 532 | 11-11-CL-12 TL-12 TL-11-6 SW | 6 | |
| Route 65 | | NITEROIDE BRITT | | on all build | DITE | , | | | |
| 65.02 | MONTOPOLIS DR | US 183 | FAIRWAY | SHARED LANE | BIKE LANE | 6,711 | 4.5 SW-10-11-CL-11-10-4 SW | | |
| 65.03 | MONTOPOLIS DR | FAIRWAY | RIVERSIDE GROVE BLVD | SHARED LANE | BIKE LANE | 1,275 | 4 SW-5 GS-10-11-CL-11-10-4 GS-5 SW | | |
| 65.05 | MONTOPOLIS DR | GROVE | OLTORF | SHARED LANE | BIKE LANE | 2,121 | 12-11-50 M-11-12-2 GS-6 SW | | |
| 65.06 | MONTOPOLIS DR | OLTORF ST | BEN WHITE | SHARED LANE | BIKE LANE | 1,127 | 12-13-30 M-13-13-5 SW | | |
| 65.07 | MONTOPOLIS DR | BEN WHITE BLVD | BURLESON | SHARED LANE | BIKE LANE | 3,055 | 6 SW-3 GS-11-11-17 M-10-11-4 GS-6 SW | 30 | |
| 66.01 | SOUTHWEST PKWY | SH 71 W | CITY LIMIT | WIDE SHOULDER | WIDE SHOULDER | 14,331 | 8 SH-12-11-12-6-12M-11-11-12-12-8 SH | | |
| 66.02 | SOUTHWEST PKWY | CITY LIMIT | WILLIAM CANNON DR | WIDE SHOULDER | WIDE SHOULDER | 7,084 | 8 SH-12-11-12-6-12M-11-11-12-12-8 SH | | |
| 66.03 | SOUTHWEST PKWY | WILLIAM CANNON DR | REPUBLIC OF TEXAS | WIDE SHOULDER | WIDE SHOULDER | 12,839 | 6 SH-13-11-13-6-12M-6-13-12-12-6 SH 3 SH-10-10-11-3-97M-13-13-11-3 SH | | |
| Route 67 | | KEI OLIG OT TEXTO | 03 270 11. | THE SHOULDER | DIRE DIRE | 2,727 | | | |
| | | | | | TO BE DETERMINED | | | | |
| 67.01 | CAMERON RD | GREGG MANOR | SH 130 | SHARED LANE | BY CITY OF PFLUGERVILLE | 4,990 | 13.5-CL-13.5 | | |
| 67.02 | CAMERON RD | SH 130 | PECAN ST E | SHARED LANE | BIKE LANE | 3,900 | 13.5-CL-13.5 | | |
| 67.03 | CAMERON RD | GREGG | GREGG MANOR | WIDE CURB | BIKE LANE | 2,561 | 14-CL-14 | | |
| 67.04 | CAMERON RD | | GREGG 1700 FT N OF CLINTON | WIDE CURB | BIKE LANE | 7,652 | 14-CL-14 | | |
| 47.00 | | | AVE | | | 17,274 | 12 12 MED 12 12 | | |
| 67.06 | GILES LN | BRAKER | US 290 | SHARED LANE | BIKE LAINE | 4,995 | 22 UNMARKED | | |
| 67.08 | JOHNNY MORRIS RD | US 290 E | POINT NORTH | WIDE SHOULDER | WIDE SHOULDER | 10,905 | 5SH-11.5-11.5-CL-11.5-11.5-5SH | | |
| 67.09 | JOHNNY MORRIS RD | FM 969 | POINT NORTH | WIDE CURB | BIKE LANE | 10,221 | 15-CL-15-15GS-5SW | | |
| 68.01 | RUNDELL PI | RABB RD | BLUEBONNET I N | SHARED LANE | SHARED LANE | 1.357 | 27 UNMARKED | | |
| 68.02 | BLUEBONNET LN | RUNDELL PL | HETHER ST | BIKE LANE | BIKE LANE | 134 | 5 SW-5 BL-14-CL13-5 BL-5 SW | 99 | |
| 68.03 | HETHER ST | BLUEBONNET LN | LAMAR BLVD | SHARED LANE | BIKE LANE | 2,244 | 27-3 GS-4 SW | | |
| 68.05 | MARY ST W | LAMAR BLVD S | S 5TH ST | BIKE LANE | BIKE LANE | 1,860 | 5 BL-14-CL-13-5 BL | 52 | Y |
| 68.06 | MARY ST W | S 5TH ST | BOULDIN AVE | BIKE LANE | BIKE LANE | 484 | 4 SW-3.5 GS-4 BL-14-CL-19 | 89 | - |
| 68.07 | MARY ST W | BOULDIN AVE | CONGRESS AVE | BIKELANE | BIKELANE | 3,103 | 5 SW-5 BL-13-CL-15-5 BL | 89 | |
| 68.09 | BRACKENRIDGE ST | MARY ST | ANNIE ST | SHARED LANE | SHARED LANE | 358 | 27 UNMARKED | 07 | |
| 68.10 | ANNIE ST E | BRACKENRIDGE ST | EAST SIDE DR | BIKELANE | BIKE LANE | 1,139 | 3 BL-11-CL-10-3 BL | - | |
| 68.11 | WOODLAND AVE | EAST SIDE TRAVIS HEIGHTS BLVD | IKAVIS HEIGHTS | BIKE LANE | BIKE LANE | 1,085 | 6 BL-14-CL-14-6 BL 5 BL-14-CL-13-5 BL | | |
| 68.13 | WOODLAND AVE | IH 35 | PARKER | BIKE LANE | BIKE LANE | 1,812 | 5 BL-14-CL-15-4 BL | | |
| 68.14 | WOODLAND AVE | PARKER LN | WILLOW CREEK | BIKE LANE | BIKE LANE | 2,061 | 5 SW-6 BL-14-CL-14-8 BL | | |
| 68.15 | WILLOW CREEK DR | ANKEN DR | OLTORF | BIKE LANE | BIKE LANE | 684 | 3 BL-10-CL-16-3 BL-4 SW 4 BL-12-CL-13-5 BL-7 PL-4 SW | | |
| 68.17 | OLTORF ST E | WILLOW CREEK | PLEASANT VALLEY | BIKE LANE | BIKE LANE | 1,340 | 6 SW-3 BL-11-10-10LT-10-11-4 BL- 6 SW | | |
| 68.18 Route 69 | OLTORF ST E | PLEASANT VALLEY | MONTOPOLIS | BIKE LANE | BIKE LANE | 7,352 | 5 SW-4 BL-10-10-10TL-10-10-4 BL-6 GS-6 SW | | |
| AGUIC 09 | | | | | | | | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|-------------------------|--|--|-------------------------------------|---|--|---------------------------|--|-----------------|----------------|
| 69.01 | FUCHS GROVE RD | CAMERON RD | BENNETT POKORNEY LN | SHARED LANE | TO BE DETERMINED BY CITY OF PFLUGERVILLE | 1,992 | 12-CL-12 | | |
| 69.02 69.03 69.05 | FUCHS GROVE RD BLUE BLUFF RD IMPERIAL DR N | BENNETT POKORNEY LN OLD HWY 20 DECKER LAKE | GREGG MANOR LINDELL LN FM 969 | SHARED LANE WIDE CURB WIDE SHOULDER | BIKE LANE BIKE LANE WIDE SHOULDER | 12,176 10,323 7,521 | 12-CL-12 17-CL-17 5SH-11-CL-11-5SH | | |
| 69.10 | MC KINNEY FALLS PKWY | US 183 | BURLESON | SHARED LANE | BIKE LANE | 5,519 | 5 SW-5 GS-12-13-20 M-12-12-10 GS-5 SW | | |
| 69.11 | MC KINNEY FALLS PKWY | BURLESON RD | ONION CREEK | BIKE LANE | BIKE LANE | 6,263 | 12-12-18 M-12-12-3 GS-7 BL | | |
| 69.12 | MC KINNEY FALLS PKWY | ONION CREEK | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 9,416 | 12-12-16 M-12-12 | | |
| 69.13 | MC KINNEY FALLS PKWY | COLTON-BLUFF SPRINGS RD | WILLIAM CANNON DR | SHARED LANE | BIKE LANE | 2,015 | 12-CL-12 | | |
| 69.14 | COLTON BLUFF SPRINGS RD | RUNNING WATER | MCKINNEY FALLS PKWY | SHARED LANE | BIKE LANE | 201 | 13-CL-11 | | |
| 69.15 | MC KINNEY FALLS PKWY | COLTON BLUFF SPRINGS | THAXTON RD. | NO ROAD | BIKE LANE | 3,099 | 5B-12-12-12CTL-12-12-5B* | | |
| 69.16 | THAXTON RD | NUCKOLS CROSSING RD. | . COULVER RD. | WIDE CURB | BIKE LANE | 10,270 | 15-CL-15 | | |
| 70.01 | CARDINAL LN | GARDEN VILLA | S 5TH | SHARED LANE | SHARED LANE | 496 | 4 SW-4 GS-27 | | |
| 70.02 | CARDINAL LN | S 5TH ST | S 1ST ST | SHARED LANE | BIKE LANE | 1,264 | 5 SW-12-CL-12 9 SW-10-10-CL-10-9-4 5 SW | | |
| 70.04 | LIGHTSEY RD | S 1ST ST | CONGRESS AVE | BIKE LANE | BIKE LANE | 2,014 | 4 BL-17-CL-16-5 BL-5 SW | | - |
| 70.05 | WOODWARD ST | CONGRESS AVE | WILLOWRUN DR | BIKE LANE | BIKE LANE | 2,551 | 6 SW-12 GS-4 BL-16-CL-16-5 BL-3 GS-4 SW | | |
| 70.06 | WOODWARD ST | IH 35 | IH 35 PARKER | BIKE LANE | BIKELANE | 2,004 | 4 BL-16-CL-16-4 BL-3 GS-4 SW 9 SW-3 GS-10-11-CL-11-10-6 SW | | |
| 70.20 | PEARCE LN | FM 973 | FUTURE PETERSON RD. | WIDE CURB | BIKE LANE | 21,780 | 21-CL-21 | | |
| 70.21 | PEARCE LN | FUTURE PETERSON RD. | WOLF LN. | WIDE CURB | BIKE LANE | 7,191 | 15-CL-15 | | |
| 70.22 Route 71 | PEARCE LN | FUTURE PETERSON RD. | WOLF LN. | WIDE CURB | WIDE SHOULDER | 2,446 | 15-CL-15 | | |
| 71.01 | FM 973 N | STUDY BOUNDARY | US 290 E | SHARED LANE | WIDE SHOULDER | 56,695 | 11-CL-11 | | |
| 71.02 | FM 973 N | US 290 E | OLD HWY 20 / E | SHARED LANE | WIDE SHOULDER | 2.524 | 2 SH -12-CL-12-2 SH | | |
| 71.03 | | | PARSONS ST | SHARED LANE | | 5 119 | 2 SH -12-CL-12-2 SH | | |
| 71.04 | | OLD HWY 20 / E | | | WIDE CURB | 1 249 | 2 \$H -12-CL-12-2 \$H | | |
| 71.04 | | PARSONS ST | | | WIDE SUQUEDER | 27.072 | | | |
| 71.05 | FM 973 S | FM 969 | SH 71 | SHARED LANE | WIDE SHOULDER | 22,161 | 2 SH -12-CL-12-2 SH | | |
| 71.07 | FM 973 S | SH 71 E | BURLESON | SHARED LANE | WIDE SHOULDER | 15,579 | 12-CL-12 | | |
| 71.08 | FM 973 S | BURLESON | MCANGUS | SHARED LANE | WIDE SHOULDER | 5,928 | 12-CL-12 | | |
| 71.09 | FM 973 S | FM 812 | US 183 | SHARED LANE | WIDE SHOULDER | 13.068 | 12-CL-12 11-CL-11 | | |
| Route 72 | | | | | | | · · · · · · · · · · · · · · · · · · · | | |
| 72.01 | OLTORF ST W | LAMAR BLVD S | S 5TH ST | SHARED LANE | BIKE LANE | 2,610 | 4SW-11GS-9.5-10-CL-10-7.5-11GS-4SW | | |
| 72.02 | OLTORF ST W | IH 35 | BURLESON | SHARED LANE | BIKE LANE | 1,978 | 4.55W-10G5-8-10.5-CL-10-9-14G5-45W 4SW-8GS-11-11-12.5TL-12-10 | | |
| 72.04 | BURLESON RD BURLESON RD | OLTORF ST | SH 71 | BIKE LANE | BIKE LANE | 5,609 | 5 SW-4 BL-16-CL-16-5 BL-5 SW | | |
| 72.05 | (EXTENSION) | SH 71 E | MONTOPOUS | | BIKE LANE | 660 | 5B-12-12-12-12-12-5B* 14-12-12 TL-12-14-5 SW | 60 | |
| 72.07 | BURLESON RD | MONTOPOLIS | SMITH SCHOOL | SHARED LANE | BIKE LANE | 2,840 | 13-11-12 TL-11-13 | 60 | |
| 72.08 | BURLESON RD | SMITH SCHOOL | MCKINNEY FALLS PKWY | WIDE CURB | BIKE LANE | 4,776 | 14-10-13 TL-10-14 | 60 | |
| 72.09 | BURLESON RD | US 183 | MCKINNEY FALLS PKWY | SHARED LANE | BIKELANE | 4,765 | 9 SW-13-14-12 TL-14-13-8 SW | 60 | |
| 72.11 | ELROY RD | FM 973 | FAGERQUIST RD | SHARED LANE | BIKE LANE | 16,923 | 12.5-CL-12.5 | 00 | - |
| 72.12 | FAGERQUIST RD | ELROY RD. | WOLF LN. | SHARED LANE | BIKE LANE | 16,168 | 12-CL-12 | | |
| Route 73 | | EN4 072 N | CILIPERT PD | | | 0.005 | | | |
| 73.02 | GILBERT RD | HOG EYE | NEZ PERCE TRACE | WIDE CURB | BIKE LANE | 1,173 | 15-CL-15 | | |
| 73.03 | GILBERT RD | NEZ PERCE TRACE | DECKER LAKE | SHARED LANE | BIKE LANE | 2,990 | 10-CL-10 | | |
| 73.04 | GILBERT RD | DECKER LAKE | GILBERT RD | NO ROAD | BIKE LANE | 2,616 | 15-CL-15* | | |
| 73.06 | GILBERT RD | FM 969 | FALLWELL | NO ROAD | BIKE LANE | 14.819 | 13-CE-13 | | |
| 73.08 | ROSS RD | SH 71 E | PEARCE LN | WIDE CURB | BIKE LANE | 7,796 | 15-CL-15 | | |
| 73.09 | LOS CIELOS BLVD | PEARCE LN | BUENOS AIRES PKWY | WIDE CURB | BIKELANE | 477 | 20-CL-20 | | - |
| 73.11 | NIGHT SKYWAY | BUENOS AIRES PKWY | PILAND TRIANGLE | NO ROAD | BIKE LANE | 15,257 | 4300-503-15-02-15-503-4300 | | |
| 73.12 | PILAND TRIANGLE | PILAND TRIANGLE | FM 812 | NO ROAD | BIKE LANE | 905 | 10-CL-10* | | |
| 73.13 | MAHA LOOP RD | FM 812 | MOORE | SHARED LANE | BIKELANE | 5,449 | 13-CL-13 | | |
| 73.14 | MAHA LOOP RD | HOKANS | VON QUINTUS | SHARED LANE | BIKE LANE | 6,852 | 13-CL-13 | | - |
| 73.16 | NEW ROAD | VON QUINTUS | MAHA LOOP | NO ROAD | BIKE LANE | 4,720 | | | |
| Route 74 | REDD ST | | | | DIKELANE | 1.2/0 | E \$\W_07 | | |
| 74.01 | MOUNT VERNON DR | REDD | ST. ELMO | WIDE CURB | WIDE CURB | 613 | 5 SW-39 | | |
| 74.03 | ST ELMO RD W | S 3RD ST | CONGRESS AVE | WIDE CURB | WIDE CURB | 2,936 | 5 SW-21-CL-20-5 SW | | |
| 74.04 | ST ELMO RD E | CONGRESS AVE S | TERRY O LN. | SHARED LANE | BIKE LANE | 2,660 | 13.5-CL-13.5 | | |
| 74.05 | ST FLMO RD F | TERRY O I N. | SI ELMO KD E | WIDE CURB | BIKE LANE | 626 1 748 | 30-CL-30 15-CL-15 | | |
| 74 08 | | IH 35 | | | BIKELANE | 7 280 | 13-13-01-13-13 | | |
| Poute 75 | | | | | | 7,207 | | | |
| 75.01 | NEW ROAD | PEARCEIN | | NOROAD | BIKELANE | 7.579 | | | |
| 75.02 | ELROY RD | FAGERQUIST RD | FM 812 | WIDE CURB | BIKE LANE | 11,042 | 15-CL-15 | | |
| Route 76 | | | | | | | | | |
| 76.01 | STASSNEY LN W | WESTGATE | MANCHACA RD | SHARED LANE | BIKELANE | 3,431 | 4 SW-3 GS-13-9-27 M-9-12-4.5 SW | 35 | |
| 76.02 | STASSNET LIN W | CONGRESS AVE | IH 35 | BIKE LAINE | BIKE LAINE | 4.162 | 6 SW-4 GS-4 BL-10-10-10-10 M-10-10-10-4 BL-3 M-5 S | 33 | |
| 76.04 | STASSNEY LN E | IH 35 | PONCIANA | SHARED LANE | BIKE LANE | 2,324 | 6 SW-10-11-17M-12-10-6SW | | - |
| 76.05 | STASSNEY LN E | | DOVE SPRINGS | SHARED LANE | BIKELANE | 607 | 4 SW-14 GS-11-12-14M-12-11- GS-4 SW | | |
| 76.06 | STASSNET LINE | PLEASANT VALLEY | NUCKOLS CROSSING | SHARED LANE | BIKE LAINE | 4,000 | 4 SW-6 GS-10-11-17 M-12-10 | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 15 of 33 Page 15 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|--------------------------------|-------------------------|------------------------|-------------------|-------------------------|-------------|---|-----------------|----------------|
| 76.08 | STASSNEY LN E | NUCKOLS CROSSING | TERI | SHARED LANE | BIKE LANE | 2,847 | 10-11-17-11 | | |
| 76.09 Route 77 | STASSNET LINE | IERI | BURLESON | SHARED LAINE | BIKE LAINE | 7,170 | 8 SW-5 GS-12-10-17 M-11-11-8 GS-5 SW | | |
| 77.01 | PARSONS RD | LITTIG | LAKE HURON DR | NO ROAD | BIKE LANE | 9,009 | | | |
| 77.02 | TAYLOR LN | LAKE HURON | LAKE MICHIGAN | NO ROAD | BIKE LANE | 1,719 | | | |
| 77.03 | | | TAYLOR LN | SHARED LANE | BIKE LANE | 2,402 | 12-CL-12 | | |
| 77.04 | TAYLOR LN | BLAKE MANOR | FM 969 | WIDE SHOULDER | BIKE LANE | 18,390 | 10SH-11-CL-11-10SH | | |
| 77.07 | DUNLAP RD | FM 969 | DEAD END | SHARED LANE | BIKE LANE | 15,601 | 12-CL-12 | | |
| 77.08 | | DUNLAP RD S | NORWOOD SH 71 F | | BIKELANE | 3,623 | 15-CL-15 | | |
| 77.10 | NEW ROAD | SH 71 E | PEARCE LN | NOROAD | BIKE LANE | 13,624 | | | |
| 77.11 | NEW ROAD | PEARCE | FAGERQUIST RD | NOROAD | BIKE LANE | 6,245 | | | |
| 77.13 | PETERSON RD | FAGERQUIST RD FM 812 | HOKANS | SHARED LANE | BIKELANE | 5.926 | 12-CI-12 | | |
| 77.14 | HOKANSON RD | BECKER | PETERSON | SHARED LANE | BIKE LANE | 432 | 11-CL-11 | | |
| 77.15 | BECKER LN | HOKANS | REYNERO | SHARED LANE | BIKE LANE | 4,140 | 21 UNMARKED | | |
| 77.17 | MAHA LOOP RD | EILERS | MAHA RD | SHARED LANE | BIKE LAINE | 4,298 | 12-CL-12 | | |
| Route 78 | | | | | | | · · · · · · · · · · · · · · · · · · · | | |
| 78.01 | SPEER LN | EMERALD FOREST | COOPER | BIKE LANE | BIKE LANE | 1,216 | 4 SW-3 GS-4.5 BL-37-4.5 BL-3 GS-5 SW | | |
| 78.02 | EBERHART LN | COOPER \$ 15T ST | S 1ST ST | BIKE LANE | BIKELANE | 1,131 | 5 SW-20-CL-21-5 SW | | |
| Route 79 | | 3 131 31 | CONORESTATES | Dire er inte | DIREEDIRE | 0,002 | | | |
| 79.01 | BLAKE MANOR RD | HAMILTON POINT CIR | TAYLOR LN | WIDE CURB | BIKE LANE | 15,206 | 15-CL-15 | | |
| 79.02 | BLAKE MANOR RD | TAYLOR LN | BURLESON MANOR | SHARED LANE | BIKE LANE | 6,946 | 12-CL-12 | | |
| 79.03 | BURLESON MANOR RD | FM 969 | BUCK LN | NO ROAD | BIKE LANE | 12,775 | 15-CL-15 | | |
| 79.05 | BUCKIN | | 7000 FEET FROM E SH 71 | SHARED LANE | BIKELANE | 797 | 10-CL-10 | | |
| | booker | | WB | STITULED ET THE | Dire Dire | ,,,, | | | |
| 79.06 | BUCK LN | WB | SH 71 E WB | SHARED LANE | BIKE LANE | 7,095 | 12-CL-12 | | |
| 79.07 | WOLF LN | SH 71 E WB | MEURER LN | SHARED LANE | BIKE LANE | 9,520 | 12-CL-12 | | |
| 79.08 | WOLF LN | MEURER LN | PEARCE LN | WIDE SHOULDER | BIKE LANE | 7,838 | 6SH-9-CL-9-6SH | | |
| Roule 80 | | | | | | | | | |
| 80.01 | WILLIAM CANNON DR W | SOUTHWEST PKWY | US 290 W | SHARED LANE | BIKE LANE | 9,045 | 6 SW-11-12-11-13 M-11-12-11-6 SW | | |
| 80.02 | WILLIAM CANNON DR W | US 290 W | BRODIE | SHARED LANE | BIKE LANE | 14,928 | 5 SW-10-12-12-10 M-12-12-11-5 SW | 72 | |
| 80.03 | WILLIAM CANNON DR W | BRODIE LN | WESTGATE BLVD | SHARED LANE | BIKE LANE | 5,509 | 4 SW-10 GS-10-11-11 TL-30 M-11-10-3 GS-6 SW | | |
| 80.04 | | WESTGATE | | | RIKELANE | 3 209 | 4 SW-4 GS-10-11-40 M-11-10-2 GS-6 SW | 34 | |
| 00.04 | WILLIAM CANNON DR W | WESIGAIL | MANCHACARD | SHARED LAINE | DIKE LAINE | 3,207 | 4 300-4 63-10-11-40 /01-11-10-2 63-6 300 | 36 | |
| 80.05 | WILLIAM CANNON DR W | MANCHACA RD | EMERALD FOREST | SHARED LANE | BIKE LANE | 4,539 | 8 SW-17-10-14-10 TL-4 M-11-11-10-8 SW | 36 | |
| 80.06 | WILLIAM CANNON DR W | EMERALD FOREST | S 1ST ST | SHARED LANE | BIKE LANE | 2,053 | 4 SW-4 GS-10-11-11-10 M-11-11-10-5 SW | 36 | |
| 80.07 | WILLIAM CANNON DR W | S 1ST ST | CONGRESS AVE | SHARED LANE | BIKE LANE | 3,385 | 4 SW-4 GS-10-11-11-22 M-11-11-10-15 M-4 SW | 36 | |
| 80.08 | WILLIAM CANNON DR E | CONGRESS AVE | CIRCLE S | SHARED LANE | BIKE LANE | 450 | 6 SW-14-10-11-5 M-13 TL-11-11-10-5 SW | | |
| 80.09 | WILLIAM CANNON DR E | CIRCLE S | IH 35 | SHARED LANE | BIKE LANE | 2,306 | 6 SW-10-11-10-15 M-11-11-9-6 SW | | |
| 80.10 | WILLIAM CANNON DR F | IH 35 | BI UFF SPRINGS | SHARED LANE | BIKELANE | 1.138 | 4 SW-6 GS-12-12-11-5 M-10 II-12-12-12-6 SW | 33 | |
| 80.11 | | | | SHARED LANE | BIKELANE | 7 861 | 6 SW-3 GS-12-12-12-15 M-12-12-12-5 GS-4 SW | | |
| 80.12 | | | | | BIKELANE | 4 776 | 7 SW-15-25 M-15 M-13-12-16-7 SW | | Y |
| 90.12 | | | | | | 1,029 | 4 SW 5 CS 10 11 M 19 M 5 M 11 11 | | v |
| 90.14 | | | | | | 2 710 | / SW 9 10 10 A 10 / | | v |
| 00.14 | WILLIAM CANNON DR E | RUNNING WATER | DEE GABRIEL COLLINS | WIDE SHOULDER | | 3,710 | 6 3W-0-12-12 W-12-6 | | I V |
| 80.15 | (AMATP) DEE GABRIEL COLLINS | MCKINNEY FALLS PKWY. | RD. | | BIKE LANE | 9,711 | 5B-12-12-12-23MED-12-12-12-5B* | | ř |
| 80.16 | RD | MCKINNEY FALLS PKWY. | 05 183 | SHARED LANE | BIKE LANE | 11,48/ | 13.5-CL-13.5 | | |
| Route 82 | 010015.00 | | 110,000,111 | | | (001 | | | |
| 82.01 | SCENIC BROOK DR | US 290 W | FENTON DR. | WIDE CURB | BIKE LANE | 1,598 | 12-CL-17 | | |
| 82.03 | SCENIC BROOK DR | FENTON DR. | SOUTHBROOK DR. | WIDE CURB | BIKE LANE | 3,350 | 5SW-20.5-CL-20.5-5SW | | |
| 82.04 | SOUTH BROOK DR | OAK MEADOW DR. | SCENIC BROOK | SHARED LANE | SHARED LANE | 2,832 | 27 UNMARKED | | |
| 82.05 | CONVICT HILL RD | US 290 W | ESCARPMENT BLVD | WIDE CURB | BIKELANE | 2,054 | 20-CI-20 | | |
| 82.07 | CONVICT HILL RD | ESCARPMENT BLVD | CHARLES SCHREINER | WIDE CURB | BIKE LANE | 992 | 24-CL-23-8 GS-4 SW | 63 | |
| 82.08 | CONVICT HILL RD | CHARLES SCHRIENER | BECKETT RD | WIDE CURB | BIKE LANE | 2,937 | 4 SW-3.5 GS-19-CL-22-3.5 GS-4 SW | 63 | |
| 82.09 | CONVICT HILL RD | WOODCREFK | BRUSH COUNTRY RD | SHARED LANE | BIKELANE | 3.003 | 6 SW-21-CL-20-3 GS-4 SW 12-CL-11 | 63 | |
| 82.11 | LATTA DR | CONVICT HILL | ISLANDER | SHARED LANE | SHARED LANE | 1,185 | 9-11-CL-11-9-6 SW | 63 | |
| 82.12 | ISLANDER DR | | CLARNO | SHARED LANE | SHARED LANE | 1,825 | 4 SW-3 GS-27 | 63 | |
| 82.14 | COPANO DR | CLARNO | ESKEW | WIDE CURB | WIDE CURB | 858 | 4 SW-3 GS-20-CL-21-3 GS-4 SW | 63 | |
| 82.15 | ESKEW DR | CAPANO | CROFTWOOD | WIDE CURB | WIDE CURB | 3,269 | 4 SW-3 GS-20-CL-21-3 GS-4 SW | 63 | |
| 82.16 | CROFTWOOD DR | ESKEW | WOODHAM | WIDE CURB | WIDE CURB | 1,141 | 4 SW-3 GS-21-CL-20-3 GS-4 SW | 63 | |
| 82.18 | HOLT DR | WOODHAM | HARPER'S FERRY | SHARED LANE | SHARED LANE | 286 | 27-3 GS-4 SW | 63 | |
| 82.19 | HARPERS FERRY LN | HOLT | BRODIE LN | SHARED LANE | SHARED LANE | 1,212 | 27-3 GS-4 SW | 63 | |
| 82.20 | HARPERS FERRY LN | BRODIE LN. | LONGVIEW PARK | WIDE CURB | WIDE CURB | 2,778 | 4 SW-3 GS-20-CL-21-4 GS-4 SW | 63 | |
| 82.23 | BRISBANE RD | WESTGATE | SEMINARY RIDGE | SHARED LANE | SHARED LANE | 919 | 4 SW-3.5 GS-27 | 63 | |
| 82.24 | SEMINARY RIDGE DR | BRISBANE | MANASSAS | WIDE CURB | WIDE CURB | 592 | 4 SW-3 GS-21-CL-20-3 GS-4 SW | 63 | |
| 82.25 | MANASSAS DR | SEMINARY RIDGE | WESTGATE BLVD | WIDE CURB | WIDE CURB | 2 366 | 4 SW-3 GS-21-CL-20-2 GS-4 SW 41-5 SW | 63 | |
| 82.27 | WHISPERING WINDS DR | WHISPERING OAKS DR | TWISTED OAKS | SHARED LANE | SHARED LANE | 324 | 4 SW-4 GS-27-4 GS-4 SW | 63 | |
| 82.28 | TWISTED OAKS DP | WHISPERING WINDS DP | | SHAREDIANE | SHARED LANE | 303 | 4 SW-4 CS-27-4 CS-4 SW | 43 | - |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 16 of 33 Page 16 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|------------------------|----------------------|-------------------|-------------------------|----------------|---|-----------------|----------------|
| 82.29 | MATTHEWS LN | TWISTED OAKS DR | MANCHACA RD | SHARED LANE | SHARED LANE | 2,076 | 4 SW-4 GS-27-2 GS-4 SW | 63 | |
| 82.30 | MATTHEWS LN | MANCHACA RD | CANNONLEAUE | WIDE CURB | WIDE CURB | 409 | 17-CL-16-5 SW | 63 | |
| 82.31 | MATTHEWS LN | CANNONLEAGUE | WOODHUE DR | WIDE CURB | WIDE CURB | 1,003 | 4 SW-4 GS-17-CL-16-4 GS-4 SW | 63 | |
| 82.32 | MATTHEWS LN | WOODHUE | FOREST WOOD | SHARED LANE | SHARED LANE | 1,129 | 4.5SW-19-CL-12 | | |
| 82.33 | MATTHEWS LN | FORESTWOOD DR | COOPER LN | WIDE CURB | WIDE CURB | 2,177 | 18-CL-17-2 GS-4 SW | 63 | |
| 82.34 | COOPER LN | MATHEWS LN | DITTMAR | SHARED LANE | SHARED LANE | 3,092 | 21 UNMARKED | 63 | |
| 82.41 | QUICKSILVER BLVD | BLUFF SPRINGS RD. | SIVERSTONE DR. | WIDE CURB | BIKE LANE | 2,379 | 22.5-CL-22.5 | | |
| 82.42 | SILVERSIONE DR | QUICKSIVER BLVD. | QUICKSIVER BLVD. | WIDE CURB | WIDE CURB | 1,/21 | 14-CL-14 | | - |
| 02.43 | | SIVERSIONE DR. | FLEASAINI VALLET KD. | WIDE CURD | DINE LAINE | 2,179 | 22-01-22 | | |
| 82.50 | RD | SALT SPRINGS | RUNNING WATER | WIDE CURB | WIDE CURB | 1,070 | 4 SW-3 GS-21-CL-21-5 GS-5 SW | | |
| 00 E1 | COLTON BLUFF SPRINGS | | | | | 4 500 | 4 SWI 2 CS 21 CL 21 5 CS 5 SWI | | |
| 82.51 | RD | RUNNING WATER | MCKINNEY FALLS PKWY | WIDE CORB | WIDE CORB | 4,522 | 4 SW-3 GS-21-CL-21-5 GS-5 SW | | |
| 82 52 | COLTON BLUFF SPRINGS | MCKINNEY FALLS PKWY | ENA 1426 | | BIKELANE | 11.074 | 13-CI-11 | | |
| 02.52 | RD | MCRINNET FALLS FROM T. | 11020 | SHARED LAINE | DIRE LAINE | 11,070 | 13-02-11 | | |
| Route 84 | | | | | | | | | |
| 84.02 | DAVIS LN | CLAIRMONT DR. | ESCARPMENT BLVD | SHARED LANE | BIKE LANE | 1,730 | 13-13-16MED-13-13 | | |
| 84.03 | DAVIS LN | ESCARPMENT BLVD | BECKEII | SHARED LANE | BIKELANE | 2,828 | 6 SW-13-11-20M-11-13-6 SW | | |
| 84.04 | DAVIS LN | BECKEII | MOPAC | SHARED LANE | BIKE LAINE | 2,581 | 6 SW-13-11-20M-11-13-6 SW | | |
| 84.05 | DAVIS LN | MOPAC EXPY S SVRD SB | S MOPAC EXPY SVRD NB | WIDE CURB | BIKE LANE | 438 | 14-14-14-CL-14-14 | | |
| | | | | | | | | | |
| 84.06 | DAVIS LN | MOPAC EXPY S SVRD NB | CORRAN FERRY | SHARED LANE | BIKE LANE | 3,762 | 11.5-11.5-22MED-11.5-11.5 | | |
| 84.07 | DEER LN | CORRAN FERRY | BRODIE | WIDE CURB | BIKE LANE | 4,015 | 15-CL-15 | | |
| 84.08 | DAVIS LN | BRODIE | GUIDEPOST/LEO | SHARED LANE | BIKE LANE | 3,923 | 11-CL-11 | | |
| 84.09 | GUIDEPOST TRL | DAVIS | CURLEW | SHARED LANE | BIKE LANE | 946 | 11-CL-11 | | |
| 84.10 | GUIDEPOST TRL | CURLEW | LEO | SHARED LANE | SHARED LANE | 668 | 11-CL-12 | | |
| 84.11 | LEU SI | GUIDEPOSI | | SHARED LANE | SHAKED LANE | 1,040 | 12-CL-11 | | |
| 04.12 84.13 | DITTMAR RD W | | | BIKELANE | BIKELAINE | 3,2// 3,741 | 6 SW-6 BL-11-19 M-12-4 BL-6 SW | 100 | |
| 84.14 | DITTMAR RD W | FOREST WOOD | PALACE PKWY | BIKE LANF | BIKE LANF | 931 | 6SW-5BL-12-22.5M-12-5BI-6SW | 100 | |
| 84.15 | DITTMAR RD W | FOREST WOOD | COOPER | BIKE LANE | BIKE LANE | 2,418 | 5 SW-7 GS-5 BL-13-13 M-17-5 BL-6 SW | 100 | |
| 84.16 | DITTMAR RD W | COOPER | S 1ST ST | BIKE LANE | BIKE LANE | 663 | 5 SW-3 GS-5 BL-12-19 M-12-5 BL-6 SW | 100 | |
| 84.17 | DITTMAR RD W | S 1ST ST | PEACEFUL HILL | WIDE CURB | BIKE LANE | 1,799 | 20-CL-21-2GS-4SW | | |
| 84.18 | DITTMAR RD W | LUNAR | PEACEFUL HILL | WIDE CURB | BIKE LANE | 335 | 5SW-20.5-CL-21-5SW | | |
| 84.19 | DITTMAR RD W | LUNAR | CONGRESS AVE S | SHARED LANE | BIKE LANE | 1,391 | 21 UNMARKED | | |
| 84.20 | DITTMAR RD E | CONGRESS AVE | CIRCLE S | SHARED LANE | BIKE LANE | 524 | 22 UNMARKED | | |
| 84.21 | BRANDI RD | SLAUGHIER LN. | BLUFF SPRINGS RD. | SHARED LANE | SHARED LANE | 2,180 | 12-CL-12 | | |
| 84.22 | NUCKOLS CROSSING RD | OLD LOCKHART RD. | PLEASANT VALLEY | SHARED LANE | SHARED LANE | 2,426 | 11.5-CL-11.5 | | |
| 84.23 | NUCKOLS CROSSING RD | PLEASANI VALLEY | THAXION RD. | SHARED LANE | BIKE LANE | 3,510 | 11.5-CL-11.5 | | |
| 84.24 | THAXTON RD | NUCKOLS CROSSING RD. | COULVER RD. | WIDE CURB | BIKE LANE | 7,572 | 15-CL-15 | | |
| 84 01 | | ENA 1994 | MORAC | | RIVELANE | 12 404 | 4.5.5W 2.C5.11.20.28 M 12.11.2.C5.4.5W | | |
| 86.02 | SLAUGHTER IN W | MOPAC | BRODIE | SHARED LANE | BIKELANE | 8.816 | 6 SW-11-11-36 M-11-11-3 GS-6 SW | | - |
| 86.03 | SLAUGHTER IN W | BRODIE | ROCHELLE DR | BIKELANE | BIKELANE | 2 906 | 5 SW-6 BI-14-13-13 M-13-14-6 BI-12 GS-6 SW | | - |
| 86.04 | SLAUGHTER LN W | ROCHELLE DR | MANCHACA RD | BIKE LANE | BIKE LANE | 6,407 | 5 SW-4 BL-12-20-4 M-11-12-4 BL-3 GS-4 SW | | |
| 86.05 | SLAUGHTER LN W | MANCHACA RD | S 1ST ST | BIKE LANE | BIKE LANE | 8,009 | 5 SW-5 BL-10-11-10-3 M-9 TL-12-11-9-4 BL-5 SW | | |
| 86.06 | SLAUGHTER LN W | S 1ST ST | FRANCIA TRL | BIKE LANE | BIKE LANE | 1,685 | 6 SW-4 BL-9-13-10-13 M-11-11-11-4 BL-5 SW | | |
| 86.07 | SLAUGHTER LN W | FRANCIA TRL | IH 35 | BIKE LANE | BIKE LANE | 3,089 | 5 SW-4 BL-11-11-12-9 TL-3 M-11-11-11-4 BL-5 SW | | |
| 86.08 | SLAUGHTER LN W | IH 35 SB SVRD | IH 35 NB SVRD | SHARED LANE | BIKE LANE | 614 | 14-12-14 M-14-12 | | |
| 86.09 | SLAUGHIER LN E | IH 35 NB SVRD | BRANDI | SHARED LANE | BIKE LANE | 4,660 | 14-12-14 M-14-12 | | |
| 86.10 | | | | | WIDE SHOULDER | 4,084 | 14-12-14 M-14-12 5P 10 10 10 0204ED 10 10 10 5P* | | |
| 86.12 | MOORE RD | THAXTON RD | FM 973 | NO ROAD | BIKELANE | 15 913 | 5B-12-12-12-23MED-12-12-12-5B* | | |
| 86.13 | MOORE RD | FM 973 | MAHA LOOP RD. | WIDE CURB | BIKE LANE | 12,539 | 15-CL-15 | | |
| Route 88 | | | | | | | | | |
| 88.01 | SPRUCE CANYON DR | FM 1826 | SH 45 | WIDE CURB | BIKE LANE | 8,319 | 25-CL-25 | | |
| 88.02 | GEORGIAN OAKS DR | SPRUCE CANYON DR. | WALEBRIDGE LN. | WIDE CURB | BIKE LANE | 2,582 | 20-CL-20 | | |
| 88.03 | WAY LN | WALEBRIDEGE LN. | SOUTH BAY LN. | WIDE CURB | BIKE LANE | 397 | 21.5-CL-21.5 | | |
| 88.04 | SOUTH BAY LN | WAY LN. | GORHAM GLEN LN. | WIDE CURB | BIKE LANE | 3,885 | 20-CL-20 | | |
| 88.10 | AKIERIAL 11 | MUPAC EXPY. | STORMY RIDGE RD. | SHARED LANE | BIKELANE | 6,922 | 11-CL-11 | | |
| 88 10 | SESBANIA DR | BRODIE I N | BELLOWS FALLS AVE | | WIDE CLIRE | 2,//8 | 20-CL-20 | | |
| 88.13 | BELLOWS FALLS AVE | SESBANIA DR. | ALSATIA DR. | WIDE CURB | WIDE CURB | 1.314 | 37 UNMARKED | | - |
| 88.14 | ALSATIA DR | BELLOWS FALLS AVE. | CURRIN LN. | WIDE CURB | WIDE CURB | 1,721 | 17.5-CL-17.5 | | |
| 88.15 | CURRIN LN | ALSATIA DR. | MASON DELLS LN. | WIDE CURB | WIDE CURB | 752 | 17.5-CL-17.5 | | - |
| 88.16 | MASON DELLS LN | CURRIN LN. | KINGSGATE DR. | WIDE CURB | WIDE CURB | 1,496 | 20-CL-20 | - | |
| 88.17 | KINGSGATE DR | MASON DELLS LN | RAVENSCROFT DR. | WIDE CURB | WIDE CURB | 300 | 20-CL-20 | | |
| 88.18 | RAVENSCROFT DR | KINGSGATE DR. | DESCO RD. | WIDE CURB | WIDE CURB | 1,379 | 20-CL-20 | | |
| 88.19 | | DESCO DR. | | | WIDE CURB | 2 052 | 20-CL-20 | | |
| 88 21 | CHAPPELLIN | CITY LIMIT | | | WIDE SHOULDER | 2,000 | PRIVATE UNPAVED | | |
| 88.23 | CHAPPELL LN | SLAUGHTER CREEK DR. | WATCHFUL FOX DR. | SHARED LANE | WIDE SHOULDER | 628 | 24 UNMARKED | | |
| 88 25 | | GRIZZI Y OAK DR | S 1ST ST. | WIDE CURB | BIKFLANF | 1 492 | 15-CI-15 | | |
| 89.74 | | | н 35 | NOROAD | BIKELANE | 2 027 | | | |
| 88.27 | ONION CREEK PKWY | OLD SAN ANTONIO RD. | IH 35 | SHARED I ANF | BIKE LANF | 2,03/ | 12-12-CL-12 | | |
| 88.28 | ONION CREEK PKWY | IH 35 | PINEHURST DR. | WIDE CURB | BIKE LANE | 897 | 15-15-16MED-15-15 | | |
| 88.29 | PINEHURST DR | ONION CREEK PKWY. | RIVER PLANTATION DR | WIDE CURB | WIDE CURB | 6,249 | 22-CL-22 | | |
| 88.30 | RIVER PLANTATION DR | PINEHURST DR. | BRADSHAW RD. | WIDE CURB | WIDE CURB | 6,711 | 23.5-CL-23.5 | | |
| 88.31 | OLD LOCKHART RD | SLAUGHTER LN. | FM 1625 | SHARED LANE | BIKE LANE | 8,966 | 13-12-CL-12-13 | | Y |
| 88.32 | COULVER | OLD LOCKHART RD. | THAXTON | NOROAD | BIKE LANE | 5,122 | 12-CL-12* | | - |
| 88.33 | | IHAXION | FM 1625 | SHARED LANE | BIKE LANE | 7,720 | 12.5-CL-12.5 | | |
| 88 35 | | 115 183 | VON QUINTUS PD | SHARED LANE | BIKELANE | 0,1// | 11-CL-11 | | |
| 88.36 | VON QUINTUS RD | MAHA LOOP RD. | MAHA LOOP RD. | SHARED LANF | BIKE LANE | 691 | 12.5-CL-12.5 | | |
| 88.37 | MAHA LOOP RD | VON QUINTUS RD. | SCHRIBER RD. | SHARED LANE | BIKE LANE | 8,101 | 12.5-CL-12.5 | _ | |
| Route 90 | | | | | | | | | |
| 90.01 | LA CROSSE AVE | SPRUCE CANYON DR. | NATICK LN | BIKE LANE | BIKE LANE | 6,275 | 24-CL-24 | | |
| 90.02 | LA CROSSE AVE | NATICK LN | ESCARPMENT BLVD | WIDE CURB | BIKE LANE | 2,827 | 24-CL-24 | | |
| 90.03 | LA CROSSE AVE | DAHL GREEN | ESCARPMENT | WIDE CURB | BIKE LANE | 1,720 | 6SW-7GS-22-9TL-7.5M-16-5SW | | |
| 70.04 | LA CRUSSE AVE | DARL GREEN | MUPAC | WIDE CURB | DIKE LAINE | 1,862 | J3 VY-Z1-1/.J/VI-Z1-J3 VY | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 17 of 33 Page 17 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|--------------------------------|--------------------------------|-------------------------------|------------------------|----------------------------|--------------|--|-----------------------------|
| 90.05 90.06 | LA CROSSE AVE LA CROSSE AVE | SB MOPAC EXPY. MOPAC | NB MOPAC EXPY. END OF ROAD | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 462 2,090 | 16-16-CL-16-16 21-9M-18.5-5 | |
| 90.07 | BLUESTAR DR | LUVORA CV. | SUNDROP VALLEY DR. | WIDE CURB | WIDE CURB | 1,628 | 15-CL-15 | |
| 90.08 Poute 10 | SUNDROP VALLEY DR | BLUESTAR DR. | LA CROSSE AVE. | SHARED LANE | BIKE LANE | 284 | 12-12-14MED-12-12 | |
| 101.01 | QUINLAN PARK RD | FM 620 | RIVER BEND RD. | WIDE CURB | BIKE LANE | 28,898 | 20-10MED-20 | |
| 101.02 | STEINER RANCH BLVD | FM 620 | QUINLAN PARK RD N | WIDE CURB | BIKE LANE | 10,701 | 20-CL-20 | 86 |
| Route 10 | | | | | RIVELANIE | 590 | 12 12 12TI MED | |
| 102.01 | AVERY RANCH BLVD | US 183A SB SVRD | US 183A NB SVRD | SHARED LANE | BIKE LANE | 423 | 12-12-12TL-MED | |
| 102.03 | AVERY RANCH BLVD | US 183 | O CONNOR DR | SHARED LANE | BIKE LANE | 21,269 | 12-12-MED | |
| Route 10 | | | EN4 420 | | RIVELANIE | 2.004 | 11 11 MED | |
| 103.02 | BOULDER LN | MEDIAN ENDS | CROSSLAND | WIDE CURB | BIKE LANE | 8,155 | 20-CL-20 | |
| 103.03 | BOULDER LN | FM 620 | MEDIAN ENDS | SHARED LANE | BIKE LANE | 1,078 | 12-12-42MED-12-12 | |
| 103.04 | RIVER PLACE BLVD | FM 620 FM 2222 | FOUR POINTS | SHARED LANE | BIKE LANE BIKE LANE | 4,1/0 | 13.5-13.5-11MED-13.5-13.5 13-14-13 MED -14-14 | |
| 103.06 | VISTA PARKE DR | FM 620 | WILSON PARK AVE | WIDE CURB | WIDE SHOULDER | 3,153 | 58 UNMARKED | |
| 103.07 | WILSON PARKE AVE | FM 620 | DEAD END / CITY LIMIT | SHARED LANE | BIKE LANE | 6,051 | 11-11-MED-11-11 | |
| 104.01 | AKELINE BLVD S | US 183 | FM 1431 | SHARED LANE | BIKELANE | 25.300 | 12-12- MED -12-12 | |
| 104.02 | LAKELINE BLVD | US 183 | STONEHEDGE DR | SHARED LANE | BIKE LANE | 3,247 | 12-12-12-18MED-12-12-12 | |
| 104.03 | LAKELINE BLVD | STONEHEDGE DR | LYNDHURST ST | SHARED LANE | BIKE LANE | 5 133 | 13-CL-13 | |
| 104.05 | LAKELINE BLVD | MEDIAN | W PARMER LN | SHARED LANE | BIKE LANE | 1,013 | 13-CL-13 | |
| 104.06 | NEENAH AVE | PARMER LN | OLIVE HILL | SHARED LANE | BIKE LANE | 1,537 | 13.5-13.5-16MED-13.5-13.5 | |
| 104.07 | NEENAH AVE | END OF ROAD | END OF ROAD | NO ROAD | BIKE LANE | 4,723 | 5B-12-12-12CTL-12-12-5B* | |
| 104.09 | NEENAH AVE | END OF ROAD | GREAT OAKS | WIDE CURB | BIKE LANE | 3,115 | 23.5-CL-23.5 | |
| Route 10 | 5 | | 110.100.1 | | DIVELANE | 1.007 | 10 10 10 01 10 10 10 | |
| 105.01 | LAKELINE MALL DR | US 183A | PECAN PARK | SHARED LANE | BIKE LAINE | 1,92/ | 12-12-12-MED-12-12-12 | |
| 105.03 | PECAN PARK BLVD | LAKELINE MALL DR | FM 620 | WIDE CURB | BIKE LANE | 2,609 | 15-15-24MED-15-15 | |
| 105.04 | PECAN PARK BLVD | FM 620 | US 183 | SHARED LANE | BIKE LANE | 3,485 | 12-12-30MED-12-12 | |
| 105.06 | LAKE CREEK PKWY | US 183 | PECAN PARK | SHARED LANE | BIKE LANE | 1,710 | 10-10-10-21MED-10-10-10 | |
| 105.07 | LAKE CREEK PKWY | FM 620 | US 183 | BIKE LANE | BIKE LANE | 8,852 | 4BL-15- 18MED-15-4BL | |
| 107.01 | | | TEYAS PLUME | | | 975 | 10-CL-10 | |
| 107.02 | TEXAS PLUME RD | DK RANCH RD | CITY LIMIT | WIDE CURB | BIKE LANE | 420 | 18.5-CL-18.5 | |
| 107.03 | TEXAS PLUME RD | CITY LIMIT | YAUPON | WIDE CURB | BIKE LANE | 154 | 18.5-CL-18.5 | |
| Route 10 | 9 | TEXAS FLOME | SFICEWOOD SFRINGS | WIDE CORB | DIKE LAINE | 11,7// | 23-CL-23 | |
| 109.01 | BARTON CREEK BLVD | FM 2244 | FURLONG DR. | WIDE CURB | BIKE LANE | 838 | 20-23MED-20 | |
| 109.02 | BARTON CREEK BLVD | FURLONG DR. | LOST CREEK BLVD. | WIDE CURB | BIKE LANE | 14,237 | 15-14CTL-15 | |
| 109.03 | TRAVIS COOK RD | SOUTHWEST PKWY | OLD BEE CAVES RD. | SHARED LANE | BIKE LANE | 2,554 | 11-CL-11 | |
| 109.05 | FLETCHER LN | OLD BEE CAVES RD. | SH 71 W | SHARED LANE | SHARED LANE | 1,206 | 12-CL-12 | |
| 109.06 Route 11 | | SH / I W | SCENIC BROOK DR. | WIDE CURB | WIDE CURB | 3,532 | 22-CL-22 | |
| 110.01 | ANDERSON MILL RD | FM 620 | SPICEWOOD PKWY | SHARED LANE | BIKE LANE | 7,094 | 12-12-14MED-12-12 | |
| 110.02 | ANDERSON MILL RD | SPICEWOOD PKWY | SWALLOW DR | SHARED LANE | BIKE LANE | 2,192 | 11-11-CL-11-11 | |
| 110.03 | ANDERSON MILL RD | US 183 | POND SPRINGS RD | SHARED LANE | BIKE LANE | 3,328 | 13-12-13 CTL-12-13 | |
| 110.05 | ANDERSON MILL RD | POND SPRINGS RD | PARMER LN W | WIDE CURB | BIKE LANE | 10,599 | 15-15-17MED-15-15 | |
| 110.06 | ANDERSON MILL RD | PARMER LN W | END OF ROAD | SHARED LANE | BIKE LANE | 3,016 | 11.5-CL-11.5 | |
| 110.07 | (EXTENSION) | END OF ANDERSON MILL | GRAND AVENUE PKWY | NO ROAD | BIKE LANE | 21,987 | 5B-12-12-12CTL-12-5B* | |
| 110.08 | GRAND AVENUE PKWY | END OF GRAND AVENUE | BRATTON | NO ROAD | BIKE LANE | 2,261 | 5B-12-12-12CTL-12-12-5B* | |
| 110.09 | GRAND AVENUE PKWY | BRATTON | VISION | SHARED LANE | BIKE LANE | 4,071 | 10-10-32MED-10-10-10 | |
| 110.10 | VISION DR | GRAND AVENUE | FM 1825 | WIDE CORB | WIDE SHOULDER | 2,937 | 19-CL-19 | |
| 110.15 | CAMERON RD | PECAN ST E | FUCHS GROVE | SHARED LANE | BY CITY OF PFLUGERVILLE | 11,765 | 13.5-CL-13.5 | |
| Route 11 | 4 | | | | | | | |
| 114.01 | MC NEIL DR | US 183 | | SHARED LANE | BIKE LANE | 5,613 | 12-12-10 CTL -12-12 | |
| 114.02 | MC NEIL DR | AMARILLO | CITY LIMIT | WIDE CURB | BIKE LANE | 2,046 | 12-12-10 MED -12-12 15-15-21MED-15-15 | |
| 114.04 | MC NEIL DR | CITY LIMIT | HOWARD LN W | SHARED LANE | BIKE LANE | 5,499 | 13.5-13.5-22MED- 13.5-13.5 | - |
| 114.05 | HOWARD LN W | MCNEIL | MOPAC | SHARED LANE | BIKE LANE | 8,169 | 13.5-13.5-13MED-13.5-13.5 | |
| 114.06 | WELLS BRANCK PKWY W | MOPAC | IH 35 | SHARED LANE | BIKE LANE | 11,889 | 11-11-69MED-11-11 | |
| 114.07 | WELLS BRANCK PKWY W | IH 35 APPROX 3900 FEET E OF | IH 35 | WIDE CURB | BIKE LANE | 1,942 | 16-16-29MED-16-16 | |
| 114.08 | WELLS BRANCK PKWY W | IH 35 | HEATHERWILDE | SHARED LANE | BIKE LANE | 4,023 | 13-CL-13 | |
| 114.09 | WELLS BRANCH PKWY E | HEATHERWILDE | TUDOR HOUSE | NO ROAD | BIKE LANE | 4,292 | 5B-12-12-12-23MED-12-12-12-5B* | |
| 114.11 | WELLS BRANCH PKWY E | IMMANUEL | KILLINGSWORTH LN | WIDE CURB | by City of Pflugerville | 3,241 | 20-CL-20 | |
| 114.12 | KILLINGSWORTH | WELLS BRANCH PKWY | CAMERON RD | SHARED LANE | BIKE LANE | 11,040 | 11.5-CL-11.5 | |
| 114.13 | GREGG MANOR RD | CAMERON RD | 2000 FT E OF CAMERON | WIDE CURB | BIKE LANE | 1,994 | 16.5-CL-16.5 | |
| 11414 | GREGGIN | | | | BIKELANE | 3 558 | 5B-12-12-12-23MED-12-12-12-58* | |
| 114.14 | | | | | | 0,000 | 15 00 12-12-12-20191LD-12-12-12-3D | |
| 114.15 | GREGG LN | FUCHS GROVE | END OF EXISTING ROAD | WIDE CURB | BIKE LANE | 3,948 | | |
| Route 11 | 5 | | | | | | | |
| 115.01 | KEPUBLIC OF TEXAS BLVD | IKAVIS COUNIRY CIR. | MISSION OAKS BLVD. | WIDE CURB | BIKE LANE | 5,732 | 21-CL-21 | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|-----------------------------|-------------------------------|-------------------------------|-------------------|-------------------------|-------------|--|-----------------------------|
| 115.02 | MISSION OAKS BLVD | REPUBLIC OF TEXAS BLVD. | SOUTHWEST PKWY. | WIDE CURB | BIKE LANE | 948 | 26-CL-26 | |
| 115.03 | INDUSTRIAL OAKS BLVD | SOUTHWEST PKWY | US 290 W | NO ROAD | BIKE LANE | 2,109 | 15-15-CL-15-15* | |
| 115.04 | MONTEREY OAKS BLVD | US 290 W SVRD WB | US 290 W SVRD EB | WIDE CURB | BIKE LANE | 330 | 15-15-CL-15-15 | |
| 115.05 | BRUSH COUNTRY RD | SCHOOL | MOPAC MONTEREY OAKS BI VD | SHARED LANE | BIKELANE | 5,047 | PRIVATE DRIVE | |
| 115.08 | BRUSH COUNTRY RD | SUMMERSET | WILLIAM CANNON DR | BIKE LANE | BIKE LANE | 2,271 | 4 SW-2 GS-5 BL-15-CL-16-5 BL-2 GS-4 SW | |
| 115.09 | BRUSH COUNTRY RD | WILLIAM CANNON DR | CONVICT HILL | SHARED LANE | BIKE LANE | 2,704 | 1.5-13-CL-13-1-22 GS-5 SW | |
| 115.10 | LATTA DR | ISLANER DR | ALTA LOMA | SHARED LANE | BIKE LANE | 3,800 | 1.5-13-CL-20 | |
| 5. Doute 11 | | ALIA LOMA | DAVIS | WIDE CURB | BIKE LANE | 1,533 | 5 SW-3 GS-20-CL-21-3.5 GS-5 SW | |
| 114 01 | | MORAC | HOWARD | | RIVELANE | 6 3 4 7 | 11 5 11 5 52MED 11 5 11 5 | |
| 116.02 | HOWARD IN W | SCOFIELD RIDGE | TURBINE | WIDE CURB | BIKELAINE | 346 | 47 UNMARKED | |
| 116.03 | HOWARD LN W | TURBINE | CITY LIMIT | SHARED LANE | BIKE LANE | 3,364 | 12.5-12.5 | |
| 116.04 | HOWARD LN W | CITY LIMIT | DESSAU RD | WIDE CURB | BIKE LANE | 13,579 | 15-15-28MED-15-15 | |
| 116.05 | HOWARD LN E | DESSAU RD | LAZYRIDGE | WIDE CURB | BIKE LANE | 1,219 | 2SH-19-CL-19-2SH | |
| 116.06 | GREGG LN | | OLD GREGG LN | WIDE CURB | BIKE LANE | 2,254 | 2SH-19-CL-19-2SH | |
| 116.08 | GREGG MANOR RD | CAMFRON RD | GREGG MANOR | NO ROAD | BIKELANE | 13,559 | 5B-12-12-12CTI-12-12-5B* | |
| Route 12 | 0 | | | | | | | |
| 120.01 | YAUPON DR | SPICEWOOD SPRINGS RE | CITY LIMIT | SHARED LANE | BIKE LANE | 590 | 11-CL-11 | |
| 100.00 | | | | WIDE CURR | | 1 55 4 | 17.5 CL 17.5 | |
| 120.02 | | | | WIDE CURB | BIKE LANE | 1,334 | 20-CL-20 | |
| 120.03 | OAK VIEW DR | YAUPON | FIREOAK DR | WIDE CURB | BIKE LANE | 6,322 | 20-CL-20 | |
| 120.05 | FIREOAK DR | OAK VIEW | OAK KNOLL | WIDE CURB | BIKE LANE | 698 | 20-CL-20 | |
| 120.06 | OAK KNOLL DR | FIREOAK DR | US 183 | WIDE CURB | BIKE LANE | 2,581 | 15-CL-15 | 57 |
| 120.07 | RIATA TRACE PKWY | US 183 | RIATA TRACE | NO ROAD | BIKE LANE | 4,003 | | |
| 120.09 | (EXTENSION) | | RIATA VISTA | SHAREDIANE | BIKELANE | 3 585 | 12-12-18MED-12-12 | |
| 120.00 | MUSTANG CHASE | DEER TRACK | PONY CHASE | SHARED LANE | BIKELANE | 2 231 | 24 IINMARKED | |
| 120.11 | MUSTANG CHASE | PONY CHASE | DUVAL RD | SHARED LANE | BIKE LANE | 2,438 | 24 UNMARKED | |
| 120.12 | HAWKHAVEN LN | DORSETT | WYCLIFF | SHARED LANE | BIKE LANE | 2,058 | 13.5-CL-13.5 | |
| 120.13 | WYCLIFF LN | ADELPHI | DORSETT | WIDE CURB | BIKE LANE | 4,395 | 20-CL-20 | |
| 120.14 | CABANA LN | CASSADY | DORSETT | WIDE CURB | BIKELANE | 3,497 | 20-CL-20 | |
| 120.15 | CASSADY DR | | | WIDE CURB | BIKELANE | 215 | 20-CL-20 | |
| 120.17 | ADFIPHIIN | WYCLIFF | WATERS PARK | WIDE CURB | BIKELANE | 5.881 | 20-CL-20 | |
| 120.18 | WATERS PARK RD | ADELPHI | MOPAC | SHARED LANE | BIKE LANE | 2,546 | 10-CL-10 | |
| 120.19 | PARK BEND DR | MOPAC | CEDAR BEND | WIDE CURB | BIKE LANE | 4,250 | 22-CL-22 | |
| 120.20 | CEDAR BEND DR | PARK BEND | RUNNING BIRD | WIDE CURB | BIKE LANE | 1,814 | 22-CL-22 | |
| 120.21 | RUNNING BIRD LN | CEDAR BEND | SHAG BARK IRL | SHARED LANE | BIKELANE | 825 | 13-CL-13 | |
| 120.22 | | SHAG BARK TRI | PARMER I N W | SHARED LANE | BIKELANE | 1,266 | 12-12-01-12-12 | |
| Route 12 | 9 | | | or a received and | Bitte Di tite | 1,110 | | |
| 129.01 | HARRIS BLVD | 32ND ST W | SPLIT AT WINDSOR | WIDE CURB | BIKE LANE | 4,573 | 14-CL-14 | |
| 129.02 | WOOLDRIDGE DR | WOOLDRIDGE | HARRIS BLVD | WIDE CURB | BIKE LANE | 133 | 15-CL-15 | |
| 129.03 | HARRIS BLVD | HARRIS BLVD | WINDSOR RD | WIDE CURB | BIKE LANE | 515 | 15-CL-15 | |
| 129.04 | WINSTED LN | WINDSOR RD | MOPAC N SB TO ENFIELD RAMP | SHARED LANE | BIKE LANE | 1,985 | 13.5-CL-13.5 | |
| 129.05 | WINSTED LN | MOPAC N SB TO ENFIELD RAMP | ENFIELD RD | SHARED LANE | BIKE LANE | 666 | 11.5-11.5-CL-11.5-11.5 | |
| 129.06 | WINSTED LN | ENFIELD RD. | N MOPAC SB TO 10TH | SHARED LANE | BIKE LANE | 1,592 | 11.5-CL-11.5 | |
| 129.07 | WINSTED LN | MOPAC N SB TO 10TH | LAKE AUSTIN BLVD | SHARED LANE | BIKE LANE | 2,214 | 11-11-11-11 | |
| 129.08 | ATI ANTA ST | | ATLANTA TO MOPAC SB | WIDE CURB | WIDE CURB | 220 | 20-CI-20 | |
| 100.00 | | ATLANTA TO MOPAC SB | | | | 425 | 125125 | |
| Douto 12 | 0 | RAMP | | SHARED LANE | SHARED EARE | 400 | 10.0-10.0 | |
| 130.01 | | | | | WIDE CURB | 1 380 | 8P-13 25-CL-14 75* | |
| 130.01 | PHILOMENA | MUELLER BLVD | DOC REEVES | | WIDE CURB | 3.374 | 8P-13 25-CL-14 75* | |
| Route 13 | 1 | | | | | | | |
| 131.01 | SAN GABRIEL ST | 26TH ST W | 25TH HALF ST W | WIDE CURB | WIDE CURB | 339 | 15-CL-15 | |
| 131.02 | SAN GABRIEL ST | 25TH HALF ST W | 24TH ST W | SHARED LANE | SHARED LANE | 652 | 12.5-CL-12.5 | |
| 131.03 | SAN GABRIEL ST | 24TH ST W | 22ND ST W | WIDE CURB | WIDE CURB | 980 | 15-CL-15 | |
| 131.04 | SAN GABRIEL SI | 17TH ST W | 1/IH SI W | WIDE CURB | WIDE CURB | 701 | 15-CL-15 20 CL 20 | |
| 131.06 | WEST AVE | 15TH ST W | 12TH ST W | WIDE CURB | WIDE CURB | 1,180 | 20-CL-20 | |
| 131.07 | WEST AVE | 12TH ST W | 11TH ST W | WIDE CURB | WIDE CURB | 439 | 20-CL-20 | |
| 131.08 | WEST AVE | 11TH ST W | 7TH ST W | WIDE CURB | WIDE CURB | 1,422 | 20-CL-20 | |
| 131.15 | DAWSON RD | BARTON SPRINGS RD | RAMONA | SHARED LANE | BIKE LANE | 1,505 | 13-CL-13 | Y |
| 131.16 Doute 12 | <u>S 51H SI</u> | RAMONA | ANNIE | WIDE CURB | BIKE LANE | 2,983 | 15-CL-15 | Ŷ |
| 122 01 | | | THEFY ST | | | 2 525 | 9D 10 70MED 10 9D* | |
| Route 13 | 3 | MATTIE | IILLET SI | NO ROAD | SHARED LANE | 3,333 | 0F-12-/2MED-12-0F | |
| 133.01 | WATERFORD CENTRE BLVD | BURNET RD | RESEARCH BLVD SVRD NB | SHARED LANE | BIKE LANE | 2,153 | 13-13-20MED-13-13 | |
| Route 13 | 4 | | | | | | | |
| 134.01 | SIMOND AVE | ALDERICH | MATTIE | NO ROAD | SHARED LANE | 1,230 | 8P-10.5-CL-10.5-8P* | |
| 134.02 | SIMOND AVE | MATTIE | TILLEY ST | NO ROAD | SHARED LANE | 2,412 | 8P-11-51MED-11-8P* | |
| Route 13 | 9 | | | | | | | |
| 139.01 | ARDENWOOD RD | IH 35 N SVRD NB | BRADWOOD | WIDE CURB | WIDE CURB | 209 | 15-CL-15 | Y |
| 139.02 | BRADWOOD RD | AKUENWOOD RD | | WIDE CURB | WIDE CURB | 1,474 | 13-CL-15 | Y |
| 139.03 | ASHWOOD RD | WRIGHTWOOD | MAPLEWOOD | WIDE CURB | WIDE CURB | 793 | 15-CL-15 | Y |
| 139.05 | MAPLEWOOD AVE | ASHWOOD | 38TH HALF ST E | WIDE CURB | WIDE CURB | 523 | 15-CL-15 | Y |
| 139.06 | 34TH ST E | CHERRYWOOD | LARRY LN | WIDE CURB | BIKE LANE | 700 | 15-CL-15 | Y |
| 139.07 | CLARKSON AVE | 34TH ST E | RANDOLPH RD | WIDE CURB | BIKE LANE | 642 | 15-CL-15 | Y |
| 139.08 | KANDULPH RD | CLARKSON AVE | MANUK KU | WIDE CURB | BIKE LANE | 754 | 13-CL-15 | Y |
| 137.07 | CEDAR AVF | ROGERS AVF | MLK BLVD F | WIDE CURB | BIKE LANF | 733 | 15-CL-15 | |
| 139.11 | CHESTNUT AVE | PLEASANT VALLEY RD N | ROSEWOOD AVE | WIDE CURB | BIKE LANE | 1.281 | 20-CL-20 | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 19 of 33 Page 19 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|----------------------------|------------------------|-------------------|-------------------------|-------------|---|-----------------|----------------|
| Route 14 | | | REPKMAN | | | 2.611 | 8P-10-CL-10-8P* | | |
| 141.01 | SORIN | BERKMAN | TRAIL | NO ROAD | SHARED LANE | 2,836 | 8P-10-CL-10-8P* | | |
| Route 14 | 7 | | | | | | | | |
| 147.01 | CIRCLES RD | EBERHART LN | WILLIAM CANNON DR | WIDE CURB | WIDE CURB | 1,750 | 24-5SW | | |
| 147.02 | CIRCLE S RD | DITTMAR RD E | FOREMOST DR. | SHARED LANE | BIKE LANE | 1,647 | 10-CL-10 | | |
| Route 14 | В | | | | | | | | |
| 148.01 | BRIDLE PATH | SCENIC | EXPOSITION | WIDE CURB | WIDE CURB | 4,375 | 30 UNMARKED | | |
| 148.02 | ENFIELD RD | EXPOSITION BLVD. | SHARON LN. | SHARED LANE | SHARED LANE | 2,517 | 22 UNMARKED 10-10-CL-10-10 | | |
| 148.06 | ENFIELD RD | WOODLAWN | LAMAR BLVD | SHARED LANE | BIKE LANE | 3,679 | 10-10-CL-10-10 | | |
| 148.07 | 15TH ST W | LAMAR BLVD N | WEST AVE | SHARED LANE | SHARED LANE | 853 | 12-12-12-14 MED -12-1 | | |
| 148.09 | 15TH ST E | RED RIVER | IH 35 | SHARED LANE | SHARED LANE | 4,266 | 10-10-10-14 MED -10-1 | | |
| 148.12 | 14TH ST E | IH 35 N SVRD NB | NAVASOTA | WIDE CURB | BIKE LANE | 916 | 15-CL-15 | | |
| 148.13 | OLANDER ST | 14TH ST E | 13TH ST E | SHARED LANE | BIKE LANE | 381 | 11.5-CL-11.5 | | |
| 148.14 | NAVASOTA ST | 14TH ST E | 11TH ST E | WIDE CURB | BIKE LANE | 2,318 | 15-CL-15 | | |
| 148.16 | 11TH ST E | ROSEWOOD | CHICON | WIDE CURB | WIDE CURB | 2,191 | 20-CL-20 | | |
| 148.17 | GOVALLE AVE | WEBBERVILLE RD | | WIDE CURB | BIKE LANE | 1,825 | 20-CL-20 | | |
| Route 15 | 0 | | 31 KINGDALL KD | WIDE CORB | DIRE LAINE | 1,717 | 20-01-20 | | |
| 150.01 | LYONS RD | WEBBERVILLE RD | PLEASANT VALLEY RD N | WIDE CURB | BIKE LANE | 713 | 17-CL-17 | | Y |
| 150.02 | LYONS RD | PLEASANT VALLEY RD N | SPRINGDALE RD | WIDE CURB | BIKE LANE | 3,232 | 16-CL-16 | | Y |
| 150.03 | BOLM RD | AIRPORT BI VD | GARDNER RD | WIDE CURB | BIKELANE | 3,181 | 22-CL-22 | | |
| 150.05 | BOLM RD | GARDNER RD | ED BLUESTEIN BLVD | WIDE CURB | BIKE LANE | 1,776 | 16-16-CL-16-16 | | |
| 150.20 | HAROLD GREEN RD | FM 973 | GILBERT RD | WIDE CURB | BIKE LANE | 5,998 | 15-CL-15 | | |
| Route 15: | nakold Green KD | GILDERI | NORWOOD | NO ROAD | DIKE LAINE | 13,141 | | | |
| 152.01 | 10TH ST W | LAMAR BLVD | GUADALUPE ST | WIDE CURB | WIDE CURB | 2,472 | 20-CL-20 | | |
| 152.02 | 10TH ST W | GUADALUPE ST | LAVACA ST | WIDE CURB | WIDE CURB | 359 | 18-CL-18 | | |
| 152.03 | 10TH ST W | LAVACA ST | COLORADO ST | SHARED LANE | SHARED LANE | 353 432 | 13-28-P 13-13-13-13-8P | | |
| 152.05 | 10TH ST E | CONGRESS AVE | BRAZOS ST | SHARED LANE | SHARED LANE | 450 | 8P-12-12-12-12-8P | | |
| 152.06 | 10TH ST E | BRAZOS ST | SAN JACINTO | SHARED LANE | SHARED LANE | 362 | 8P-12-12-12-8P | | |
| 152.07 | | SAN JACINIO TRINITY | IRINITY IH 35 | SHARED LANE | SHARED LANE | 1 420 | 11P-15-11-14-8P | | |
| Route 15 | 4 | | | THEE COND | THEE CONE | 1,120 | | | |
| 154.01 | 5TH ST E | COMAL ST | CHICON ST | SHARED LANE | BIKE BOULEVARD | 1,367 | 20 UNMARKED | | Y |
| 154.02 | 5TH ST E | CHICON ST PEDERNALES ST | PEDERNALES ST | SHARED LANE | BIKE BOULEVARD | 2,676 | 10-10-CL-10-10 | | Y |
| 154.04 | 5TH ST E | SAN SABA | PLEASANT VALLEY RD N | BIKE LANE | BIKE BOULEVARD | 893 | 10-10-CL-10-10 | | Y |
| 154.05 | 5TH ST E | PLEASANT VALLEY RD N | TILLERY ST | BIKE LANE | BIKE BOULEVARD | 1,344 | 10-10-CL-10-10 | | Y |
| Route 15 | 1 | | | | | | | | |
| 157.01 | LANCASTER | 51ST ST E | BARBARA JORDAN BLVD | BIKE LANE | BIKE LANE | 660 | 6.5BL-11.5-18MED-10-10-6.5BL* | | |
| 157.02 | | BARBARA IORDAN BIVD | PHILOMENA ST | | SHARED LANE | 1 020 | 8P-10-CI-10-8P* | | |
| 157.03 | | 51ST ST F | | | | 2 532 | 8P-10-CL-10-8P* | | |
| 157.04 | MCCLOSKEY | PICKNEY ST | MENDEZ ST | NOROAD | SHARED LANE | 301 | 8P-10-CL-10-8P* | | |
| 157.05 | PINCKNEY | MCCLOSKEY ST | ANTONE ST | NO ROAD | SHARED LANE | 509 | 8P-10-CL-10-8P* | | |
| 157.06 | MENDEZ | MCCLOSKEY ST | ANTONE ST | | SHARED LANE | 509 | 8P-10-CL-10-8P* 7P-14LINIAA PKED-7P* | | |
| Route 15 | 9 | ANTONE | TOMIMIELEN | No Konb | STIT ILLE ET ILLE | 007 | | | |
| 159.01 | MUELLER BLVD | 51ST ST E | ALDRICH ST | NO ROAD | BIKE LANE | 1,908 | 7P-6BL-10.5-11-18-11-10.5-6BL-7P* | | |
| 159.02 | MUELLER BLVD | 51ST ST E | ALDRICH ST | | BIKE LANE | 1,241 | 8P-5BL-10-10-18MED-10-10-5BL-8P* | | |
| 159.04 | WEBBERVILLE RD | GOODWIN AVE | PLEASANT VALLEY RD N | WIDE CURB | BIKE LANE | 2,429 | 20-CL-20 | | |
| 159.06 | WEBBERVILLE RD | PLEASANT VALLEY RD N | PEDERNALES ST | WIDE CURB | BIKE LANE | 1,473 | 20-CL-20 | | |
| 159.07 Deute 1(1 | PEDERNALES ST | WEBBERVILLE RD | GONZALES ST | WIDE CURB | BIKE LANE | 461 | 20-CL-20 | | |
| 161.01 | TILLEY ST | 51ST ST F | MANOR RD | | BIKELANE | 4 40.6 | 8P-5BI-10-CI-10-5BI-8P* | | |
| 161.02 | TILLERY ST | OAK SPRINGS DR | GOODWIN | BIKE LANE | BIKE LANE | 1,508 | 10.5-10.5-CL-10.5-10.5 | | |
| 161.03 | TILLERY ST | GOODWIN | GOVALLE | BIKE LANE | BIKE LANE | 1,405 | 11-11-CL-11-11 | | |
| 161.04 | TILLERY ST | CASTRO | GARWOOD ST | BIKELANE | BIKELANE | 619 | 20-C1-20 | | |
| 161.06 | TILLERY ST | GARWOOD ST | 5TH ST E | BIKE LANE | BIKE LANE | 1,762 | 11-11-CL-11-11 | | |
| Route 16 | 3 | | | | | | | | |
| 163.01 | KILLINGSWORTH | KILLINGSWORTH | GREGG | NO ROAD | BIKE LANE | 7,021 | | | |
| 163.02 | SAMSUNG BLVD | SPRINKLE CUT OFF | PARMER LN E | SHARED LANE | BIKE LANE | 9,286 | 13-13-14MED-13-13 | | |
| 163.03 | SPRINKLE RD | CRISWELL | FERGUSON | SHARED LANE | WIDE SHOULDER | 3,339 | 12-CL-12 | | |
| 163.04 | | FERGUSON | EXCHANGE | NO ROAD | BIKELANE | 1,812 | 5B-12-12-12CTL-12-12-5B* | | |
| 163.06 | TUSCANY WAY | US 290 E | END OF ROAD | WIDE CURB | BIKE LANE | 534 | 30-CL-30 | | |
| 163.07 | TUSCANY WAY (FUTURE) | TUSCANY WAY | SPRINGDALE RD | NO ROAD | BIKE LANE | 1,105 | 30-CL-30* | | _ |
| Route 16 | | 110 102 | | WIDE CUPP | WIDE CUPP | 12 001 | 45W 2005 10 01 19 5 | | |
| 165.01 | HERGOTZ LN | US 183 | HERRERA | WIDE CURB | BIKE LANE | 1.184 | 4377-203-17-01-18.3 15-CL-15 | | |
| 165.03 | HERGOTZ LN | HERRERA | THOMPSON | SHARED LANE | BIKE LANE | 2,875 | 13-CL-13 | | |
| 165.04 | HERGOTZ LN | THOMPSON | DALTON | SHARED LANE | BIKE LANE | 6,928 | 12-CL-12 | | |
| 165.05 | DALION LN | SHERMAN | SHERIVIAN SH 71 | SHARED LANE | BIKE LAINE | 3,877 | 13-CL-13 | | |
| 165.07 | HAWKINS LN | DALTON | HYMAN | SHARED LANE | SHARED LANE | 847 | 13-CL-13 | | |
| 165.08 | HYMAN LN PRINGLE CIP | HAWKINS | PRINGLE | SHARED LANE | SHARED LANE | 492 | 13-CL-13 | | |
| 165.11 | BRANDT DR | DEAD END | EVENING SHADOWS | WIDE CURB | WIDE CURB | 161 | 20-CL-20 | | |
| 165.12 | CARSON CREEK BV | EVENING SHADOWS | THORNBERRY | WIDE CURB | WIDE CURB | 2,735 | 20-CL-20 | | |
| 165.13 | THORNBERRY RD | CARSON CREEK | | SHARED LANE | SHARED LANE | 327 | 13.5-CL-13.5 | | |
| 165.16 | HILLCREST FARMS RD | DEAD END | END SPIRIT OF TEXAS DR | NOROAD | BIKE LANE | 783 | II GEII | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|------------------------------|-------------------------|-------------------|-------------------------|-------------|--|-----------------|----------------|
| 165.17 | SPIRIT OF TEXAS DR | END HILLCREST FARMS | SH 71 WB SVRD | SHARED LANE | BIKE LANE | 869 | 11-11-32MED-11-11 | | |
| 165.18 | SPIRIT OF TEXAS DR | SH 71 WB SVRD | SH 71 EB SVRD | WIDE CURB | BIKE LANE | 237 | 17.5-17.5-CL-17.5-17.5 | | |
| 165.19 | SPIRIT OF TEXAS DR | SH 71 EB SVRD | FREIGHT / HOTEL | SHARED LANE | BIKE LANE | 765 | 13-13-19med-13-13 20-CL-20 | | |
| 165.21 | EMPLOYEE AVE | HOTEL | PRESIDENTIAL BLVD | WIDE CURB | BIKE LANE | 988 | 20-CL-20 | | |
| Route 16 | 8 | | S 157 ST | WIDE CUP | RIKELANE | 1.910 | 14 CL 14 | | |
| 168.02 | LIVE OAK ST W | S 1ST ST | EUCLID | WIDE CURB | BIKE LANE | 1,451 | 16-CL-16 | | |
| 168.03 | LIVE OAK ST W | EUCLID | CONGRESS AVE | WIDE CURB | BIKE LANE | 501 | 15-CL-15 | | |
| 168.04 | LIVE OAK ST E | POST | EAST SIDE DR | SHARED LANE | BIKE LAINE | 1,316 | 13-CL-13 | | |
| 168.06 | LIVE OAK ST E | EAST SIDE | SCHRIBER ST | BIKE LANE | BIKE LANE | 2,117 | 5BL-16-CL-16-5BL | | |
| 168.0/ Route 17 | 6 | LIVE OAK SI E | OLIORF SI E | WIDE CURB | BIKE LANE | 492 | 30 UNMARKED | | |
| 176.01 | TERI RD | IH 35 | PLEASANT VALLEY | WIDE CURB | BIKE LANE | 5,334 | 15-CL-15 | | |
| 176.02 | TERI RD | PLEASANT VALLEY | STASSNEY LN E | WIDE CURB | BIKE LANE | 4,704 | 14-14-CL-14-14 | | |
| 180.01 | THOMAS SPRINGS RD | CIRCLE DR. | SH 71 W | SHARED LANE | SHARED LANE | 8.396 | 11-CI-11 | | |
| 180.02 | OLD BEE CAVES RD | SH 71 W | CITY LIMIT | WIDE CURB | BIKE LANE | 2,164 | 15-CL-15 | | |
| 180.03 | OLD BEE CAVES RD | CITY LIMIT | WILLIAM CANNON DR | WIDE CURB | BIKE LANE | 12,814 | 15-CL-15 | | |
| 186.01 | NESBIT DR | WESTGATE BLVD. | SANFORD DR. | WIDE CURB | BIKE LANE | 795 | 20-CL-20 | | |
| 186.02 | SANFORD DR | CROWNSPOINT DR. | NESBIT DR. | WIDE CURB | BIKE LANE | 443 | 20-CL-20 | | |
| 186.03 Route 18 | CROWNSPOINT DR | SANFORD DR. | MANCHACA RD | WIDE CURB | BIKE LANE | 5,011 | 20-CL-20 | | |
| 199.01 | | APPROX 1500 FT N OF | FN4 1705 | | | 17 107 | 12 10 CL 10 12 | | |
| 100.01 | | RINARD RD | 11011025 | SHARED LAINE | DIRE LAINE | 17,127 | 13-12-GE-12-13 | | |
| 190.01 | | EM 1625 | COUNTY LINE | SHARED LANE | BIKELANE | 20,898 | 13-12-CI-12-13 | | |
| Route 30 | 1 | 11111020 | COUNTEINE | STIVILED EVILLE | DIRE D'IRE | 20,070 | | | |
| 301.01 | MC NEIL RD | W BAGDAD AVE | IH 35 BRIDGE | SHARED LANE | BIKE LANE | 2,587 | 12-12-CL-12-12 | | |
| 301.02 | MC NEIL RD | SH 45 | SH 45 HOWARD | WIDE SHOULDER | WIDE SHOULDER | 12,551 | 12-12-CL-12-12 10.5SH- 11-11- CL- 11-11- 10.5SH | | |
| Route 30 | 2 | | | | | | | | |
| 302.01 | AMARILLO AVE | DALLAS | MCNEIL | WIDE CURB | WIDE CURB | 2,255 | 20-CL-20 | | |
| 302.02 | CORPUS CHRISTI DR | CITY LIMIT | MCNEI | WIDE CURB | BIKELANE | 1.451 | 20-CL-20 22-CL-22 | | |
| 302.04 | MELROSE TRL | MCNEIL | HEINEMANN | WIDE CURB | BIKE LANE | 2,150 | 20-CL-20 | | |
| 302.05 | HEINEMANN DR | MELROSE | SHREVEPORT | WIDE CURB | BIKE LANE | 909 | 20-CL-20 | | |
| 302.06 | SHREVEPORI DR | | GARFIELD PLATA VISTA | SHARED LANE | BIKELANE | 1,441 | 13-CL-13 20-CL-20 | | |
| 302.08 | RIATA VISTA CIR | PARMERINW | PARMERINW | SHARED LANE | BIKELANE | 5.372 | 11-11-14CTI-11-11- | | |
| 302.09 | LEGENDARY DR | PARMER LN W | PARMER LN W | BIKE LANE | BIKE LANE | 2,715 | 5BL-17-CL-17-5BL | | |
| 302.10 | EUROPA LN | PARMER LN W | GANYMEDE | SHARED LANE | BIKE LANE | 228 | 13-CL-13 | | |
| 302.11 | GANYMEDE DR | EUROPA | GANYMEDE CT | SHARED LANE | BIKE LANE | 740 | 13-CL-13 | | |
| 302.12 | GANYMEDE DR | GANYMEDE CI | PLUIO | SHARED LANE | BIKE LANE | 192 | 13-CL-13 | | |
| 302.13 | NEW ROAD | ANDERSON MILL | MCNEIL DR | NO ROAD | BIKE LANE | 6,417 | 13-CL-13 | | |
| Route 30 | 3 | | | | | | | | |
| 303.01 | ABILENE TRL | CONVICT HILL RD. | LA NARANJA LN. | WIDE CURB | BIKE LANE | 4,814 | 20-CL-20 | | |
| 303.02 | ABILENE TRL | LA NARANJA LN. | ESCARPMENT BLVD | WIDE CURB | BIKE LANE | 1,068 | 19-CL-19 | | |
| 303.03 | CLAIRMONT DR | ABILENE TRI | DAVIS I N | SHARED LANE | SHARED LANE | 783 | 19-CL-19 12-CL-12 | - | |
| 303.05 | NATICK LN | LA CROSSE LN. | NEEDHAM LN. | WIDE CURB | BIKE LANE | 875 | 15-CL-15 | | |
| 303.06 | NEEDHAM LN | SOUTH BAY LN. | ESCARPMENT BLVD | SHARED LANE | BIKE LANE | 3,907 | 12-CL-12 | | |
| 303.07 | DAHLGREEN AVE | LA CROSSE AVE. | GORHAM GLEN LN. | WIDE CURB | BIKE LANE | 2,279 | 20-20MED-20 | | |
| 303.08 Route 30 | GORHAM GLEN LN | DAHLGREEN AVE. | SOUTH BAY LN. | WIDE CURB | BIKE LANE | 3,222 | 15-CL-15 | | |
| 305.01 | EM 1325 | SH 45 | APPROX 700 FT S OF SH | | | 661 | 12-12-01-12-12 | | |
| 303.01 | 110 1323 | | 45 | SHARED LANE | WIDE CORD | 001 | 12-12-GL-12-12 | | |
| 305.02 | FM 1325 | 45 | MOPAC | SHARED LANE | WIDE CURB | 13,454 | 12-12-CL-12-12 | | |
| 305.03 | RIDGELINE BLVD | LAKELINE | CITY LIMIT | SHARED LANE | BIKE LANE | 4,183 | 11-11-24MED-11-11 | | |
| 305.04 Route 30 | 6 | | FM 620 | SHARED LANE | SHARED LANE | /0 | - -24MED- - | | |
| 306.01 | HOBBY HORSE CT | GRACY FARMS | DEAD END | WIDE CURB | BIKE LANE | 682 | 47 UNMARKED | | |
| Route 30 | 9 | | | | | | | | |
| 309.01 | GREAT HILLS TRL | RAIN CREEK PKWY | JOLLYVILLE RD | SHARED LANE | BIKE LANE | 1,631 | 12-12-13 MED -12-12 | | |
| 309.02 | GREAT HILLS TRL | JOLLYVILLE RD | RESEARCH BLVD | SHARED LANE | BIKE LANE | 1,199 | 12-12-13 MED -12-12 | | |
| 309.03 | STONELAKE BLVD | REAKER | | SHARED LAINE | BIKELANE | 2,078 | 12-12-13 MED -12-12 | | |
| 309.05 | WESTLAKE DR | CAPITAL OF TEXAS HWY | CITY LIMIT | WIDE CURB | BIKE LANE | 3,721 | 8SH-21-CL-21-2SH | | |
| 309.06 | WESTLAKE DR | CITY LIMIT | TORO CANYON | WIDE CURB | BIKE LANE | 2,465 | 8SH-21-CL-21-2SH | | |
| 309.07 | WESTLAKE DR | TORO CANYON | BRIDGE OVER INLET | WIDE CURB | WIDE CURB | 5,766 | 20-CL-20 | | |
| 309.08 | WESTLAKE DR | BRIDGE BRIDGE OVER INITET | BRIDGE | SHARED LANE | BIKE LANE | 136 | 12-CL-12 | | |
| 309.10 | WESTLAKE DR | WESTLAKE PASS | AUSTIN CITY LIMIT | SHARED LAINE | SHARED LAINE | 4,420 | 9-CL-9 | | |
| 309.11 | WESTLAKE DR | AUSTIN CITY LIMIT | AUSTIN CITY LIMIT | SHARED LANE | BIKE LANE | 3,264 | 9-CL-9 | | |
| 309.12 | WESTLAKE DR | WESTLAKE PASS | AUSTIN CITY LIMIT | SHARED LANE | SHARED LANE | 754 | 10.5-CL-10.5 | | |
| 309.13 | WESTLAKE DR | WESTLAKE PASS | THE HIGH ROAD | SHARED LANE | SHARED LANE | 3,962 | 12-CL-12 | | |
| 309.14 | | | | SHARED LANE | SHARED LANE | 9,428 | 11-CL-11 | | |
| 309.15 | WESTLAKE DR | | RED BUD TRAIL | SHARED LANE | SHARED LANE | 6 093 | 11-CI-11 | | |
| 309.17 | WAYMAKER WAY | | | WIDE CURB | BIKE LANE | 1,715 | 20-20 MED-20 | | |
| Route 31 | 0 | 01150 | | | DIKELANIS | | | | |
| 310.01 | NEW ROAD | GILES | PROPOSED ROUTE | NO ROAD | BIKE LANE | 7,249 | | | |
| 312.01 | BOYER BLVD | METRIC BLVD | MEARNS MEADOW | WIDE CURB | BIKE LANE | 706 | 59 UNMARKED | | |
| 312.02 | MEARNS MEADOW BLVD | BOYER BLVD | QUAIL VALLEY | WIDE CURB | BIKE LANE | 2,376 | 4\$W-3G\$-41-3G\$-4\$W | | |
| 312.03 | MEARNS MEADOW BLVD | QUAIL VALLEY | PARKFIELD | BIKE LANE | BIKE LANE | 2,538 | 4SW-6GS-20-CL-20-4GS-4SW | | |
| | | | | | | | | | |

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| Route- Segment | Street Name / Route | Segment From | Segment To | Existing Facility | Recommended | Length (ft) | Existing Cross Section | SSTF Barrier | Super |
|--------------------|-------------------------------|----------------------------------|---------------------------------|----------------------------|--------------------------|----------------|---|-----------------|-------|
| # Route 31 | 4 | | | | Tacinty | | | Damer | Route |
| 314.01 | HUNTERS CHASE DR | POND SPRINGS RD | ELKHORN MOUNTAIN | WIDE CURB | WIDE CURB | 1,509 | 22-CL-22 | | |
| 314.02 | ELKHORN MOUNTAIN TRL | HUNTERS CHASE | TAMAYO | WIDE CURB | WIDE CURB | 4,638 | 20-CL-20 | | |
| 314.03 | AMASIA DR | ANDERSON MILL | TAMAYO | WIDE CURB | WIDE CURB | 2,567 | 22-CL-22 | | |
| 314.04 | DALLAS DR | PARMER LN W | LOS INDIOS TRL | WIDE CURB | WIDE CURB | 4,5// | 22-CL-22 22-CL-22 | | |
| 314.06 | LOS INDIOS TRL | DALLAS | MCNEIL | WIDE CURB | BIKE LANE | 1,362 | 20-CL-20 | | |
| 314.07 | ROAD) | RAILROAD TRAIL | THOMPSON DR | NO ROAD | BIKE LANE | 558 | | | Y |
| 314.08 | NEILS THOMPSON DR | LONGHORN BLVD | END OF NEILS | WIDE CURB | BIKE LANE | 1,269 | 22-CL-22 | | Y |
| 314.11 | RUTLAND DR | BURNET | METRIC | SHARED LANE | BIKE LANE | 3,052 | 10-11-10 CTL -11-10 | | Y |
| 314.12 | RUTLAND DR | METRIC BLVD | MOUNTAIN QUAIL | SHARED LANE | SHARED LANE | 5,271 | 10-10-CL-10-10 10-17CTL-10 | | |
| 314.14 | CROSS PARK DR | WALL ST | EXCHANGE DR | SHARED LANE | BIKE LANE | 4,854 | 11-11-16CTL-11-11 | | |
| 314.15 | EXCHANGE DR TUDOR HOUSE RD | TUSCANY WAY WELLS BRANCH | CROSS PARK DESSAU RD | SHARED LANE WIDE CURB | BIKE LANE WIDE CURB | 3,346 | 11-11-16CTL-11-11 22-CL-22 | | |
| 314.17 | GREGG MANOR RD | 2000 FT E OF CAMERON | HILL LN | WIDE CURB | BIKE LANE | 5,614 | 16.5-CL-16.5 | | |
| 314.18 | GREGG MANOR RD | RD HILL LN | FUCHS GROVE | WIDE CURB | BIKE LANE | 6.832 | 15-CL-15 | | |
| Route 31 | 5 | | | | | | | | |
| 315.01 Route 31 | PAIGE DR | STRATFORD | ROLLINGWOOD | SHARED LANE | SHARED LANE | 2,232 | 12.5-CL-12.5 | | |
| 316.01 | CROSSCREEK DR | SHOAL CREEK BLVD | ROCKWOOD | WIDE CURB | BIKE LANE | 2,016 | 20-CL-20 | | |
| 316.02 | ROCKWOOD LN | ROCKWOOD KROMER | BURNET RD FAIRFIELD DR | WIDE CURB | BIKE LANE | 1,503 | 20-CL-20 27 UNMARKED | | |
| 316.04 | FAIRFIELD DR | CONTOUR DR | OHLEN | SHARED LANE | BIKE LANE | 637 | 27 UNMARKED | | |
| Route 31 | | | DEED IN | WIDE CURR | | 0.155 | 10 CL 10 | | |
| 317.01 | CAPISTRANO TRL | REYNOSA DR. | BRODIE LN. | WIDE CURB | WIDE CURB | 2,155 | 42 UNMARKED | | |
| 317.03 | REYNOSA DR | LOST OASIS HOLLOW | CAPISTRANO TRL. | WIDE CURB | WIDE CURB | 2,369 | 15-CL-15 | | |
| 317.05 | GREEN EMERALD TER | LOST OASIS HOLLOW | BRODIE LN. | WIDE CURB | WIDE CURB | 4,338 | 15-CL-15 | | |
| 317.06 | GATLING GUN LN | SESBANIA DR. | BRODIE LN ERATE BARKER RD | WIDE CURB | WIDE CURB | 5,144 | 20-CL-20 23.5-CL-23.5 | | |
| Route 32 | 1 | Or the to the the | THO HE DI WILLIAM HE. | MDE CORD | MBE CORB | 2,000 | 20.0 GE 20.0 | | |
| 321.01 | BROADMEADE AVE | FM 620 | MEADOWHEATH DR | SHARED LANE | BIKE LANE | 4,293 | 12-CL-12 | 54 | |
| 321.02 | | | | WIDE CURB | BIKELANE | 4 030 | 22-CL-22 | 50 | |
| 321.00 | HARTIN | FAR WEST BLVD | | BIKELANE | BIKELANE | 877 | 20-CL-20 | | |
| 321.05 | NORTH HILLS DR | HART LN | VILLAGE CENTER DR | WIDE CURB | BIKE LANE | 463 | 20-CL-20 | | |
| 321.06 | NORTH HILLS DR | VILLAGE CENTER DR | WOOD HOLLOW DR | WIDE CURB | WIDE CURB | 945 | 20-CL-20 | | |
| 322.01 | TWIN OAKS DR | SHOAL CREEK BLVD | VINE ST | SHARED LANE | BIKE LANE | 364 | 23 UNMARKED | | |
| 322.02 | VINE ST | TWIN OAKS DR | PEGRAM AVE | WIDE CURB | BIKE LANE | 1,332 | 15-CL-15 20-CL-20 | | |
| 322.03 | JUSTIN LN | GROVER | LAMAR BLVD N | BIKE LANE | BIKE LANE | 1,618 | 6 BL-14-CL-14-6 BL | | |
| Route 323 | | EM 420 | | | | 5 190 | 05H 13 CL 13 05H | | |
| 323.01 | PECAN CREEK PKWY | LAKE CREEK PKWY | ANDERSON MILL | BIKE LANE | BIKE LANE | 3,678 | 20-CL-20-4BL | | |
| 323.03 | OCEANAIRE BLVD | BALCONES CLUB DR. | US 183 | SHARED LANE | BIKE LANE | 584 356 | 55W-10NB-11NB-20SB | | |
| 323.04 | HEATHROW DR | | GREENWICH MERIDIAN | SHARED LANE | BIKELANE | 1 063 | 13-CI-13 | | |
| 323.06 | GREENWICH MERIDIAN | HEATHEROW | SHAKESPEAREAN | WIDE CURB | BIKELANE | 355 | 15-CL-15 | | |
| 323.07 | FIREOAK DR | RAIN CREEK | YAUPON | WIDE CURB | BIKE LANE | 1,671 | 18.5-CL-18.5 | | |
| 323.08 | MESA DR MESA DR | DRY CREEK | FM 2222 | BIKE LANE | BIKE LANE | 3,521 | 5B-15-CL-15-5B 11.5-11.5-14CTL-11.5-11.5 | | |
| Route 32 | 5 | | | | | | | | |
| 325.01 | RABB RD RAE DELL AVE | ROBERT E LEE RABB GLEN | RABB GLEN BARTON SKYWAY | WIDE CURB SHARED LANF | BIKE LANE BIKE LANE | 3,488 2,417 | 37 UNMARKED 27 UNMARKED | | |
| 325.03 | CLAWSON RD | SOUTHRIDGE | FORT VIEW RD | SHARED LANE | BIKE LANE | 3,204 | 12.5-CL-12.5 | 53 | |
| 325.04 | KOUNDUP TRL JONES RD | WESTERN TRAILS WEST GATE BLVD | MANCHACA RD PACK SADDLE PASS | SHARED LANE SHARED LANF | BIKE LANE | 2,751 913 | 2/ UNMARKED 12.5GS-10-10.5-CL-11-9-4SW | | |
| 325.06 | JONES RD | BUFFALO PASS | MANCHACA RD | SHARED LANE | BIKE LANE | 1,672 | 4SW-7GS-10-11-CL-11-9 | | |
| 326.01 | SHERIDAN AVF | CLAYTON IN. | REINLI ST. | WIDE CURB | BIKE LANF | 818 | 7SW-41-6SW | | |
| 326.02 | REINLI ST | IH 35 | CAMERON RD. | WIDE CURB | BIKE LANE | 1,923 | 6SW-41 UNMARKED | | |
| 326.03 | NORTHRIDGE DR | CAMERON NORTHRIDGE | NASSAU ST. BRIARCLIFF | SHARED LANE WIDE CURB | BIKE LANE WIDE CURB | 832 | 27 UNMARKED 28 UNMARKED | | |
| 326.05 | NORTHRIDGE DR | NASSAU | BELFAST | WIDE CURB | BIKE LANE | 961 | 15-CL-15 | | |
| 326.06 | WELLINGTON DR | GASTON PLACE GASTON PLACE | ROGGE WELLINGTON | BIKE LANE SHARED LANE | BIKE LANE SHARED LANE | 2,379 | 5BL-15-CL-15-5BL 13-CL-13 | | |
| 326.08 | LOYOLA LN | NORTHEAST | WILLIAMETTE | WIDE CURB | BIKE LANE | 2,172 | 22-CL-22 | 95 | |
| 326.09 | COLONY LOOP DR | RITCHIE | VALLEYFIELD | WIDE CURB | BIKE LANE | 2,068 | 22-CL-22 20-CL-20 | | |
| 326.11 | COLONY LOOP DR | VALLEY FIELD | DECKER | WIDE CURB | BIKE LANE | 2,040 | 22-CL-22 | | _ |
| 327.01 | CANNONLEAGUE DR | STANLEY | CANNON WOOD | SHARED LANE | SHARED LANE | 293 | 27 UNMARKED | | |
| 327.02 | | BISSEL | STANLEY BISSEI | SHARED LANE | SHARED LANE | 2,040 | 5 SW-27 5 SW-37-4 GS-4 SW | | |
| Route 32 | | | | | | 1,004 | <u> </u> | | |
| 328.01 | 51ST ST W | WOODROW | GROVER | WIDE CURB | | 669 | 28 UNMARKED | | |
| 328.02 | 49TH ST W | SUNSHINE | GROVER | WIDE CURB | WIDE CURB | 698 | 19-CL-19-5SW | | |
| 328.04 | SUNSHINE DR | LAMAR BLVD N | 49TH ST W | WIDE CURB | WIDE CURB | 1,399 | 55W-5GS-19-CL-18-7GS-45W | | |
| 328.05 | HARMON AVE | 46TH ST E | 51ST ST E | BIKE LANE | BIKE LANE | 2,390 | BL5-11-11-12CTL-11-11 | | |
| 329.01 | OAKHURST AVE 28TH ST W | BELMONT PKWY RIO GRANDF | 29TH ST W NUECES | WIDE CURB WIDE CURB | BIKE LANE BIKE LANF | 712 483 | 15-CL-15 20-CL-20 | | |
| Route 33 | 0 | | | | | | · · · · | | |
| 330.01 | 46TH ST F | GUADALUPE | AVE H | WIDE CURB | WIDE CURB | 1 018 | 14-CL-14 | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 22 of 33 Page 22 of 33

| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|-----------------------------|--------------------------|-----------------------|------------------------|-------------------------|-------------|--|-----------------|----------------|
| 330.02 | AVENUE H | 46TH ST E | 47TH ST E | WIDE CURB | WIDE CURB | 369 | 14-CL-14 | | |
| 330.04 | 47TH ST E | DUVAL ST. | CASWELL | WIDE CURB | WIDE CURB | 1,279 | 15-CL-15 | | |
| 330.05 | 46TH ST E | RED RIVER | AIRPORT BLVD | WIDE CURB | WIDE CURB | 1,014 | 30 UNMARKED | | |
| 330.06 | RUIZ / GARCIA | ALDRICH | PHILOMENA | NO ROAD | SHARED LANE | 755 | 8P-10-CL-10-8P* | | |
| Route 33 | 1 | | | | | | | | |
| 331.01 | RIO GRANDE ST | 18TH ST W | 17TH ST W WEST AVE | WIDE CURB | BIKE LANE | 328 | 20-CL-20 6 PL-26-6 Pl | | |
| 331.03 | BOULDIN AVE | MARY ST | ANNIE | SHARED LANE | SHARED LANE | 369 | 27-6 GS-4 SW | | - |
| 331.04 | EMERALD FOREST DR | SPEER | WILLIAM CANNON DR | BIKE LANE | BIKE LANE | 1,599 | 5 SW-3 GS-5 BL-16-CL-16-5 BL-4 GS-5 SW | 71 | |
| 332.01 | | GUADALUPE | | WIDE CURB | WIDE CURB | 2 995 | 39.11NMAPKED | | |
| 332.02 | PARK BLVD | RED RIVER | DUVAL | WIDE CURB | WIDE CURB | 1,797 | 4 SW-9 GS-28-8 GS-4 SW | | |
| Route 33 | 6 | | | | | | | | |
| 336.01 | MOUNT BONNELL DR | MT BONNELL RD | EDGEMONT DR | WIDE CURB | BIKE LANE | 1,580 | 15-CL-15 | | |
| 338.01 | SHOAL CREEK BLVD | 34TH ST W | 31ST ST W | BIKE LANE | BIKE LANE | 706 | 6BL-20-6BL | | _ |
| 338.02 | 31ST ST W | SHOAL CREEK BLVD | LAMAR BLVD N | BIKE LANE | BIKE LANE | 1,394 | 6BL-20-6BL | | |
| Route 33 | 9 | | | | | | | | |
| 339.01 | OLD LAMPASAS TRL | SPICEWOOD SPRINGS RE | TALLEYRAN DR | SHARED LANE | BIKE LANE | 2,456 | 11-CL-12-6 SW | | |
| 339.02 | TALLEYRAN DR | OLD LAMPASAS | VISTA VIEW DR | WIDE CURB | BIKE LANE | 3,359 | 5 SW-20-CL-21-5 SW | | |
| 339.03 | SPICEWOOD PKWY | TALLEYRAN | | BIKE LANE | BIKE LANE BIKE LANE | 2,195 | 20-CL-21 8 BI-12-CL-13-8 BI | | - |
| 339.05 | TOPRIDGE DR | SPICEWOOD PKWY | SCOTLAND WELL | BIKE LANE | BIKE LANE | 2,211 | 6 PL-5 BL-10-CL-10-5 BL-6 PL-5 SW | | - |
| 339.06 | SCOTLAND WELL DR | TOPRIDGE | SPICEWOOD SPRINGS | WIDE CURB | WIDE CURB | 4,367 | 5 SW-18-CL-19-5 SW | | |
| 339.09 | SPICEWOOD CLUB DR | SPICEWOOD PKWY | SPICEWOOD PKWY | SHARED LANE | BIKE LANE | 4,192 | 8P-12-CL-12-8P | | |
| 339.10 | BALCONES CLUB DR | BROOKWOOD | US 183 | WIDE CURB | BIKE LANE | 1,608 | 40 UNMARKED | | |
| 339.11 | SPICEWOOD PKWY | IALLYRAN | VISTA VIEW | BIKE LANE | BIKE LANE | 1,412 | 7.5BL-15-CL-15-7.5BL | | - |
| 339.12 | RUSTIC ROCK DR | SPICEWOOD SPRINGS RE | FOUR IRON | BIKE LANE | BIKE LANE | 4,228 | 8BL-14-CL-13-9BL | | |
| 339.13 Bouto 24 | BALCONES CLUB DR | CEDAR CREST DR | BROOKWOOD | WIDE CURB | BIKE LANE | 1,332 | 40 UNMARKED | | |
| 340.03 | 27TH ST W | NUECES | GUADALUPE ST | WIDE CURB | BIKE LANE | 504 | 15-CL-15 | | |
| 340.04 | 27TH ST W | GUADALUPE | WHITIS ST | SHARED LANE | BIKE LANE | 348 | 12.5-12.5-CL-12.5-12.5 | | - |
| 340.05 | 27TH ST W | WHITIS | SPEEDWAY | WIDE CURB | BIKE LANE | 1,100 | 15-CL-15 | | |
| 341.01 | BURRELL DR | OHLEN RD | WOOTEN | WIDE CURB | BIKE LANE | 2.685 | 20-CL-20 | | Y |
| 341.02 | WOOTEN DR | BURRELL DR | LAZY LN | WIDE CURB | BIKE LANE | 990 | 20-CL-20 | | Y |
| Route 342 | | | | WIDE CUPR | | 0.070 | 15 CL 15 | | |
| 342.01 | WOOLDRIDGE DR | CLAIRE | GASTON | WIDE CURB | BIKE LANE | 2,079 | 15-CL-15 | | |
| 342.03 | GASTON AVE | WOOLDRIDGE DR | SHOAL CREEK BLVD | WIDE CURB | BIKE LANE | 1,421 | 15-CL-15 | | |
| 342.04 | 26TH ST W 26TH ST W | SAN GABRIEL SAN PEDRO | SAN PEDRO NUECES | WIDE CURB WIDE CURB | BIKE LANE BIKE LANE | 477 996 | 14.5-14.5 15-CI - 15 | | |
| 342.06 | DEAN KEETON ST W | GUADALUPE | WHITIS ST | SHARED LANE | BIKE LANE | 349 | 22-12-9MED-11-21 | | - |
| 342.07 | DEAN KEETON ST | WHITIS | SPEEDWAY | SHARED LANE | BIKE LANE | 1,092 | 8P-12-12-CL-12-12- 8P | | |
| 343.01 | JAMESTOWN DR | PEYTON GIN | FAIRFIELD | WIDE CURB | BIKE LANE | 953 | 40 UNMARKED | | |
| 343.02 | JAMESTOWN DR | FAIRFIELD | PLYMOUTH | WIDE CURB | BIKE LANE | 727 | 40 UNMARKED | | |
| 343.03 | JAMESTOWN DR | PLYMOUTH | BANGOR BEND | WIDE CURB | BIKE LANE BIKE LANE | 1 1 4 2 | 40 UNMARKED 10-CL-10 | | |
| 343.05 | HENDERSON ST | 9TH ST W | 6TH ST W | WIDE CURB | BIKE LANE | 987 | 15-CL-15 | | |
| 343.06 | BOWIE ST | 6TH ST W | 5TH ST W | SHARED LANE | BIKE LANE | 490 | 13-CL-13 | | |
| 343.08 | SEAHOLM | 3RD ST W | CESAR CHAVEZ ST W | NO ROAD | SHARED LANE | 844 | 20=CL=20 | | |
| 343.09 | BLANCO ST | 12TH ST W | 10TH ST W | WIDE CURB | BIKE LANE | 565 | 15-CL-15 | | |
| 343.10 | BLANCO ST BLANCO ST | 7TH ST W | 6TH ST W | WIDE CURB | BIKE LANE BIKE LANE | 510 | 15-CL-15 | | |
| 343.12 | BAYLOR ST | 6TH ST W | 3RD ST W | WIDE CURB | BIKE LANE | 980 | 15-CL-15 | | - |
| Route 34 | 17711 67.144 | | | WIDE CUP | | 000 | | | |
| 344.01 | 17TH ST W | WEST AVE | NUECES ST | WIDE CURB | WIDE CURB | 712 | 20-CL-20 | | |
| 344.03 | 18TH ST W | NUECES | TRINITY | WIDE CURB | WIDE CURB | 3,037 | 17.5-CL-17.5 | | |
| 344.04 | SAMUEL HUSTON AVE | SPRINGDALE RD. | TECHNI CENTER DR | WIDE CURB | BIKE LANE | 2,253 | 28-4SW | | |
| 344.06 | TECHNI CENTER DR | SAMUEL HUSTON | US 183 | WIDE CURB | BIKE LANE | 1,675 | 7SW-57-7SW | | |
| 344.07 | STA AFD HQ TO ED | ED BLUESTEIN BLVD | TRACOR | SHARED LANE | BIKE LANE | 1,940 | 9-9-CL-9-9 | | |
| 344.09 | CRAIGWOOD DR | FM 969 / MLK BLVD | DEAD END | WIDE CURB | BIKE LANE | 1,957 | 20-CL-20 | | |
| Route 34 | 6 | | | | | | | | |
| 346.01 | TILLERY ST | MANOR RD. | AIRPORT | WIDE CURB | WIDE CURB | 3,437 | 28 UNMARKED | | |
| 347.01 | BRATTON LN | GRAND AVENUE | MERRILL TOWN | SHARED LANE | SHARED LANE | 5.367 | 11-11-CL-11-11 | | |
| 347.02 | MERRILLTOWN DR | BRATTON | WELLS BRANCH | BIKE LANE | BIKE LANE | 3,380 | 7P-4B-10-CL-10-4B-7P | | |
| 347.03 | SWEARINGEN DR | BRAKER POLLYANNA AVE | GRACY FARMS | WIDE CURB | SHARED LANE | 3,543 | 45W-4GS-42-4GS-45W 22 LINMARKED | | |
| 347.05 | POLLYANNA AVE | WREN AVE. | WHITEWING | SHARED LANE | SHARED LANE | 506 | 24 UNMARKED | | |
| 347.06 | | | | | | 2,682 | 24 UNMARKED | | |
| 347.07 | POLLYANNA AVE | THRUSH | BRAKER | SHARED LANE | SHARED LANE | 564 | 24 UNMARKED | | |
| 347.09 | MIDDLE FISKVILLE RD | BRAKER | GRADY | SHARED LANE | SHARED LANE | 2,309 | 4\$W-5G-27-5G-4\$W | | |
| 347.10 | GRADY DR É BROWNIE DR | BROWNIE GRADY | DIAMONDBACK TRI | SHARED LANE | SHARED LANE | 2 291 | 4\$W-5G-27-5G-4\$W 4\$W-5G-27-5G-4\$W | | |
| 347.12 | DIAMONDBACK TRL | GARRETT RUN E | BROWNIE | SHARED LANE | SHARED LANE | 459 | 4SW-5G-27-5G-4SW | | |
| 347.13 | | DIAMONDBACK TRL | | SHARED LANE | | 887 | 4\$W-5G-27-5G-4\$W | | |
| 347.14 | ROCK HOLLOW LN | ORIOLE DR | NORTH CREEK DR | SHARED LANE | SHARED LANE | 277 | 4SW-5G-27-5G-4SW | | |
| 347.16 | NORTH CREEK DR | ROCK HOLLOW LN | RUNDBERG | | | 1,041 | 4\$W-5G-27-5G-4\$W | | |
| 347.18 | CHESTERFIELD AVE | E KOENIG LN | W NORTH LOOP BLVD | WIDE CURB | BIKE LANE | 3,386 | 30 UNMARKED | | |
| 347.19 | LERALYNN ST | W NORTH LOOP BLVD | W 51ST ST | WIDE CURB | BIKE LANE | 929 | 30 UNMARKED | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 23 of 33 Page 23 of 33

| Route- Segment | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|---------------------|-----------------------------|-----------------------------|--------------------------|-------------------|-------------------------|-------------|----------------------------|-----------------|----------------|
| # | | AZTH ST W | | | | 414 | 20 CL 20 | | |
| 347.20 | CONGRESS AVE | 11TH | 6TH | SHARED LANE | SHARED LANE | 1,786 | 16 P -10-10-CL-10- | | |
| 347.22 | CONGRESS AVE | 6TH ST | 5TH ST | SHARED LANE | SHARED LANE | 363 | 16 P -10-10-0-CL-10- | | |
| 347.23 | CONGRESS AVE | 5TH ST | 3RD ST | SHARED LANE | SHARED LANE | 718 | 16 P -10-10-10-CL-10- | | |
| 347.24 | | 2ND ST F | CESAR CHAVEZ ST E | SHARED LANE | SHARED LANE | 350 | 28-10-10-CL-9-10-13-1 | | |
| 347.26 | NELLIE ST | NEWTON | CONGRESS AVE | WIDE CURB | WIDE CURB | 388 | 16-CL-16 | | |
| 347.27 | NEWTON ST | NELLIE | JOHANNA | WIDE CURB | WIDE CURB | 3,130 | 15-CL-15 | | |
| 347.28 | ANNIE ST W | NEWTON | CONGRESS AVE | WIDE CURB | BIKE LANE | 739 | 20-CL-20 | | |
| 347.30 | WILSON ST | JOHANNA | LIVE OAK ST | WIDE CURB | WIDE CURB | 725 | 15-CL-15 | | |
| 347.31 | ACADEMY DR | CONGRESS AVE | RAVINE DR | WIDE CURB | WIDE CURB | 831 | 15-CL-15 | | |
| 347.32 | ACADEMY DR | RAVINE DR | NEWNING | WIDE CURB | WIDE CURB | 761 | 15-CL-15 | | |
| 347.33 Route 349 | REWNING AVE | ACADEMY | ANNIE | SHARED LANE | SHARED LANE | 2,848 | 13-CL-13 | | |
| 348.01 | PENNSYLVANIA AVE | COMAL ST | CHICON ST | WIDE CURB | BIKE LANE | 1,392 | 20-CL-20 | | |
| Route 35 | 1 | | | | | | | | |
| 351.01 | CASWELL AVE | 47TH ST E | PARK BLVD | WIDE CURB | WIDE CURB | 2,428 | 15-CL-15 | | |
| 351.02 | ROBERT DEDMAN DR | CLYDE LITTLEFIELD DR | 20TH ST E | WIDE CURB | BIKE LANE | 942 | 17.5- CL- 17.5 | | |
| Route 352 | 2 | 2011 31 6 | KED RIVER | WIDE CORB | DIKE LAINE | 363 | 32-CL-32 | | |
| 352.01 | FOREST VIEW DR | RED BUD TRAIL | AUSTIN CITY LIMIT | WIDE CURB | WIDE CURB | 1,530 | 18-CL-19 | | |
| Route 353 | 3 | | | | | | | | |
| 353.01 | ONION ST | 7TH ST E | 4TH ST E | WIDE CURB | WIDE CURB | 1,082 | 20-CL-20 | | |
| Route 354 | 4 | | | | | | | | |
| 354.06 | | | | WIDE CURB | BIKE LANE | 1 423 | 18-14-CL-14-18 17-CL-17 | | Y |
| 354.08 | SHADY LN | GONZALES ST | 7TH ST E | WIDE CURB | BIKE LANE | 576 | 20-CL-20 | | |
| 354.09 | Shady ln | 7TH ST E | 5TH ST E | WIDE CURB | BIKE LANE | 474 | 20-CL-20 | | |
| Route 35 | 5 | | | | | | | | |
| 355.01 | COMAL ST | 7TH ST E | | WIDE CURB | BIKE LANE | 1,077 | 18-CI-20 | | Y |
| 333.02 | HIDALGO 31 | | | WIDE CORB | DIKELAINE | | 13-CE-13 | | |
| 355.03 | ROBERT I MARTINEZ JR ST | HIDALGO | SIHSIE | WIDE CURB | BIKE LANE | /11 | 20-CL-20 | | Y |
| 355.04 | ROBERT T MARTINEZ JR ST | 4TH ST E | SANTA MARIA | WIDE CURB | WIDE CURB | 66 | 40 UNMARKED | | |
| | | | | | | | | | |
| 355.05 | ROBERT T MARTINEZ JR ST | SANTA MARIA | CESAR CHAVEZ ST E | WIDE CURB | WIDE CURB | 975 | 5 SW-18-CL-18-3 GS-5 SW | | |
| 355.06 | ROBERT T MARTINEZ JR ST | CESAR CHAVEZ | BERGMAN AVE | WIDE CURB | WIDE CURB | 2,428 | 20-CL-20 | | |
| 355.07 | BERGMAN AVE | | | | BIKELANE | 1 292 | 20-CL-20 | | |
| Route 350 | 6 | Chicolysi | KODEKTTWIAKTINEZ | WIDE CORD | DIRE LAINE | 1,272 | 20-01-20 | | |
| 356.01 | TOWN LAKE DRIVE | CESAR CHAVEZ | SEAHOLM | NO ROAD | SHARED LANE | 869 | | | |
| Route 35 | 7 | | | | | | | | |
| 357.01 | BELFAST DR | NORTHRIDGE | SUFFOLK | WIDE CURB | BIKE LANE | 1,818 | 15-CL-15 | | |
| 357.02 | | GASTON PLACE | BERKMAN | BIKE LANE | BIKELANE | 5 477 | 5-CL-15 | | |
| Route 359 | 9 | O/ STOLLE / GE | MARIOR RD | DIRE D'IRE | DIREEDIRE | 0,477 | | | |
| 359.01 | WALL ST | FERGUSON | CROSS PARK | SHARED LANE | BIKE LANE | 3,603 | 11-11-16CTL-11-11 | | |
| 359.02 | CENTRE CREEK DR | CROSS PARK | RUTHERFORD | WIDE CURB | BIKE LANE | 1,556 | 30-CL-30 | | |
| 359.03 | | CAMERON NORTHWESTERN AVE | US 183 WEBBERVILLE RD | SHARED LANE | BIKE LANE | 3,009 | 13-11-13 CIL -11-13 | | Y |
| Route 360 | 0 | | | THEE OURD | Dirte Dirite | 200 | | | |
| 360.01 | HOGAN AVE | GROVE | MONTOPOLIS | WIDE CURB | BIKE LANE | 1,848 | 18-CL-18 | | |
| 360.02 | FELIX AVE | MONTOPOLIS | VARGAS RD | SHARED LANE | SHARED LANE | 1,100 | 4SW-3GS-27 | | |
| 360.03 | VASQUEZ ST | FELIX | | SHARED LANE | SHARED LANE | 398 | 13-CL-13 | | |
| 360.05 | VILLITA AVENIDA | VASQUEZ | VILLITA COVE | WIDE CURB | WIDE CURB | 1,436 | 19-CL-19 | | |
| 360.06 | EL MIRANDO ST | MONTOPOLIS | THRASHER | SHARED LANE | SHARED LANE | 588 | 11.5-CL-11.5 | | |
| 360.07 | | EL MIRANDO ST | LYNCH | SHARED LANE | SHARED LANE | 233 | 12-CL-12 13-CL-13 | | |
| Route 36' | 1 | | VAROAS | SHARED LAINE | SHARED LARE | 000 | | | |
| 2/1.01 | | STELMO | STASSNEY | | | 2.0.40 | 20.01.10 | | |
| 361.01 | NUCKOLS CROSSING RD | 31 ELMO | STASSINET | SHARED LAINE | DIKE LAINE | 3,747 | 20-CE-10 | | |
| 361.02 | NUCKOLS CROSSING RD | STASSNEY | PARELL PATH | SHARED LANE | BIKE LANE | 910 | 20-CL-10 | | |
| 2/1.00 | | | | | | 0.0.10 | 10 CL 10 | | |
| 301.03 | INUCRUES CRUSSING RD | | I LEASAINI VALLET | JITAKED LAINE | DINE LAINE | 2,742 | 10-61-10 | | |
| 361.04 | SH 71 E SVRD EB TO SPIRIT | SH 71 E | SPIRIT OF TEXAS DR | SHARED LANE | WIDE CURB | 415 | 13-13-19med-13-13 | | |
| 361.05 | SPIRIT OF TEXAS DR | HOTEL DR / FREIGHT I N | RENTAL CAR I N | SHARED LANE | BIKFLANE | 1.691 | 13-12-13 | | |
| Route 363 | 3 | | | | | ., | | | |
| 363.01 | HARRISGLENN DR | HOWARD | PARMER | WIDE CURB | BIKE LANE | 4,835 | 22-CL-22 | | |
| 363.02 | PEGOTTY PL | RAILROAD TRAIL | THOMPKINS | WIDE CURB | BIKE LANE | 1,476 | 20-CL-20 | | Y |
| 363.03 | PECAN BROOK DR | MANOR RD | CRYSTAL BROOK DR | WIDE CURB | BIKELANE | 4,336 | 18-CI-18 | | |
| 363.05 | CRYSTALBROOK DR | PECAN BROOK | LOYOLA | WIDE CURB | BIKE LANE | 3,533 | 20-CL-20 | | |
| Route 364 | 4 | | | | | | | | |
| 364.01 | WESTBANK DR | FM 2244 | PINNACLE RD | WIDE CURB | WIDE CURB | 2,680 | 15-CL-15-25 GS-5 SW | | |
| 364.02 | ANDREW ZILKER RD | STRATFORD | MOPAC | SHARED LANE | SHARED LANE | 2.597 | 12-51-12 24 UNMARKED | | |
| Route 36 | 6 | | | | | _,;;;;; | | | |
| 366.01 | TRAVIS COUNTRY CIR | TRAIL WEST | REPUBLIC OF TEXAS | WIDE CURB | BIKE LANE | 3,721 | 20-CL-21-3 GS-4 SW | | |
| 366.02 | REPUBLIC OF TEXAS BLVD | SOUTHWEST PKWY | TRAVIS COUNTY CIRCLE | SHARED LANE | BIKE LANE | 696 | 10-11-15 M-10-11 | | |
| Route 36 | 7 | | | | | | | | |
| 367.01 | SENDERO HILLS PKWY | LOYOLA | FM 969 / MLK JR BLVD | WIDE CURB | BIKE LANE | 7,083 | 18-CL-18 | | |
| Route 368 | 8 | | | | | | | | |
| 368.01 | ARPDALE ST | RAEDELL | BLUEBONNET | WIDE CURB | WIDE CURB | 1,361 | 28 UNMARKED | | |
| Route 369 | 9 | | | | | | | | |
| 369.01 | NEW ROAD | (POTENTIAL EXTENSION) | COULVER RD. | NO ROAD | BIKE LANE | 10,687 | | | |

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| Route- Segment | Street Name / Route | Segment From | Segment To | Existing Facility | Recommended | Length (ft) | Existing Cross Section | SSTF | Super |
|---------------------|----------------------|--------------------------------|--------------------------------|-------------------|----------------|-------------|--|-----------|-------|
| # | Name | | | | Facility | | | bamer | Roule |
| 370.01 | GILWELL DR | ROSS RD. | CITY LIMITS | WIDE CURB | BIKELANE | 3.653 | 21-CI-21 | | |
| 370.02 | GILWELL DR | CITY LIMITS | FUTURE PETERSON RD. | NO ROAD | BIKE LANE | 8,641 | 21-CL-21* | | |
| Route 37 | | EN4 072 | KIMARDO | WIDE CUPR | | 10.590 | 10 CL 10 | | |
| 371.01 | LITTIG RD | KIMBRO | PARSONS | WIDE CURB | BIKE LANE | 2,285 | 15-CL-15 | | |
| 371.03 | VON QUINTUS RD | VON QUINTUS RD | MAHA LOOP RD. | SHARED LANE | BIKE LANE | 4,188 | 12-CL-12 | | |
| 3/1.04 Route 372 | 2 | MOORE RD | VON QUINTUS RD | SHARED LANE | BIKE LANE | 6,/59 | 10-CL-10 | | |
| 372.01 | CUMBERLAND RD | S 5TH ST | S 1ST ST | SHARED LANE | SHARED LANE | 1,381 | 13-CL-13 | | |
| 372.02 | CUMBERLAND RD | S IST ST | CONGRESS AVE | WIDE CURB | WIDE CURB | 2,061 | 18-CL-18 | | |
| 372.03 | MC ANGUS RD | FM 973 | ELROY RD | SHARED LANE | BIKE LANE | 1,700 | 12.5-CL-12.5 | | |
| Route 374 | 4 | | | | | | | | |
| 374.01 | FORT VIEW RD | MANCHACA RD | CLAWSON RD BANISTER | WIDE CURB | BIKELANE | 1,382 | 20-CL-20 | | |
| 374.03 | JAMES CASEY ST | RADAM LN. | ST ELMO RD W | WIDE CURB | BIKE LANE | 1,321 | 17.5-CL-17.5 | | |
| 374.04 | | JAMES CASEY ST. | S CONGRESS AVE. | SHARED LANE | BIKE LANE | 3,271 | 12-CL-12 | | |
| Route 376 | 6 | CONGRESS AVE S | ST ELMO RD E | WIDE CORB | DIKE LAINE | 3,432 | 17.5-CL-17.5 | | |
| 376.01 | BERKETT DR | WESTGATE BLVD | BAXTER | WIDE CURB | BIKE LANE | 1,915 | 39 UNMARKED | | |
| 376.02 | BERKETT DR | BAXTER | BERKETT CV | WIDE CURB | BIKE LANE | 712 | | | |
| 376.04 | PARKSIDE LN | MANCHACA RD | CANNON WOOD | WIDE CURB | WIDE CURB | 302 | 5 SW-3 GS-38 | | - |
| 376.05 | CANNONWOOD LN | PARKSIDE LN | CANNONLEAGUE DR. | SHARED LANE | SHARED LANE | 1,042 | 27 UNMARKED | - | |
| 376.06 | FLOURNOY DR | EMERALD FOREST | S 1ST ST BLYTHWOOD | WIDE CURB | WIDE CURB | 2,358 | 4 SW-19-CL-18 4 SW-19-CL-18 4 GS-4 SW | | |
| 376.08 | FLOURNOY DR | BLYTHWOOD | IDLEWOOD | WIDE CURB | BIKE LANE | 1,831 | 4 SW-4 GS-39-4 GS-4 SW | | |
| 376.09 | PALO BLANCO LN | TERI RD. | STASSNEY LN E | WIDE CURB | WIDE CURB | 2,040 | 20-CL-20 | | |
| 376.10 | GEORGE ST | STASSNET LINE | PALO BLANCO LN. | WIDE CURB | WIDE CURB | 1,366 | 40 UNMARKED | | |
| Route 380 |) | | | | | | | | |
| 380.01 | OAKCLAIRE DR | US 290 W SVRD WB | FLATROCK LN | WIDE CURB | WIDE CURB | 2,723 | 40 UNMARKED | | |
| 380.02 | RD | VALIANT CIR | US 290 W | WIDE CURB | BIKE LANE | 187 | 14-11-CL-11-14 | | |
| 380.03 | OLD FREDERICKSBURG | SMITH OAK | VALIANT CIRCLE | SHARED LANE | BIKE LANE | 1,153 | 5\$W-25 | | |
| 380.04 | RD | WESTCREEK | Smithoak | WIDE CURB | BIKE LANE | 865 | 6SW-21-12GS-4SW | | |
| 380.05 | CONVICT HILL RD | BRUSH COUNTRY | VERMILLION DR | SHARED LANE | BIKE LANE | 1,223 | 5SW-12-9-3.5M-23-5SW | | |
| 380.06 | CONVICT HILL RD | KANDY DR | BRODIE LN | WIDE CURB | BIKE LANE | 2,799 | 4\$W-3G\$-23.5-CL-24-3G\$-4\$W | | |
| 380.08 | BERKELEY AVE | BLARWOOD DR | WEST GATE BLVD | BIKE LANE | BIKE LANE | 385 | 4.5SW-3GS-20-CL-21-3GS-4.5SW | | |
| 380.09 | BERKELEY AVE | ALDFORD DR | BLARWOOD DR | BIKELANE | BIKE LANE | 1,178 | 5 SW-4 BL-18-CL-16-4 BL-5 SW | | - |
| 380.11 | BERKELEY AVE | MANCHACA RD | COCKBURN | BIKE LANE | BIKE LANE | 1,866 | 4 SW-4 BL-20-CL-17-4 BL-5 SW | | |
| 380.12 | BERKELEY AVE | MANCHACA RD. | CANNONLEAGUE DR. | WIDE CURB | WIDE CURB | 1,166 | 30 UNMARKED | | |
| 380.13 | THELMA DR | BILL HUGHES RD. | LUNAR DR. | WIDE CURB | WIDE CURB | 1,064 | 22-CL-22 20-CL-20 | | |
| 380.15 | BLUE MEADOW DR | BLUFF SPRINGS RD. | MEADOW LAKE BLVD. | WIDE CURB | BIKE LANE | 4,914 | 22-CL-22 | | |
| 380.16 | MEADOW LAKE BLVD | WILLIAM CANNON DR | BLUE MEADOW DR. | WIDE CURB | BIKE LANE | 1,949 | 22-CL-22 | | |
| 382.01 | COPANO DR | ESKEW DR. | ALEXANDRIA DR. | WIDE CURB | BIKE LANE | 1,470 | 20-CL-20 | | |
| 382.02 | ALEXANDRIA DR | COPANO DR. | CROFTWOOD DR. | SHARED LANE | BIKE LANE | 3,550 | 11-11-CL-11-11 | | |
| 382.03 | | ESKEW DR. TWISTED OAKS DR | ALEXANDRIA DR. | WIDE CURB | BIKE LANE | 2 114 | 20-CL-20 | | |
| 382.05 | | | | | BIKELANE | 1 250 | 21-CL-21 | | |
| 302.00 | | | | WIDE CURB | | 1,230 | 21-CL-21 | | |
| 382.06 | COOPER LN | WILLIAM CANNON DR | MATTHEWS | WIDE CURB | BIKE LANE | 2,003 | 5SW-20-CL-21 | | |
| 382.08 | STONLEIGH PL | BLUE MEADOW DR. | QUICKSILVER BLVD. | WIDE CURB | BIKE LANE | 1,675 | 22.5-CL-22.5 | | |
| 382.09 | ALUM ROCK DR | COLTON BLUFF STPRINGS | THAXTON RD. | WIDE CURB | BIKE LANE | 1,789 | 20-CL-20 | | |
| Route 384 | 4 | | | | | | | | |
| 384.01 Route 386 | MAIRO ST 5 | S 1ST ST | PEACEFUL HILL LN | WIDE CURB | BIKE LANE | 1,914 | 20-CL-20 | | |
| 386.01 | TEXAS OAKS DR | STRICKLAND DR. | SLAUGHTER LN | WIDE CURB | BIKE LANE | 3,219 | 20-CL-20 | | |
| 386.03 | GREAT BRITAIN BLVD | PALACE PKWY. | S IST ST. | WIDE CURB | BIKE LANE | 2,037 | 20-CL-20 | | |
| 386.04 | RALPH ABLANEDO DR | S 1ST ST | PEACEFUL HILL LN | WIDE CURB | BIKE LANE | 2,483 | 15-CL-15 | | |
| 386.05 | VON QUINTUS RD | CULLEN | S CONGRESS AVE. | SHARED LANE | BIKELANE | 1,481 | 13-CL-13 | | |
| 386.06 | (EXTENSION) | MOORE RD. | BLOCKER LN | NO ROAD | BIKE LANE | 9,030 | | | |
| 386.07 | VON QUINTUS RD | QUINTUS BECKER I N | MAHA LOOP RD. | SHARED LANE | BIKE LANE | 6,116 | 11-CL-11 | | |
| Route 388 | 3 | DEGRENTEN | | STIVILLED EVILLE | DIRE D'IRE | 2,020 | | | |
| 388.01 | FRATE BARKER RD | BRODIE LN. | CITY LIMIT / RANCHO ALTO RD | SHARED LANE | BIKE LANE | 3,952 | 11-CL-11 | | |
| 388.02 | FRATE BARKER RD | CITY LIMIT / RANCHO ALTO RD | CITY LIMIT | SHARED LANE | BIKE LANE | 1,440 | 11-CL-11 | | |
| 388.03 | FRATE BARKER RD | CITY LIMIT | MANCHACA RD | SHARED LANE | BIKE LANE | 1,525 | 11-CL-11 | | |
| 399.01 | ASHTON RIDGE | SPICEWOOD PKWY | SCOTLAND WELL | BIKE LANE | BIKE LANE | 1,965 | 4P-5BL-11-CL-11-5BL-4P | | |
| Route 40 | 1 | S11 71 \\/ | | WIDE SUQUEDES | WIDE CLOUI DES | 00.005 | | 15 | |
| 401.01 | FM 620 S FM 620 N | SH / I W LAKEWAY | QUINLAN PARK | WIDE SHOULDER | WIDE SHOULDER | 20,395 | 8 SH -12-12-14 CTL -1 8 SH -12-12-14 CTL -1 | <u>65</u> | |
| 401.03 | FM 620 N | QUINLAN PARK | FM 2222 | WIDE SHOULDER | WIDE SHOULDER | 10,912 | 8 SH -12-12-14 CTL -1 | 65 | |
| 401.04 | FM 620 N | FM 2222 | US 183 | WIDE SHOULDER | WIDE SHOULDER | 34,170 | 8 SH -12-12-14 CTL -1 | 65 | |
| 401.06 | FM 620 N | NORTH LAKE CREEK | FM 620 | WIDE SHOULDER | WIDE SHOULDER | 18,735 | 12-12-12-MED | 65 | |
| 401.07 | FM 620 N | SH 45 | WYOMING SPRINGS | WIDE SHOULDER | WIDE SHOULDER | 13,697 | 8 SH -12-12-14 CTL -1 | 65 | |
| Route 402 | 2 | WI OMING SPRINGS | N 66 m | THIDE SHOULDER | THIDE SHOULDER | 10,204 | 0 3H -12-12-14 UIL -1 | 60 | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|----------------------------|--|--|--|---|---|--------------------------|--|-----------------------------|
| 402.01 | SAM BASS RD | FM 1431 WYOMING SPRINGS | WYOMING SPRINGS | SHARED LANE | WIDE SHOULDER | 14,792 | 11-CL-11 \$H6-12-12-CL-12-12- | |
| 402.02 | OLD SETTLERS BLVD E | IH 35 | SUNRISE | WIDE SHOULDER | WIDE SHOULDER | 7,719 | SH6 -12-12-CL-12-12- | |
| 402.04 Route 41 | OLD SETTLERS BLVD E | SUNRISE RD | FM 1460 | WIDE SHOULDER | WIDE SHOULDER | 6,048 | SH6 -12-12-CL-12-12- | |
| 410.01 410.02 410.03 | DECKER LN DECKER LN DECKER LN | US 290 E SVRD WB US 290 E DECKER POWER PLANT | US 290 E SVRD EB DECKER POWER PLANT DECKER LAKE RD EM 949 | SHARED LANE SHARED LANE WIDE SHOULDER | WIDE CURB WIDE SHOULDER WIDE SHOULDER | 476 15,712 3,060 | 12-12-CL-12-12 12-12-CL-12-12 4SH-12-12-CL-12-12- 4SH-12-12-CL-12-12- | |
| Route 41 | 7 | DECKER EAKE RD | 110707 | WIDE SHOULDER | WIDE SHOULDER | 0,015 | 4311-12-12-02-12-12- | |
| 417.01 417.02 417.03 | US 183 N US 183 BELL BLVD N BELL BLVD N | E EVANS ST E SOUTH ST / FM 2243 BLOCK HOUSE DR | E SOUTH ST / FM 2243 BLOCK HOUSE DR NEW HOPE FM 1431 | SHARED LANE SHARED LANE SHARED LANE | WIDE SHOULDER WIDE SHOULDER WIDE CURB | 1,139 13,778 3,933 | 12-12-CL-12-12 12-12-CL-12-12 12-12-12 CTL -12-12 12-12 CTL -12-12 | |
| 417.05 | BELL BLVD N | FM 1431 | BUTTERCUP CREEK BLVD | SHARED LANE | WIDE CURB | 6,640 | 12-12-12 CTL -12-12 | |
| 417.06 | BELL BLVD S | BUTTERCUP CREEK BLVD | LAKELINE BLVD | SHARED LANE | WIDE CURB | 10,719 | 12-12-12 CTL -12-12 | |
| 417.07 | US 183 N SVRD NB | EAKELINE BLVD FM 620 | TRAVIS COUNTY LINE | SHARED LANE | WIDE CURB | 4,298 17,427 | 12-12-12 CTL -12-12 12-12-12- MED -12-12- | |
| 417.09 | RESEARCH BLVD SVRD | TRAVIS COUNTY LINE | BRAKER LN | SHARED LANE | WIDE CURB | 15,114 | 12-12-12- MED -12-12- | |
| 417.10 | RESEARCH BLVD | BRAKER | MOPAC | SHARED LANE | WIDE CURB | 9,557 | 12-12-12- MED -12-12- | |
| 417.11 | RESEARCH BLVD SVRD | | | SHARED LANE | | 2 133 | 12-12-12- MED -12-12- | |
| 417.12 | NB US 183 | BURNET | IH 35 | SHARED LANE | WIDE CURB | 16,177 | 12-12-12-MED-12-12- | |
| 417.14 | ANDERSON LN E SVRD | IH 35 | US 290 E | WIDE SHOULDER | WIDE SHOULDER | 9,339 | 12-12-12- MED -12-12- | |
| 417.15 | ED BLUESTEIN BLVD SVRD | US 290 E | | | | 33 744 | 12-12-12- MED -12-12- | |
| 417.13 | SB BASTROP HWY SVRD | | SH 71 | WIDE SHOULDER | WIDE SHOULDER | 13 847 | 12-12-12- MED -12-12- | |
| 417.17 | BASTROP NB TO 71 WB RAMP | SH 71 E | MCKINNEY FALLS PKWY | SHARED LANE | WIDE SHOULDER | 10,418 | 12-12-12 CTL -12-12 | |
| 417.18 | US 183 | MCKINNEY FALLS PKWY. | BURLESON RD | SHARED LANE | WIDE SHOULDER | 5,861 | 12-12-12 CTL -12-12 | |
| 417.19 | US 183 S US 183 S | BURLESON RD FM 812 | FM 812 FM 973 | SHARED LANE | WIDE SHOULDER | 7,223 | 12-12-12 CTL -12-12 12-12-CL -12-12 | |
| 417.21 | US 183 S | FM 973 | SH 130 | SHARED LANE | WIDE SHOULDER | 14,194 | 12-12-CL-12-12 | |
| Route 41 | 8 | SH 130 | TRAVIS COUNTY LINE | SHARED LANE | WIDE SHOULDER | 13,636 | 12-12-CL-12-12 | |
| 418.01 | SH 71 W | STUDY BOUNDARY | FM 3238 / HAMILTON POOL RD FM 620 | WIDE SHOULDER | | 70,394 | 4 SH -12-12-CL-12-12- | |
| 418.03 | SH 71 W | FM 620 | US 290 W | WIDE SHOULDER | WIDE SHOULDER | 38,260 | 4 SH -12-12-CL-12-12- | |
| 418.04 | BEN WHITE BLVD E SVRD EB | IH 35 | PLEASANT VALLEY | SHARED LANE | WIDE CURB | 4,997 | 12-12-12-MED-12-12-12 | 8 |
| 418.05 | BEN WHITE BLVD E SVRD WB BEN WHITE BLVD E SVRD | PLEASANT VALLEY | MONTOPOLIS | SHARED LANE | WIDE CURB | 7,643 | 12-12-12-MED-12-12-12 | 8 |
| 418.06 | WB | MONTOPOLIS | RIVERSIDE | SHARED LANE | WIDE SHOULDER | 7,860 | 12-12-12-MED-12-12-12 | 30 |
| 418.07 | BEN WHITE BLVD E EB TO BASTROP HWY NB RAMP | RIVERSIDE | US 183 | SHARED LANE | WIDE SHOULDER | 3,786 | 12-12-12-MED-12-12-12 | |
| 418.08 | BEN WHITE BLVD E WB SH 71 E SVRD WB | US 183 BRANDT | BRANDT DR TERMINAL | SHARED LANE | WIDE SHOULDER WIDE SHOULDER | 4,883 | 12-12-12-MED-12-12-12 12-12-12-MED-12-12-12 | |
| 418.10 | SH 71 E SVRD WB | TERMINAL DR | FM 973 | WIDE SHOULDER | WIDE SHOULDER | 9,089 | 8SH-11-11-11-MED | |
| 418.12 Route 41 | SH 71 E WB 9 | FM 973 | STUDY BOUNDARY | WIDE SHOULDER | WIDE SHOULDER | 79,911 | 6SH -12-12-CL-12-12- | |
| 419.01 | BULLICK HOLLOW RD | FM 2769 | FM 620 | | | 16,228 | 11-CL-11 | 0/ |
| 419.02 | FM 2222 FM 2222 | CAPITAL OF TEXAS HWY | LAKEWOOD DR | SHARED LANE | WIDE SHOULDER | 1,322 | 12-12-CL-12-12 12-12-CL-12-12 | 26 |
| 419.04 | FM 2222 | LAKEWOOD | MESA DR | SHARED LANE | WIDE SHOULDER | 12,000 | 12-12-CL-12-12 | 26 |
| 419.06 | NORTHLAND DR | MESA DR | MOPAC | SHARED LANE | WIDE CURB | 4,038 | 12-12-CL-12-12 12-12-CL-12-12 | |
| 419.07 | NORTHLAND DR | MESA DR MOPAC | MOPAC SHOAL CREEK | SHARED LANE | WIDE CURB | 432 | 12-12-CL-12-12 12-12-CL-12-12 | |
| 419.09 | ALLANDALE RD | SHOAL CREEK BLVD | BURNET RD | SHARED LANE | WIDE CURB | 3,075 | 12-12-CL-12-12 | |
| 419.10 | KOENIG LN W | BURNET LAIRD | LAIRD | SHARED LANE | WIDE CURB WIDE CURB | 326 | 12-12-CL-12-12 10-10-CL-10-10 | |
| 419.12 | KOENIG LN W | ULRICH AVE | LAMAR BLVD | SHARED LANE | WIDE CURB | 3,716 | 10-10-CL-10-10 | |
| 419.13 | KOENIG LN W KOENIG LN SVRD WB | AIRPORT BLVD N | IH 35 | SHARED LANE | WIDE CURB | 6,050 | 12-12-01-12-12 12-12-12-FWY -12-12-12 | |
| 419.15 | US 290 E SVRD WB | IH 35 | CAMERON | SHARED LANE | WIDE CURB | 3,617 | 12-12-12- FWY -12-12-12 | |
| 419.17 | US 290 E WB | US 183 | SPRINGDALE | WIDE SHOULDER | WIDE SHOULDER | 6,273 | SH8 -12-12- MED -12-12 | |
| 419.18 | US 290 E WB US 290 E WB | SPRINGDALE RD GILES | GILES FM 973 | WIDE SHOULDER WIDE SHOULDER | WIDE SHOULDER WIDE SHOULDER | 20,178 | SH8 -12-12- MED -12-1 SH8 -12-12- MED -12-1 | |
| 419.20 | US 290 E EB | FM 973 | STUDY BOUNDARY | WIDE SHOULDER | WIDE SHOULDER | 83,279 | SH8 -12-12- MED -12-1 | |
| A21 01 | 1 IH 35 N SVRD SB | CR 111 | EM 3406 | | | 15 340 | 12.5-12.5-MED | |
| 421.02 | IH 35 N SVRD SB | FM 3406 | FM 620 | SHARED LANE | WIDE SHOULDER | 9,579 | 12.5-12.5-MED | |
| 421.03 | IH 35 S SVRD NB | FM 620 SH 45 | SH 45 PARMFR | SHARED LANE | WIDE CURB | 26 701 | 12-12-MED 15-15-MED | |
| 421.04 | IH 35 N SVRD NB | PARMER LN | YAGER | SHARED LANE | WIDE CURB | 2,346 | 10-10-MED | |
| 421.06 | IH 35 N SVRD NB IH 35 N SVRD SB | YAGER LN WHITEWING AVF | WHITEWING RUNDBERG LN | SHARED LANE SHARED LANF | WIDE CURB WIDE CURB | 9,297 7.842 | 11-11-MED | |
| 421.08 | IH 35 N SVRD SB | RUNDBERG | US 183 | SHARED LANE | WIDE CURB | 7,897 | 11-11-11-MED | |
| 421.09 | IH 35 N SVRD SB | 03 183 51ST ST E | MLK BLVD E | SHARED LANE | WIDE CURB | 10,970 | 10.5-10.5-10.5-MED | |
| 421.11 | IH 35 N SVRD SB | MLK BLVD E | 15TH ST E | SHARED LANE | WIDE CURB | 1,490 | 11-11-11-11-MED | |
| 421.12 | IH 35 N SVRD NB | 6TH ST E | CESAR CHAVEZ ST E | SHARED LANE | WIDE CURB | 3,40/ | 11-11-11-MED | |
| 421.14 | IH 35 N SVRD SB | CESAR CHAVEZ | US 290 W | SHARED LANE | WIDE CURB | 17 951 | 11-11-11-MED | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Super Barrier Route |
|------------------------|------------------------------------|-------------------------------|------------------------|-------------------|--------------------------------|-------------|---|-----------------------------|
| 421.15 | IH 35 S SVRD SB | US 290 W | WILLIAM CANNON DR | SHARED LANE | WIDE CURB | 10,900 | 11-11-11-MED | |
| 421.16 | IH 35 S SVRD SB IH 35 S SVRD NB | FOREMOST | FOREMOST DR FM 1626 | SHARED LANE | WIDE CURB | 6,399 | 12-12- FWY -12-12 12-12- FWY -12-12 | |
| 421.18 | IH 35 S SVRD SB | FM 1626 | FM 1327 | SHARED LANE | WIDE CURB | 10,721 | 12-12- FWY -12-12 | |
| 421.19 Route 42 | 1H 35 5 5 V KD 5B | FM 1327 | STUDY BOUNDARY | SHARED LANE | WIDE CORB | 32,073 | 12-12- FWY -12-12 | |
| 422.01 | SH 45 EB | FM 1826 | MOPAC | WIDE SHOULDER | WIDE SHOULDER | 14,327 | 8SH-12-12-MED | |
| 422.02 | SH 45 WB | MOPAC EXPY | FM 1626 | NO ROAD | WIDE SHOULDER | 39,044 | SH-12-12-12CTL-12-12-SH* SH-12-12-12CTL-12-SH* | |
| 422.00 | PURYEAR RD | SAN ANTONIO | IH 35 | SHARED LANE | WIDE CURB | 1,149 | 12.5-CL-12.5 | |
| 422.05 | SH 45 | FM 1626 | | WIDE SHOULDER | WIDE SHOULDER | 478 | 8SH-12-CL-12-8SH | |
| 422.08 | FM 1327 | PLEASANT VALLEY | THAXTON | WIDE SHOULDER | WIDE SHOULDER | 10,331 | SH10-12-CL-12-SH10 | |
| 422.08 | FM 1327 | THAXTON | US 183 | WIDE SHOULDER | WIDE SHOULDER | 21,225 | SH10-12-CL-12-SH10 | |
| 423.01 | 5 FM 1431 | STUDY BOUNDARY | LOHMAN'S FORD | SHARED LANE | WIDE SHOULDER | 32.682 | 12-CL-12 | |
| 423.02 | FM 1431 | LOHMAN'S FORD | BELL BLVD N | WIDE SHOULDER | WIDE SHOULDER | 58,921 | SH6 -12-12-CL-12-12-S | |
| 423.03 | WHITESTONE BLVD E | BELL BLVD N US 183A | US 183A FM 734 | WIDE SHOULDER | WIDE SHOULDER WIDE SHOULDER | 4,493 | SH6 -12-12-CL-12-12-S SH6 -12-12-CL-12-12-S | |
| 423.05 | FM 1431 | FM 734 | IH 35 | WIDE SHOULDER | WIDE SHOULDER | 29,761 | SH6 -12-12-CL-12-12-S | |
| Route 42 | 4 | | SUL 70 | | | 00.04/ | 14.01.14 | |
| 424.01 Route 42 | 5 | CHANDLER | 2H / 4 | SHARED LANE | WIDE SHOULDER | 20,046 | 4-CL- 4 | |
| 425.01 | FM 1625 | US 183 | FM 1327 | SHARED LANE | WIDE SHOULDER | 24,819 | 11-CL-11 | |
| 425.02 | FM 1625 | FM 1327 | STUDY BOUNDARY | SHARED LANE | WIDE SHOULDER | 5,494 | 11-CL-11 | |
| 426.01 | FM 1826 | US 290 W | SLAUGHTER LN | SHARED LANE | WIDE CURB | 4,420 | 11-CL-11 | |
| 426.02 | FM 1826 | SLAUGHTER LN. | SH 45 | SHARED LANE | WIDE SHOULDER | 14,914 | 11-CL-11 | |
| 426.03 Route 42 | T 1826 | ън 45 | | SHARED LANE | WIDE SHOULDER | 15,649 | II-CL-II | |
| 427.01 | FM 2770 | LOOP 4 / MAIN ST | FM 150 | SHARED LANE | WIDE CURB | 26,623 | 12-CL-12 | |
| Route 42 | 8 | | | | | | | |
| 428.01 Poute 42 | HAMILTON POOL RD | SH 71 W | STUDY BOUNDARY (W) | SHARED LANE | WIDE SHOULDER | 84,897 | 11-CL-11 | |
| 429.01 | FM 2243 | CR 278 | US 183 | SHARED LANE | WIDE SHOULDER | 6,060 | 11-CL-11 | |
| 429.02 | SOUTH ST E | US 183 | CR 175 | SHARED LANE | WIDE SHOULDER | 14,872 | 11-CL-11 | |
| Route 43 | | SH 45 | | | WIDE CURB | 20.026 | 12-12-14 CTL -12-12 | |
| 434.02 | MOPAC EXPY | PARMER LN W | BURNET | SHARED LANE | WIDE CURB | 5,926 | 13-13-13-13-MED | |
| 434.03 | MOPAC EXPY | BURNET | BRAKER | SHARED LANE | WIDE CURB | 2,593 | 12-12-MED | |
| 434.04 | MOPAC EXPY | BURNET | BRAKER | SHARED LANE | WIDE CURB | 842 | 12-12-12-MED 12-12-12-MED | |
| 434.06 | MOPAC EXPY | BRAKER | US 183 | SHARED LANE | WIDE CURB | 4,913 | 12-12-12-MED | |
| 434.07 | MOPAC EXPY | US 183 | SIECK | SHARED LANE | WIDE CURB | 5,176 | 12-12-12-MED | |
| 434.08 | MOPAC EXPY | SIECK | SPICEWOOD SPRINGS RL | SHARED LANE | WIDE CURB | 2,625 | 12-12-12-MED | |
| 434.09 | MOPAC EXPY | SPICEWOOD SPRINGS RE | FAR WEST BLVD | SHARED LANE | WIDE CURB | 3,742 | 12-12-12-MED | |
| 434.10 | MOPAC EXPY | FAR WEST | FM 2222 | WIDE SHOULDER | WIDE SHOULDER | 6,062 | 11SH-12RAMP-12-12-12-MED | |
| 434.11 | MOPAC EXPY | FM 2222 | TOWN LAKE | WIDE SHOULDER | WIDE SHOULDER | 23,779 | 11SH-12RAMP-12-12-12-MED | |
| 434.12 | MOPAC EXPY | FM 2244 | CAPITAL OF TEXAS HWY | SHARED LANE | WIDE CURB | 9,733 | 12-12-12-MED | |
| 434.14 | MOPAC EXPY | CAPITAL OF TEXAS HWY | RAMP | WIDE SHOULDER | WIDE SHOULDER | 1,737 | 8SH-12-12-MED | |
| 434.15 | MOPAC EXPY | CAPITAL OF TEXAS RAMP | SOUTHWEST PKWY RAMP | WIDE SHOULDER | WIDE SHOULDER | 3,850 | 12.5SH-12.5-12.5-12.5 | 37 |
| 434.16 | MOPAC EXPY | RAMP | US 290 W | WIDE SHOULDER | WIDE SHOULDER | 2,462 | 8SH-12-12-12-MED | |
| 434.17 | MOPAC EXPY | US 290 W WILLIAM CANNON DR | WILLIAM CANNON DR | WIDE CURB | WIDE CURB | 7,057 | 14-12-12-MED | |
| 434.19 | MOPAC EXPY | SLAUGHTER LN. | SH 45 | WIDE SHOULDER | WIDE SHOULDER | 12,330 | 8SH-12-12-MED | |
| Route 43 | 7 | | | | DIKELANE | 055 | 10.10.10.11.4.00 | 01 |
| 437.01 | BURNET RD | DUVAL RD | RUTLAND DR | SHARED LANE | BIKE LANE | 8,376 | 12-11-13 M-11-12 | 21 |
| 437.03 | BURNET RD | RUTLAND DR | US 183 | SHARED LANE | BIKE LANE | 3,918 | 12-11-13 M-11-12 | Y |
| 437.04 | BURNET RD | US 183 OHLEN | OHLEN RD | SHARED LANE | BIKE LANE | 3,709 | 13-11-11 CTL -12-13 | 69 |
| 437.06 | BURNET RD | STECK | ANDERSON LN | SHARED LANE | BIKE LANE | 2,128 | 13-11-11 CTL -12-13 | 07 |
| 437.07 | BURNET RD | ANDERSON LN | KOENIG LN W | SHARED LANE | BIKE LANE | 8,366 | 13-11-11 CTL -12-13 | |
| 437.08 | BURNET RD | 49TH ST / WOODROW | 45TH ST W | SHARED LANE | BIKE LANE | 1,816 | 12-12-CL-12-12 | |
| Route 43 | 9 | | | | | | | |
| 439.01 | US 183A N | NEW HOPE | FM 1431 | WIDE SHOULDER | WIDE SHOULDER | 1,300 | 11SH-12-12-12-MED | |
| 439.03 | US 183A N | FM 1431 | BRUSHY CREEK | WIDE CURB | WIDE CURB | 1,382 | 12-12-17-MED | |
| 439.04 | US 183A N | FM 1431 | BRUSHY CREEK | WIDE SHOULDER | WIDE SHOULDER | 11,044 | 9SH-12-12-MED | |
| 439.05 | US 183A N | BRUSHY CREEK | US 183 | SHARED LANE | WIDE CURB | 6,716 | 12-12-MED | |
| 439.07 | US 183A N | BRUSHY CREEK | US 183 | WIDE SHOULDER | WIDE SHOULDER | 3,762 | 12SH-13-13-13-8SH | |
| 439.08 | US 183A N US 183A N | BRUSHY CREEK | US 183 US 183 | SHARED LANE | WIDE CURB | 5,029 | 12-12-MED 12-12-MED | |
| Route 44 | 0 | | | | | -,,,,, | | |
| 440.01 | SH 45 N W EB | FM 620 | LA FONTERA BLVD. | WIDE SHOULDER | WIDE SHOULDER | 11,133 | 8SH-12-12-12-MED | |
| 440.02 | LOUIS HENNA BLVD W EB | FM 620 | LA FONTERA BLVD. | WIDE CURB | WIDE CURB | 4,497 | 14-14-MED | |
| 440.03 | LOUIS HENNA BLVD W | FM 1325 | IH 35 | WIDE SHOULDER | WIDE SHOULDER | 3,374 | 8 SH -12-12-14 CTL -1 | |
| | WB | | | | | | | |
| 440.04 | LOUIS HENNA BLVD E WB | PFLUGER | PFLUGERVILLE RD | WIDE SHOULDER | WIDE SHOULDER | 4,524 | 85H-10-10-10-MED | |
| 440.05 | LOUIS HENNA BLVD E EB | GREENLAWN | PFLUGERVILLE LP | WIDE SHOULDER | WIDE SHOULDER | 9,881 | SH8 -12-12- SH3- MED | |
| 440.06 | SH 45 N E SVRD WB | PFLUGERVILLE LOOP | SH 130 | WIDE SHOULDER | WIDE SHOULDER | 12,251 | SH8 -12-12- SH3- MED | |
| Route 44 | | 115 79 | | | | 13 000 | 85H-11-11-85H-MED | |
| 441.02 | SH 130 | GATTIS SCHOOL RD | PFLUGERVILLE PKWY E | WIDE SHOULDER | WIDE SHOULDER | 18,593 | 8SH-10-10-MED | |
| 441.03 | SH 130 | PELLICERVILLE PKWY E | LIS 290 F | | | 12 863 | 95H 10 10 10 MED | |

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| Route- Segment # | Street | Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|------------------|----------------------|--|--|-------------------|--------------------------------|-------------|--|-----------------|----------------|
| 441.04 | SH 130 | | US 290 E | SH 71 E | WIDE SHOULDER | WIDE SHOULDER | 39,746 | 8SH-10-10-10-MED | | |
| Route 44 | 4 | | 31171 L | 03 103 | WIDE SHOULDER | WIDE SHOULDER | 30,221 | 8311-10-10-10-MED | | |
| 444.18 | FM 969 | | CITY LIMIT | IMPERIAL DR | SHARED LANE | WIDE SHOULDER | 2,778 | 12-12-12 CTL -12-12 | | |
| 444.19 | FM 969 FM 969 | | FM 973 | FM 973 SH 130 | WIDE CURB | WIDE SHOULDER WIDE SHOULDER | 2,579 | 12-12-CL-12-12 17.5-CL-17.5 | | |
| 444.21 | FM 969 | | SH 130 | GILBERT ST | WIDE CURB | WIDE SHOULDER | 3,028 | 17.5-CL-17.5 | | |
| 444.22 | FM 969 | | GILBERT ST DECKER CREEK | DECKER CREEK | WIDE CURB | WIDE SHOULDER | 12,276 | 17.5-CL-17.5 17.5-CL-17.5 | | |
| 444.24 | FM 969 | | BURLESON MANOR RD. | STUDY BOUNDARY | SHARED LANE | WIDE SHOULDER | 9,718 | 12.5-CL-12.5 | | |
| Route 44 | 6 | | | | | | | | | |
| 446.01 | FM 1626 | W | IH 35 MANCHACA RD | TRAVIS COUNTY LINE | SHARED LANE | WIDE SHOULDER WIDE SHOULDER | 9,968 | 12-CL-12 12-CL-12 | | |
| 446.03 | FM 1626 | W | TRAVIS COUNTY LINE | FM 967 | SHARED LANE | WIDE SHOULDER | 14,493 | 12-CL-12 | | |
| 446.04 Route 44 | FM 1626 | S | FM 967 | FM 2770 | SHARED LANE | WIDE SHOULDER | 17,245 | 11-CL-11 | | |
| 449.01 | BEE CAV | /ES RD | CAPITAL OF TEXAS HWY | WESTLAKE | SHARED LANE | SHARED LANE | 7,996 | 12-12-CL-12-12 | | |
| 449.02 | BEE CAV | ES RD | WESTLAKE | REVEILLE | SHARED LANE | SHARED LANE | 424 | 12-12-CL-12-12 | | |
| 449.03 | BEE CAV | ES RD | WESTBANK DR | BULIAN LN | SHARED LANE | SHARED LANE | 2,560 | 12-12-CL-12-12 12-12-CL-12-12 | | |
| 449.05 | BEE CAV | ES RD | BULIAN | ROLLINGWOOD | SHARED LANE | SHARED LANE | 1,264 | 12-12-14 CTL -12-12 | | |
| 449.06 | BEE CAV | /ES RD /ES RD | CITY LIMIT | | SHARED LANE | SHARED LANE | 5,522 | 12-12-CL-12-12 12-12-CL-12-12 | | |
| Route 45 | 0 | | | | | | | | | |
| 450.01 | US 290 W | V EB | FM 1826 | SH 71 | SHARED LANE | WIDE SHOULDER | 5,845 | SH2 -12-12-CL-12-12- | | |
| 450.02 | US 290 W | v V | WILLIAM CANNON DR | PATTON RANCH | SHARED LANE | WIDE SHOULDER | 1,616 | 12-12-14 CTL - 12-12 12-12- 14 CTL - 12-12 | | |
| 450.04 | US 290 W | V WB | PATTON RANCH | JOE TANNER LN | SHARED LANE | WIDE SHOULDER | 700 | 12-12-14 CTL -12-12 | | |
| 450.05 | US 290 W | | | | | WIDE CHIPP | 536 | 12-12-14-CTL 12-12 | | |
| 450.06 | US 290 W | A 2AKD MR | PARKWOOD | OLD FREDRICKSBURG RD | SHAKED LANE | WIDE CORR | 1,257 | 12-12-14 CIL - 12-12 | | |
| 450.07 | US 290 W | V SVRD WB | OLD FREDRICKSBURG RD | MOPAC | SHARED LANE | WIDE CURB | 8,531 | 12-12- 14 CTL - 12-12 | | |
| 450.08 | US 290 W | V SVRD WB | MOPAC | BRODIE | SHARED LANE | WIDE CURB | 2,442 | 12-12-12- FWY -12-12- | | |
| 450.09 | US 290 W | | BRODIE LN | WESTGATE BLVD | SHARED LANE | WIDE CURB | 5,750 | 12-12-12- FWY -12-12- 12-12-12- FWY -12-12- | | |
| 450.10 | BEN WHI | TE BLVD W SVRD | | | SHARED LANE | | 2,540 | 12-12-12-14-14-12-12- | | |
| 450.11 | WB BEN WHI | TE BLVD W SVRD | | | | | 2,000 | 12-12-12-12-10-10-10-1 | | |
| 450.12 | | | MANCHACA RD | CONGRESS AVE S | SHARED LANE | WIDE SHOULDER | 8,413 | 12-12-12 -MED-12-12-1 | | |
| 450.13 | | | CONGRESS AVE S | IH 35 | SHARED LANE | WIDE SHOULDER | 4,858 | 12-12-12 -MED-12-12-1 | | |
| 451.01 | PALMV | ALLEY BLVD W | IH 35 | IH 35 BRIDGE | SHARED LANE | WIDE CURB | 1.968 | 12.5-12.5-12.5-45MED-12.5-12.5-12.5 | | |
| 451.02 | PALM V | ALLEY BLVD E | IH 35 BRIDGE | FM 1460 | WIDE SHOULDER | WIDE SHOULDER | 8,186 | 6SH-11-11-CTL-11-11-6SH | | |
| 451.03 | PALM VA | ALLEY BLVD E | FM 1460 | CR 122 | WIDE SHOULDER | WIDE SHOULDER | 14,668 | 10SH-11-11-CL-11-11-10SH | | |
| Route 45 | 2 | | GIVIZZ | 31001 000100/101 | THE SHOULDER | THE SHOULDER | 20,007 | 12.0 12.0 10011 | | |
| 452.01 | FM 2001 | | IH 35 | SH 21 | SHARED LANE | WIDE SHOULDER | 18,471 | SH2-11-CL-11-SH2 | | |
| 454.01 | 4 FM 2769 | | | | SHARED LANE | WIDE SHOULDER | 20.274 | 11-CI-11 | | |
| 454.02 | FM 2769 | | BULLICK HOLLOW | ANDERSON MILL | SHARED LANE | WIDE SHOULDER | 13,957 | 11-CL-11 | | |
| 454.03 | ANDERS | ON MILL RD | FM 2769 | FM 620 | SHARED LANE | WIDE SHOULDER | 4,465 | 12.5-CL-12.5 | | _ |
| 456.01 | • FM 1825 | | IH 35 | END MEDIAN | SHARED LANE | WIDE CURB | 2.693 | 12-12-MED | | |
| 456.02 | FM 1825 | | END MEDIAN | HEATHERWILDE | WIDE SHOULDER | WIDE SHOULDER | 10,411 | 8SH-12-12-12CTL-12-12-8SH | | |
| 456.03 | PECANS | ST W | HEATHERWILDE | 10TH ST EM 685 | SHARED LANE | WIDE SHOULDER | 3,996 | 12-12-12 CTL -12-12 12-CL-12 | | |
| 456.05 | PECANS | ST E | FM 685 | CAMERON RD. | SHARED LANE | WIDE SHOULDER | 14,202 | 12.5-CL-12.5 | | |
| Route 46 | 5 | | | DUDY DAVIOU | | | 0.1.700 | 11.01.11 | | |
| 465.01 | FM 967 FM 967 | | RUBY RANCH | FM 1626 | SHARED LANE | WIDE CURB | 34,680 | 11-CL-11 | | |
| 465.03 | FM 967 | | FM 1626 | LOOP 4 | SHARED LANE | WIDE CURB | 16,489 | 10-CL-10 | | |
| Route 48 | 0 | | 110 102 | EM 072 | | | 11.00/ | 10.10.01.11.11 | | V |
| 480.17 | FM 812 | | FM 973 | COUNTY LINE | WIDE SHOULDER | WIDE SHOULDER | 31,912 | SH4 -12-CL-12- SH4 | | T |
| MULTI-US | e path n | NETWORK | | | | | | | | |
| Route 90 | 1 | | | | | | | | | |
| 901.02 | BULL CRI | EEK GREENWAY | CITY LIMITS | CITY LIMITS | NONE | MULTI-USE PATH | 6,356 | | | |
| 901.03 | BULL CRI | EEK GREENWAY | CITY LIMITS | CITY LIMITS | NONE | MULTI-USE PATH | 6,956 | | | |
| 901.04 | BULL CRI | EEK GREENWAY | CITY LIMITS | SPICEWOOD SPRINGS RD | NONE | MULTI-USE PATH | 5,504 | | | |
| 901.05 | BULL CRI | EEK GREENWAY | OLD LAMPASSAS TRL | BULL CREEK UPPER PARK | NONE | MULTI-USE PATH | 2,291 | | | |
| 901.06 | BULL CRI | EEK GREENWAY | SPICEWOOD SPRGS, NORTH END OF CITY PAR* | 7000 BLOCK SPICEWOOD SPRINGS WHERE BULL CREEK CRO* | MULTI-USE PATH | MULTI-USE PATH | 6,531 | NATURAL | | |
| 901.07 | BULL CRI | EEK GREENWAY | 7000 BLOCK SPICEWOOD SPRINGS WHERE BULL CREEK CRO | SPICEWOOD SPRINGS ROAD, WEST OF YUCCA MOUNTAIN RD | NONE | MULTI-USE PATH | 2,911 | | | |
| 901.08 | BULL CRI | EEK GREENWAY | SPICEWOOD SPRINGS ROAD, WEST OF YUCCA MOUNTAIN RD | 5900 BLK OF SPICEWOOD SPRINGS WHERE CREEK CROSSES* | NONE | MULTI-USE PATH | 5,434 | | | |
| 901.09 | BULL CRI | EEK GREENWAY | 5900 BLK OF SPICEWOOD SPRINGS WHERE CREEK CROSSES* | BULL CREEK LOWER PARK TRAILS/CAP TX HWY | NONE | MULTI-USE PATH | 3,933 | | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) |) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|---|--|--|-------------------|-------------------------|-------------|----------------|------------------------|-----------------|----------------|
| 901.10 | BULL CREEK GREENWAY | NORTH END BULL CREEK LOWER PARK, E OF CAP | SOUTH END BULL CREEK LOWER PARK, E OF CAP | MULTI-USE PATH | MULTI-USE PATH | 7,119 | NATURAL | | | |
| 901.11 | BULL CREEK GREENWAY | NORTH END BULL CREEK LOWER PARK, W OF CAP TX HWY | SOUTH END BULL CREEK LOWER PARK, W OF CAP TX HWY | MULTI-USE PATH | MULTI-USE PATH | 7,126 | NATURAL | | | |
| 901.12 | BULL CREEK GREENWAY | N END BULL CREEK PARK | S END BULL CREEK PARK / LAUREL WOOD DR | MULTI-USE PATH | MULTI-USE PATH | 4,608 | NATURAL | | | |
| 901.13 | BULL CREEK GREENWAY | TRAIL END IN BULL CREEK PARK | LAKEWOOD DR | NONE | MULTI-USE PATH | 1,183 | | | | |
| 901.14 | BULL CREEK GREENWAY | LAKEWOOD DR | FM 2222 | NONE | MULTI-USE PATH | 3,179 | | | | |
| 901.15 | BULL CREEK GREENWAY | FM 2222 | COLORADO RIVER | NONE | MULTI-USE PATH | 7,520 | | | | |
| 901.16 | UPPER BULL CREEK TRAILS | EVENING PRIMROSE | CALLANISH PARK DR / | MULTI-USE PATH | MULTI-USE PATH | 2,250 | NATURAL | | | |
| 901.17 | UPPER BULL CREEK TRAILS | CALLANISH PARK DR / | SCOTLAND WELL DR | MULTI-USE PATH | MULTI-USE PATH | 4,792 | NATURAL | | | |
| 901.18 | UPPER BULL CREEK TRAILS | | EXISTING BULL CREEK | NONE | MULTI-USE PATH | 2.850 | | | | |
| 901.19 | | NORTHWEST BALCONES | | | | 3.018 | NATURAL | | | |
| 001.00 | | PARK TRAIL BULL CREEK UPPER PARK | BULL CREEK UPPER PARK | | | 1,870 | NATURAL | | | |
| 901.20 | UPPER BULL CREEK TRAILS | LOOP EXISTING BUILL CREEK | LOOP | MULII-USE PAIH | MULII-USE PAIH | 1,870 | NATURAL | | | |
| 901.21 | UPPER BULL CREEK TRAILS | TRAIL | 7000' WEST | NONE | MULTI-USE PATH | 6,924 | | | | |
| 902.01 | PFLUGER BRIDGE | RIVERSIDE DR | CESAR CHAVEZ | MULTI-USE PATH | MULTI-USE PATH | 2,074 | 20 SIDEWALK | | | Y |
| 902.02 | PFLUGER BRIDGE EXTENSION | PFLUGER BRIDGE / CESAR CHAVEZ | SHOAL BEACH | NONE | MULTI-USE PATH | 429 | | | | Y |
| 902.03 | BOWIE STREET UNDERPASS | GABLES PRIVATE DRIVE | 3RD | NONE | MULTI-USE PATH | 339 | | | | |
| Route 90 | | | | | | | | | | |
| 903.01 | TRAIL | FM 2243 | RUTLAND | NONE | MULTI-USE PATH | 115,336 | | | | Y |
| 903.02 | CAPITAL METRO RAIL- TRAIL | RESEARCH | OHLEN | NONE | MULTI-USE PATH | 3,850 | | | | Y |
| 903.03 | CAPITAL METRO RAIL- TRAIL | MORROW | DENSON | NONE | MULTI-USE PATH | 7,600 | | | | Y |
| 903.04 | CAPITAL METRO RAIL- TRAIL | 51ST ST E | ARDENWOOD | NONE | MULTI-USE PATH | 4,542 | | | | Y |
| 903.05 | MANOR TO BOGGY CREEK PARK | MANOR RD. | MLK BLVD E | NONE | MULTI-USE PATH | 1,448 | | | | Y |
| 903.06 | CAPITAL METRO RAIL- | MLK BLVD E | ROSEWOOD | NONE | MULTI-USE PATH | 4,884 | | | | Y |
| 903.07 | BOGGY CREEK PARK TO WEBBERVILLE CONNECTOR | BOGGY CREEK PARK, GUERRERO SR. CITIZEN CNTR. | WEBBERVILLE | NONE | MULTI-USE PATH | 466 | | | | Y |
| 903.08 | NORTHWESTERN AVE TO BOGGY CREEK PARK | NORTHWESTERN AVE | BOGGY CREEK TRAIL | NONE | MULTI-USE PATH | 467 | | | | |
| 903.09 | CAPITAL METRO RAIL- | WEBBERVILLE | HIDALGO | NONE | MULTI-USE PATH | 1,382 | | | | Y |
| Route 90 | 15 | | | | | | | | | |
| 905.01 | MOPAC TRAIL | PROPOSED NORTHERN WALNUT CREEK TRAIL | EXISTNIG SIDEWALK | NONE | MULTI-USE PATH | 220 | | | | |
| 905.02 | MOPAC TRAIL | END OF SIDEWALK | END OF SIDEWALK | MULTI-USE PATH | MULTI-USE PATH | 2,830 | 5' SIDEWALK | | | |
| 905.03 | KRAMFR I N | END OF SIDEWALK | E SIDE OF MOPAC EXPY BURNET RD | NONE | MULTI-USE PATH | 3,363 | 11-11-CI-11-11 | | | |
| 905.05 | MOPAC TRAIL | DUVAL RD | NORTHLAND | NONE | MULTI-USE PATH | 28,829 | | | | |
| 905.06 | MOPAC TO SHOAL CREEK CONNECTOR | MOPAC | SHOAL CREEK | NONE | MULTI-USE PATH | 1,399 | | | | Y |
| 905.07 | MOPAC TO SHOAL CREEK CONNECTOR | MOPAC | SHOAL CREEK | NONE | MULTI-USE PATH | 1,522 | | | | |
| Route 90 | 16 | | | | | | | | | |
| 906.01 | MUELLER TRAIL | IH 35 N SVRD NB | ZACH SCOTT ST | MULTI-USE PATH | MULTI-USE PATH | 5,168 | GRAVEL TRAIL | | | |
| 906.03 | MUELLER TRAIL | AIRPORT BLVD | MANOR RD | NONE | MULTI-USE PATH | 4,405 | | | | |
| 906.04 | MUELLER TRAIL | 51ST ST E | MANOR RD | NONE | MULTI-USE PATH | 2,943 | | | | |
| 906.05 | MUELLER TRAIL | TILLEY ST | IH 35 | MULTI-USE PATH | MULTI-USE PATH | 4,061 | | | | |
| 904.07 | MUELLER TRAIL | | ITI JO TILLEY ST | NONE | MULTI-USE PATH | 5,/44 | | | | |
| 906.08 | MUELLER TRAIL | 51ST ST E | MANOR RD | NONE | MULTI-USF PATH | 3.542 | | | | |
| 906.09 | MUELLER TRAIL | LANCASTER DR | MUELLER BLVD | MULTI-USE PATH | MULTI-USE PATH | 1,222 | 12' PAVED | | | |
| 906.10 | MUELLER TRAIL | MUELLER BLVD | BERKMAN DR | NONE | MULTI-USE PATH | 1,458 | | | | |
| Route 90 | 17 | | | | | | | | | |
| 907.01 | SHOAL CREEK GREENBELT TRAIL | 35TH ST W | 30TH HALF ST W | MULTI-USE PATH | MULTI-USE PATH | 6,628 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |
| 907.02 | GREENBELT TRAIL | W SIDE OF CREEK | E SIDE OF CREEK | MULTI-USE PATH | MULTI-USE PATH | 132 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |
| 907.03 | GREENBELT TRAIL | EXISTING TRAIL | 34TH ST W | MULTI-USE PATH | MULTI-USE PATH | 154 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |
| 907.05 | GREENBELT TRAIL | 31ST ST W | 24TH ST W | MULTI-USE PATH | MULTI-USE PATH | 5,630 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |
| 907.06 | GREENBELT TRAIL | 31ST ST W | 500 FEET S OF 29TH ST W | MULTI-USE PATH | MULTI-USE PATH | 1,579 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |
| 907.07 | GREENBELT TRAIL | 500 FEET S OF 29TH ST W | CROSSING | MULTI-USE PATH | MULTI-USE PATH | 188 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |
| 907.08 | SHOAL CREEK GREENBELT TRAIL | S OF LOW WATER CROSSING | SHOAL CREEK BLVD | MULTI-USE PATH | MULTI-USE PATH | 1,742 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |
| 907.09 | SHOAL CREEK GREENBELT TRAIL | SHOAL CREEK BLVD | SHOAL CREEK BLVD | MULTI-USE PATH | MULTI-USE PATH | 626 | PAVED SIDEWAI | .K / GRANITE TRAIL | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|---------------------------|--|--|--|---|-------------------------------------|-------------|---|------------------|----------------|
| 907.10 | SHOAL CREEK GREENBELT TRAIL | SHOAL CREEK BLVD | TRAIL | MULTI-USE PATH | MULTI-USE PATH | 373 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.11 | SHOAL CREEK GREENBELT TRAIL | SHOAL CREEK BLVD | RAINBOW BEND | MULTI-USE PATH | MULTI-USE PATH | 4,072 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.12 | SHOAL CREEK | RAINBOW BEND | 500 FT S OF RAINBOW | MULTI-USE PATH | MULTI-USE PATH | 476 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.13 | SHOAL CREEK | 500 FT S OF RAINBOW | KINGBURY ST | MULTI-USE PATH | MULTI-USE PATH | 2,182 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.14 | SHOAL CREEK | 24TH ST W | KINGBURY ST | MULTI-USE PATH | MULTI-USE PATH | 2,995 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.15 | SHOAL CREEK | W SIDE OF BRIDGE | KINGSBURY ST | MULTI-USE PATH | MULTI-USE PATH | 141 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.16 | SHOAL CREEK | | | MULTI-LISE PATH | MULTI-LISE PATH | 112 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.17 | GREENBELT TRAIL SHOAL CREEK | | STH ST W | | | 5 774 | | | |
| 007.10 | GREENBELT TRAIL SHOAL CREEK | | | | | 3,774 | | | |
| 907.18 | GREENBELT TRAIL SHOAL CREEK | SIH SI W | 41H SI W | MULII-USE PAIH | MULII-USE PAIH | 909 | | | |
| 907.19 | GREENBELT TRAIL | 500 FI W OF WEST AVE | WESTAVE | MULII-USE PATH | MULII-USE PAIH | 492 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.20 | GREENBELT TRAIL | WEST AVE | 3RD ST W | MULTI-USE PATH | MULTI-USE PATH | 736 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.21 | GREENBELT TRAIL | TRAIL | 3RD ST W BRIDGE | MULTI-USE PATH | MULTI-USE PATH | 105 | PAVED SIDEWALK / GRANITE TRAIL | | |
| 907.22 | GREENBELT TRAIL | 3RD ST W BRIDGE | 3RD ST W BRIDGE | MULTI-USE PATH | MULTI-USE PATH | 213 | PAVED SIDEWALK / GRANITE TRAIL | | |
| Route 90 908.01 | 8 DUVAL TO BALCONES PARK CONNECTOR | AMHERST AND DUVAL | BALCONES PARK | NONE | MULTI-USE PATH | 468 | | | |
| 908.02 | NORTHERN WALNUT | IH 35 | PEGOTTY | NONE | MULTI-USE PATH | 27,247 | | | Y |
| 908.03 | NORTHERN WALNUT | PEGOTTY | BERRYWOOD | NONE | MULTI-USE PATH | 30,848 | | | |
| Route 90 | 9 | | | | | | | | |
| 909.01 Route 91 | UPC / ASA RAIL TRAIL | MARY ST | SLAUGHTER | NONE | MULTI-USE PATH | 39,235 | | | Y |
| 910.01 | BRAKER LN BIKEWAY | STONELAKE BLVD | BURNET RD | NONE | MULTI-USE PATH | 6,070 | | | |
| 911.01 | WEST BOULDIN CREEK GREENWAY | LADY BIRD LAKE | BARTON SPRINGS RD | NONE | MULTI-USE PATH | 1,822 | | | |
| 911.02 | WEST BOULDIN CREEK GREENWAY | BARTON SPRINGS RD | S 6TH ST | MULTI-USE PATH | MULTI-USE PATH | 2,377 | NATURAL, WORN PATH | | |
| 911.03 | WEST BOULDIN CREEK GREENWAY | WEST BOULDIN CREEK PARK TRAIL | UNION PACIFIC RR TRACKS AT BRODIE ST | NONE | MULTI-USE PATH | 4,491 | | | |
| 911.04 | WEST BOULDIN CREEK GREENWAY | UNION PACIFIC RR TRACKS AT BRODIE ST | E OF UNION PACIFIC RR TRACKS S OF OLTORF ST | NONE | MULTI-USE PATH | 1,976 | | | |
| 911.05 | WEST BOULDIN CREEK GREENWAY | OLTORF ST | FLANAGAN CV | NONE | MULTI-USE PATH | 2,355 | | | |
| 911.06 | WEST BOULDIN CREEK GREENWAY | FLANAGAN CV | CARDINAL | NONE | MULTI-USE PATH | 1,826 | | | |
| 911.07 | WEST BOULDIN CREEK GREENWAY | CARDINAL | SOUTH CENTER | NONE | MULTI-USE PATH | 1,958 | | | |
| Route 91 | 2 | | | | | | | | |
| 912.01 | TOWN LAKE HIKE & BIKE | | | MULTI-USE PATH | MULTI-USE PATH | 67,626 | CRUSHED GRANITE TRAIL | | |
| 912.02 | TOWN LAKE HIKE & BIKE TRAIL | | | MULTI-USE PATH | MULTI-USE PATH | 7,747 | CRUSHED GRANITE TRAIL | | |
| 912.03 | THE BOARDWALK ON LADY BIRD LAKE** | EAST | TOWN LAKE LAKESHORE | NONE | MULTI-USE PATH | 6,828 | | | |
| 912.04 | THE BOARDWALK ON LADY BIRD LAKE** | LAKE TRAIL | CONNECTOR TO TOWN | NONE | MULTI-USE PATH | 543 | | | |
| 912.05 | TOWN LAKE HIKE & BIKE TRAII | EAST AVE | EDGECLIFF | MULTI-USE PATH | MULTI-USE PATH | 1,853 | | | |
| 912.06 | TOWN LAKE HIKE & BIKE | EAST AVE | TOWN LAKE LAKESHORE | MULTI-USE PATH | MULTI-USE PATH | 2,126 | | | |
| 912.07 | STRATFORD TO BARTON | MOPAC UNDERPASS | BARTON SPRINGS | MULTI-USE PATH | MULTI-USE PATH | 1,754 | PAVED | | |
| 912.08 | COLORADO RIVER | PLEASANT VALLEY RD / | US HWY 183 | NONE | MULTI-USE PATH | 8,442 | | | |
| 912.09 | COLORADO RIVER | US HWY 183 | SH 130 | NONE | MULTI-USE PATH | 55,513 | | | |
| 912.10 | COLORADO RIVER | SH 130 | ETJ BOUNDARY | NONE | MULTI-USE PATH | 47.846 | | | |
| **Note: Th | TRAILS ne Boardwalk Project, initi | iated in 2008, is charged u | with completing the Town | Lake Hike and Bike | Trail and will include | recommer | ndations on mobility, including bicycles along Towr | 1 Lake Trail. Th | he |
| process w limitations | vill evaluate the possibility s, and compatibility with (| v of including an off-road other uses. Alignment of i | bicycle route alongside th the trail will defer to the Bo | e Lake and make re ardwalk Project pla | ecommendations ba nning process. | ased on, bu | t not limited to, community input, physical condition | ons, space | |
| Route 91 | 3 | | | | | | | | |
| 913.01 | CREEK TRAIL | GOVALLE PARK | SCHOOL | NONE | MULTI-USE PATH | 64,081 | | | |
| 913.04 | CREEK PARK CONNECTOR | 51ST ST E | LITTLE WALNUT CREEK PARK | NONE | MULTI-USE PATH | 1,344 | | | |
| Route 91 | | | | NONE | | 1.740 | | | |
| 914.10 | WELLS BRANCH PKWY | | IMMANUEL RD | MULTI-USE PATH | MULTI-USE PATH | 7.562 | РАТН | | |
| Route 91 | MULTI-USE PATH | - | | | | | | | |
| 915.07 | BRUSH COUNTRY TO SUNSET VALLEY CONNECTOR | CONNECTOR ALONG BRUSH COUNTRY | SUNSET VALLEY TRIB | NONE | MULTI-USE PATH | 1,164 | | | |

Route 916

916.01 BARTON CREEK GREENBELT CAMP CRAFT RD ZILKER PARK MULTI-USE PATH MULTI-USE PATH 50,133 NATURAL, UNEVEN SURFACE

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| Route- Segment | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|--------------------|---|--------------------------------------|----------------------|-------------------------|-------------------------|-------------|-------------------------------|-----------------|----------------|
| Route 91 | 7 | | | | | | | | |
| 917.01 | US HWY 183 S TRAIL | SPRINGDALE RD | PATTON AVE | NONE | MULTI-USE PATH | 34,914 | | | |
| Route 91 | 8 Y AT OAK HILL / SH 71 W | UC 000 W/ | | NONE | | 7.104 | | | |
| 918.01 | TRAIL | | | NONE | MULTI-USE PATH | 20.171 | | | |
| Route 91 | 9 | RIVERSIDE DR | KO33 KD | NONE | MULII-USE FAIH | 30,171 | | | |
| 919.01 | US HWY 290 E TRAIL | US 183 | PARMER LN | NONE | MULTI-USE PATH | 30,201 | | | |
| 920.01 | U YETT CREEK TRAIL | RIATA VISTA CIR | EXISTING TRAIL | NONE | MULTI-USE PATH | 181 | | | |
| 920.02 | YETT CREEK TRAIL | TRAIL @ RIATA VISTA CIR | NEW TRAIL | MULTI-USE PATH | MULTI-USE PATH | 1,058 | CRUSHED GRANITE PATH | | |
| 920.03 | YETT CREEK TRAIL | EXISTING TRAIL | MUSTANG CHASE | NONE MULTI-LISE PATH | MULTI-USE PATH | 477 | CRUSHED GRANITE PATH | | |
| 920.10 | RIATA PARK TRAIL | EXISTING TRAIL | JESSICA LN | NONE | MULTI-USE PATH | 122 | | | |
| Route 92 | | | | | | | | | |
| 921.01 | WOODWARD CONNECTOR | EDWARDS | WOODWARD | NONE | MULTI-USE PATH | 4,599 | | | |
| Route 92 | 2 | | | | | | | | |
| 922.01 | SH 45 SW TRAIL | LOOP 1 / MOPAC | FM 1626 | NONE | MULTI-USE PATH | 35,804 | | | |
| 923.01 | ABIA Connector | BURLESON | SPIRIT OF TEXAS | NONE | MULTI-USE PATH | 20,471 | | | |
| Route 92 | 6 | | | | | | | | |
| 926.11 | DECKER LAKE TO GILBERT | DECKER LAKE PARK | GILBERT RD | NONE | MULTI-USE PATH | 6,288 | | | |
| 929.01 | JOHNSON CREEK TRAIL | ENFIELD RD | CESAR CHAVEZ | MULTI-USE PATH | MULTI-USE PATH | 5,444 | 4' PATH | | |
| Route 93 | 3 | | | | | | | | |
| 933.18 Poute 93 | 1ST ST S BRIDGE | CESAR CHAVEZ ST E | RIVERSIDE DR E | MULTI-USE PATH | MULTI-USE PATH | 3,525 | 12 SIDEWALK | | |
| 934.04 | LAMAR TO GONZALES | | | NONE | | 1 904 | | | |
| 734.04 | CONNECTOR BARTON CREEK | LAMAR BLVD N | GUADALUI L 31 | NONE | MOEII-03ET AIH | 1,000 | | | |
| 934.13 | GREENBELT BRIDGE | MOPAC RAMP | MOPAC RAMP | NONE | MULTI-USE PATH | 1,982 | | | |
| Route 94 | 3 | | | | | | | | |
| 943.12 | CONNECTOR | MORROW | AIRPORT | NONE | MULTI-USE PATH | 2,622 | | | |
| 943.48 | WESTGATE BLVD TO | CAMERON LOOP | DAVIS | NONE | MULTI-USE PATH | 1,348 | WORN PATH | | |
| Route 94 | 4 | | | | | | | | |
| 944.08 | CRAIGWOOD TO TRACOR CONNECTOR | CRAIGWODD | TRACOR | NONE | MULTI-USE PATH | 1,309 | | | |
| 944.13 | SPRINGDALE TO E M | SPRINGDALE RD | E M FRANKLIN | NONE | MULTI-USE PATH | 4,278 | | | |
| Deute 04 | | | | | | | | | |
| Roule 94 | 51ST TO 46TH | | | | | | | | |
| 947.31 | CONNECTOR | 5151 SI W | 461H SI W | NONE | MULII-USE PATH | 2,249 | | | |
| 947.50 Route 94 | 9 | CESAR CHAVEZ SI E | BARION SPRINGS | MULII-USE PAIH | MULII-USE PAIH | 1,631 | 8 SW-10-10-10-CE-10-10-9-8 SW | | |
| 949.01 | WELLS BRANCH | N OF WELLS BRANCH | HOWARD LN / SCOFIELD | NONE | MULTI-USE PATH | 5.829 | | | |
| | GREENWAY WELLS BRANCH | PKWY HOWARD LN / SCOFIELD | RIDGE PKWY | | | | | | |
| 949.02 | GREENWAY | RIDGE PKWY | W PARMER LN | NONE | MULII-USE PAIH | 8,154 | | | |
| 949.03 | GREENWAY | W PARMER LN | WALNUT CREEK | NONE | MULTI-USE PATH | 6,710 | | | |
| Route 95 | 0 | | | | | | | | |
| 950.01 | Y AT OAK HILL / US 290 W TRAII | JOE TANNER RD | CIRCLE DR | NONE | MULTI-USE PATH | 17,654 | | | |
| Route 95 | 1 | | | | | | | | |
| 951.01 | WALLER CREEK PATH | TOWNLAKE HIKE & BIKE | 15TH ST E | MULTI-USE PATH | MULTI-USE PATH | 7,038 | | | |
| Route 95 | 4 | TIV NE | | | | | | | |
| 954.01 | LANCE ARMSTRONG | STEPHEN F AUSTIN DR | S LAMAR BLVD | MULTI-USE PATH | MULTI-USE PATH | 3,866 | PAVED TRAIL | | Y |
| 954.02 | LANCE ARMSTRONG | | CONNECTOR TO CESAR | | | 010 | | | v |
| 7 04.UZ | | LAWAR DEVEN | CHAVEZ | MULII-USE PAIH | MULII-USE PAIH | 648 | | | I |
| 954.03 | BIKEWAY PATH | SEAHOLM | SHOAL CREEK TRAIL | MULTI-USE PATH | MULTI-USE PATH | 1,383 | PAVED TRAIL | | Y |
| 954.10 | LANCE ARMSTRONG | IH 35 N SVRD SB | IH 35 N SVRD NB | MULTI-USE PATH | MULTI-USE PATH | 296 | PAVED TRAIL | | Y |
| 954 13 | 5TH TO WALLER | 5TH ST E | WALLER | NONE | MULTILUSE PATH | 1 024 | | | Y |
| 704.10 | CONNECTOR | SITUE | THEER . | HORE | MOEN OSET / MIT | 1,024 | | | |
| 954.22 | BIKEWAY PATH | SHADY | BASTROP HWY | NONE | MULTI-USE PATH | 2,930 | | | Y |
| Route 95 | 7 | | | | | | | | |
| 957.04 | WALNUT CREEK TRAIL TO OLMOS DR CONNECTOR | WALNUT CREEK TRAIL | OLMOS DR | NONE | MULTI-USE PATH | 51 | | | |
| 957.12 | PARK PLZ TO FURNESS DR | PARK PLZ | FURNESS | NONE | MULTI-USE PATH | 476 | | | |
| Route 95 | 9 | | | | | | | | |
| 959.01 | DESSAU ROAD MULTI-USE | E PECAN ST | FT.I LIMIT | NONE | MUITI-USE PATH | 9 264 | | | |
| | PATH GONZALES TO TOWN | | TOWN LAKE HOLLY | | Siden oder Am | ,,204 | | | |
| 959.05 | LAKE CONNECTOR | GONZALES | SHORES | NONE | MULTI-USE PATH | 4,304 | | | |
| 959.21 | IUWN LAKE TO ROY G. GUERRERO PARK | iown lake holly Shores near cesar | ROY G. GUERRERO | NONE | MULTI-USE PATH | 2,608 | | | Y |
| D | CONNECTOR | CHAVEZ | COLORADO RIVER PARK | | | | | | |
| Route 96 | U TOWN LAKF PARK MIIITL | | | | | | | | |
| 0/0.01 | e me i min moelle | RAPTON SPRINGS PD | | MULTI-LISE PATH | MULTI-LISE PATH | 1 104 | PAVED TRAIL | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|---|---------------------------------------|---|-------------------|-------------------------|-------------|-------------|------------------------|-----------------|----------------|
| 960.02 | TOWN LAKE PARK MULTI- | | | MULTI-USE PATH | MULTI-USE PATH | 369 | PAVED TRAIL | | | |
| 960.03 | TOWN LAKE PARK MULTI- USE PATH | PARKING LOT ON S SIDE OF RIVERSIDE | TRAFFIC CIRCLE | MULTI-USE PATH | MULTI-USE PATH | 958 | PAVED TRAIL | | | |
| 961.01 | COUNTRY CLUB CREEK | ROY G GUERERRO PARK | MABEL DAVIS DISTRICT PARK | NONE | MULTI-USE PATH | 21,296 | | | | |
| Route 96 | | | | | | | | | | |
| 963.01 | GREENWAY ONION CREEK | S OF FUTURE SH 45 | IH 35 | NONE | MULTI-USE PATH | 20,099 | | | | |
| 703.02 | GREENWAY ONION CREEK | 1133 | | NONE | MOEII-OSET ATT | 21,003 | | | | |
| 963.03 | GREENWAY ONION CREEK | CITY LIMIT ONION CREEK PARK W | | NONE | MULTI-USE PATH | 8,353 | | | | |
| 963.04 | GREENWAY ONION CREEK | | | NONE | | 12,176 | | | | |
| 963.06 | GREENWAY ONION CREEK | MCKINNEY FALLS PKWY | US HWY 183 | NONE | MULTI-USE PATH | 9,926 | | | | |
| 963.07 | ONION CREEK | US HWY 183 | CITY LIMIT | NONE | MULTI-USE PATH | 2,851 | | | | |
| 963.08 | ONION CREEK GREENWAY | CITY LIMIT | CITY LIMIT | NONE | MULTI-USE PATH | 2,443 | | | | |
| 963.09 | ONION CREEK | CITY LIMIT | BURLESON RD / CITY | NONE | MULTI-USE PATH | 5.887 | | | | |
| 963 10 | ONION CREEK | BURLESON RD / CITY | LIMIT EM 973 | NONE | MUI TI-LISE PATH | 9 726 | | | | |
| 963.11 | ONION CREEK | LIMIT FM 973 | CITY LIMIT | NONE | MULTI-USE PATH | 4,064 | | | | |
| 963.12 | ONION CREEK | CITY LIMIT | SH 130 | NONE | MULTI-USE PATH | 5,239 | | | | |
| 963.13 | ONION CREEK | SH 130 | SH 71 E | NONE | MULTI-USE PATH | 3,303 | | | | |
| 963.14 | ONION CREEK GREENWAY | SH 71 E | COLORADO RIVER | NONE | MULTI-USE PATH | 24,025 | | | | |
| Route 96 | 5 | | | | | | | | | |
| 965.01 | ROY G. GUERRERO PARK TO HERGOTZ CONNECTOR | ROY G. GUERRERO PARK | HERGOTZ | NONE | MULTI-USE PATH | 1,167 | | | | |
| 965.10 | PRINGLE TO CARSON CREEK TRIB 2 CONNECTOR | PRINGLE | CARSON CREEK TRIB 2 | NONE | MULTI-USE PATH | 269 | | | | |
| 965.15 | GROZIER TO HILLCREST | PARTIALLY DOWN | HILLCREST FARMS | NONE | MULTI-USE PATH | 475 | | | | |
| 965.22 | ABIA | PRESIDENTIAL | PARKING FACILITY | NONE | MULTI-USE PATH | 2,568 | | | | |
| Route 96 | 9 MARBLE CREEK | | | | | | | | | |
| 969.01 | | ONION CREEK | E WILLIAM CANNON DR | NONE | MULTI-USE PATH | 3,124 | | | | |
| 969.02 | GREENWAY | E WILLIAM CANNON DR | | NONE | MULTI-USE PATH | 4,534 | | | | |
| 969.03 | MARBLE CREEK GREENWAY | CITY LIMITS | S OF OLD LOCKHART RD (END OF MARBLE CREEK) | NONE | MULTI-USE PATH | 24,804 | | | | |
| 071.01 | GILLELAND CREEK | | 11.25 | NONE | | 2.415 | | | | |
| 971.01 | GREENWAY GILLELAND CREEK | | | NONE | | 2,413 | | | | |
| 971.02 | GREENWAY GILLELAND CREEK | W END SPRINGBROOK | E END SPRINGBROOK | NONE | | 1,072 | | | | |
| 971.03 | GREENWAY GILLELAND CREEK | | | NONE | | 4,002 | | | | |
| 971.04 | GREENWAY GILLELAND CREEK | | | NONE | | 4,732 | | | | |
| 971.06 | GREENWAY GILLELAND CREEK | | | NONE | | 7 902 | | | | |
| 971.07 | GREENWAY GILLELAND CREEK | | DESSALLED / EM 685 | NONE | | 3.400 | | | | |
| 971.08 | GREENWAY GILLELAND CREEK | DESSAU RD / FM 685 | ETJ BOUNDARY | NONE | MULTI-USE PATH | 17,681 | | | | |
| 971.09 | GREENWAY GILLELAND CREEK | ETJ BOUNDARY | CAMERON RD | NONE | MULTI-USE PATH | 11,865 | | | | |
| 971.10 | GILLELAND CREEK | CAMERON RD | SH 130 | NONE | MULTI-USE PATH | 23,314 | | | | |
| 971.11 | GILLELAND CREEK | SH 130 | EJT BOUNDARY | NONE | MULTI-USE PATH | 8,066 | | | | |
| 971.12 | GILLELAND CREEK | ETJ BOUNDARY | ETJ BOUNDARY | NONE | MULTI-USE PATH | 9,390 | | | | |
| 971.13 | GILLELAND CREEK | ETJ BOUNDARY | FM 973 | NONE | MULTI-USE PATH | 16,834 | | | | |
| 971.14 | GILLELAND CREEK GREENWAY | FM 973 | FM 969 | NONE | MULTI-USE PATH | 25,529 | | | | |
| 971.15 | GILLELAND CREEK GREENWAY | FM 969 | COLORADO RIVER | NONE | MULTI-USE PATH | 17,571 | | | | |
| Route 97 | 3 | | | | | | | | | |
| 973.07 | FM 973 TO SH 130 CONNECTOR | FM 973 | ACROSS 130 TO COLORADO RIVER | NONE | MULTI-USE PATH | 8,483 | | | | |
| Route 97 | 4 WILLIAMSON CREEK | MOWINKLE DR / END OF | LIS 290 W | NONE | | 17 7/9 | | | | |
| 074.01 | GREENWAY WILLIAMSON CREEK | CREEK | 55 270 W | | | 17,700 | | | | |
| 974.02 | GREENWAY WILLIAMSON CREEK | US 290 W | MOPAC | NONE | MULTI-USE PATH | 11,651 | | | | |
| 974.03 | GREENWAY | MOPAC | CITY LIMITS | NONE | MULTI-USE PATH | 1,979 | | | | |

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| Route- Segment # | Street Name / Route Name | Segment From | Segment To | Existing Facility | Recommended Facility | Length (ft) | Existing Cross Section | SSTF Barrier | Super Route |
|------------------------|---|--|--|-------------------|-------------------------|-------------|------------------------|-----------------|----------------|
| 974.04 | WILLIAMSON CREEK GREENWAY | CITY LIMIT | CITY LIMIT | NONE | MULTI-USE PATH | 8,604 | | | |
| 974.05 | WILLIAMSON CREEK GREENWAY | CITY LIMIT | UNION PACIFIC RR TRACKS | NONE | MULTI-USE PATH | 8,913 | | | |
| 974.06 | WILLIAMSON CREEK GREENWAY | UNION PACIFIC RR TRACKS | S CONGRESS AVE | NONE | MULTI-USE PATH | 11,134 | | | |
| 974.07 | WILLIAMSON CREEK GREENWAY | S CONGRESS AVE | IH 35 | NONE | MULTI-USE PATH | 6,072 | | | |
| 974.08 | WILLIAMSON CREEK GREENWAY | IH 35 | S PLEASANT VALLEY RD | NONE | MULTI-USE PATH | 10,849 | | | |
| 974.09 | WILLIAMSON CREEK GREENWAY | S PLEASANT VALLEY RD | ROY KIZER PARK | NONE | MULTI-USE PATH | 1,705 | | | |
| 974.10 | WILLIAMSON CREEK | ROY KIZER PARK | ONION CREEK | NONE | MULTI-USE PATH | 14,387 | | | |
| Route 97 | 6 | BOUNDART | | | | | | | |
| 976.01 | SOUTH BOGGY CREEK GREENWAY | CAMERON LOOP | UNION PACIFIC RR | NONE | MULTI-USE PATH | 8,089 | | | |
| 976.02 | SOUTH BOGGY CREEK GREENWAY | UNION PACIFIC RR | CITY LIMITS / E OF IH 35 | NONE | MULTI-USE PATH | 15,506 | | | |
| 976.03 | SOUTH BOGGY CREEK GREENWAY | CITY LIMITS / E OF IH 35 | CITY LIMITS / ONION CREEK PARK | NONE | MULTI-USE PATH | 5,796 | | | |
| 976.04 | South Boggy Creek Greenway | CITY LIMITS / ONION CREEK PARK | CITY LIMITS / ONION CREEK PARK | NONE | MULTI-USE PATH | 547 | | | |
| 976.05 | SOUTH BOGGY CREEK GREENWAY | CITY LIMITS / ONION CREEK PARK | ONION CREEK | NONE | MULTI-USE PATH | 3,165 | | | |
| Route 97 | 8 | | | | | | | | |
| 978.01 | GREENWAY | W END OF CREEK | US HWY 183 | NONE | MULTI-USE PATH | 6,526 | | | |
| 978.02 | GREENWAY | US HWY 183 | SH 130 | NONE | MULTI-USE PATH | 15,827 | | | |
| 978.03 | GREENWAY | SH 130 | PEARCE LN | NONE | MULTI-USE PATH | 25,615 | | | |
| 978.04 | DRY CREEK SOUTH GREENWAY | PEARCE LN | SH 71 E | NONE | MULTI-USE PATH | 36,418 | | | |
| 978.05 | DRY CREEK SOUTH GREENWAY | SH 71 E | COUNTY LINE | NONE | MULTI-USE PATH | 10,606 | | | |
| 978.06 | SOUTH FORK DRY CREEK GREENWAY | W END OF CREEK | ETJ BOUNDARY | NONE | MULTI-USE PATH | 6,868 | | | |
| 978.07 | SOUTH FORK DRY CREEK GREENWAY | ETJ BOUNDARY | US HWY 183 | NONE | MULTI-USE PATH | 20,817 | | | |
| 978.08 | SOUTH FORK DRY CREEK GREENWAY | US HWY 183 | SH 130 | NONE | MULTI-USE PATH | 13,655 | | | |
| 978.09 | SOUTH FORK DRY CREEK GREENWAY | SH 130 | DRY CREEK | NONE | MULTI-USE PATH | 2,385 | | | |
| Route 98 | 0 | | | | | | | | |
| 980.04 | BEE CAVES TO WILLIAM CANNON CONNECTOR | BEE CAVES | WILLIAM CANNON DR | NONE | MULTI-USE PATH | 2,302 | | | |
| 980.07 | HUGHES TO SUNSTRIP CONNECTOR | HUGHES | SUNSTRIP | NONE | MULTI-USE PATH | 660 | | | |
| Route 98 | 2 | | | | | | | | |
| 982.21 | CONNECTOR THROUGH LONGVIEW PARK | LONGVIEW | GOLDBRIDGE | NONE | MULTI-USE PATH | 1,051 | | | |
| Route 98 | 4 | | | | | | | | |
| 984.01 | FM 1826 TO DAVIS LANE CONNECTOR | FM 1826 | CLAIRMONT DR. | NONE | MULTI-USE PATH | 4,466 | 22-CL-22 | | |
| Route 98 | 6 | | | | | | | | |
| 986.01 | GREENWAY SLAUGHTER CREEK | NW OF US 290 W | FM 1826 | NONE | MULTI-USE PATH | 23,495 | | | |
| 986.02 | GREENWAY | FM 1826 | RANCH METRO PARK | NONE | MULTI-USE PATH | 5,613 | | | |
| 986.03 | | RANCH METRO PARK | MOPAC | NONE | MULTI-USE PATH | 8,019 | | | |
| 986.04 | GREENWAY | | | NONE | MULTI-USE PATH | 10,117 | | | |
| 986.05 | GREENWAY | METRO PARK | CREEK PARK | NONE | MULTI-USE PATH | 9,406 | | | |
| 986.06 | SLAUGHTER CREEK GREENWAY | CITY LIMIT / W END SLAUGHTER CREEK PARK | CITY LIMIT / E END SLAUGHTER CREEK PARK | NONE | MULTI-USE PATH | 6,594 | | | |
| 986.07 | SLAUGHTER CREEK GREENWAY | CITY LIMIT / SLAUGHTER CREEK PARK | CITY LIMIT / MANCHACA | NONE | MULTI-USE PATH | 1,081 | | | |
| 986.08 | SLAUGHTER CREEK GREENWAY | CITY LIMIT / MANCHACA RD | CITY LIMIT / UNION PACIFIC RR | NONE | MULTI-USE PATH | 3,387 | | | |
| 986.09 | SLAUGHTER CREEK GREENWAY | CITY LIMIT / UNION PACIFIC RR | CITY LIMIT / VILLAGE OF SAN LEANNA | NONE | MULTI-USE PATH | 5,343 | | | |
| 986.10 | SLAUGHTER CREEK GREENWAY | CITY LIMIT | CITY LIMIT | NONE | MULTI-USE PATH | 1,743 | | | |
| 986.11 | SLAUGHTER CREEK GREENWAY | CITY LIMIT / VILLAGE OF SAN LEANNA | IH 35 | NONE | MULTI-USE PATH | 11,540 | | | |
| 986.12 | SLAUGHTER CREEK GREENWAY | IH 35 | ONION CREEK | NONE | MULTI-USE PATH | 8,442 | | | |
| Route 98 | 8 | | | | | | | | |
| 988.22 | CHAPPEL TO SLAUGHTER CONNECTOR | CHAPPEL | SLAUGHTER CREEK | NONE | MULTI-USE PATH | 1,070 | | | |
| 988.24 | WATCHFUL TO GRIZZLY OAK CONNECTOR | WATCHFUL FOX | GRIZZLY OAK | NONE | MULTI-USE PATH | 4,417 | | | |
| Route 99 | 0 | | | | | | | | |
| 990.01 | CIRCLE C AT SLAUGHTER CREEK METRO PARK TO VELOWAY EXTENSION | SLAUGHTER CREEK METRO PARK | VELOWAY | NONE | MULTI-USE PATH | 673 | | | |

Width of recommended facility is as recommended by the FHWA Bicycle Facility Selection Tables on pages 89-91. Recommendations to be implemented only after further technical and feasibility analysis is completed to determine impact to transportation as a whole; if determined infeasible an alternate route or facility should be pursued. *Cross section for future roads is based on AMATP proposed cross section or extension of existing roadway. Page 33 of 33 Page 33 of 33





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APPENDIX **E**: BICYCLE NETWORK **PRIORITIZATION MATRIX**



Appendix E :: Bicycle Network Prioritization Matrix

INTRODUCTION

The bicycle facility improvements should be prioritized based on their characteristics to promote the goals of this Bicycle Plan. This Prioritization Matrix was created to identify high prioritization projects for the purposes of applying for grant funds.

The Prioritzation Matrix identifies and weights several factors that influence the need for a bicycle facility. These criteria are group into four categories: Proximity to Attractors / Destinations; Residential Population; Connectivity; and Community Support.

After all bicycle network facility recommendations have been prioritized based on these criteria, it will be possible to generally categorize them as "very high," "high," "medium," or "low," relative to other projects.

The prioritization matrix should not be used to determine the chronological order for implementation of recommended facility improvements. If an opportunity arises through other roadway projects, land development, etc., to implement a recommended bicycle network facility improvement, that opportunity should be taken regardless of its rank by the prioritization matrix.

SCORING CATEGORIES & CRITERIA

Proximity to Attractors / Destinations



Street Smarts Task Force Seven Rating Criteria of Barriers in Austin (endorsed by the City Bicycle Program)

- 1. Barrier danger / difficulty level
- 2. Distance required to avoid barrier
- 3. Proximity to "green" route (easy-use route)
- 4. Proximity to major attractor
- 5. Proximity to mass transit, bus, park and ride, rail plan
- 6. Current level of route use
- 7. Difficulty of solution (cost magnitude to implement)

The rating criteria used by the SSTF influenced criteria of this Prioritization Matrix.

A route's proximity to a destination, such as schools and employment centers, will influence bicycle use. These attractors and destinations include: major employers (greater than 250 at one location); schools; transit stops; existing or planned transit facilities (such as a park and ride or rail station); the Central Business District, University of Texas and other higher education institutions; public places, such as libraries, parks, etc; and shopping centers.

Residential Population

One's residence usually represents the origin of a bicycle trip. This matrix assumes that the potential to generate a bicycle trip increases with higher residential population. Residential population is based on the 2000 Census blocks within a 1/2 mile buffer around the facility.

Connectivity

Reducing gaps and barriers and improving connectivity of the bicycle network is a primary objective of this bicycle plan. Therefore, projects that increase connectivity and/or eliminate barriers and gaps in the existing network are prioritized.

Community Support

Nobody knows better where the bicycle network is lacking than the bicycling community, and the Bicycle Plan reflects the needs and desires of the bicycling community in Austin. Therefore, routes that have been identified by the community, as provided by the Street Smarts Task Force, neighborhood plans, or other community feedback, are prioritized.



Appendix E :: Bicycle Network Prioritization Matrix

Project Street: **Project Location** (from, to):

Facility Type:

| Criteria | Number | Multiplier | Score |
|---|------------------|---------------------|------------|
| Proximity to Attractors/Destinations | | | |
| Number of Major Employers within 1/2 mile from route | 0 | 20 | 0 |
| (Major employer = over 250 at one location) | 0 | 30 | 0 |
| Number of public and private schools (grades K-12) within 1/2 mile | 0 | 25 | 0 |
| from route | - | | |
| Iransit Stop within 1/2 mile(yes=1, no=0) | 0 | 5 | 0 |
| Direct access to existing or planned transit facility (yes=1, no=0) | 0 | 20 | 0 |
| (Transit facilities = park and ride, or rail station) | 0 | 20 | 0 |
| Direct access to Central Business District | | | |
| (yes=1, no=0) | 0 | 20 | 0 |
| Direct access to University of Texas at Austin (yes=1, no=0) | 0 | 20 | 0 |
| Direct access to other higher education institution (yes=1, no=0) | 0 | 15 | 0 |
| Direct access to public places (yes=1, no=0) | 0 | 15 | 0 |
| (Public Places = parks, libraries, other civic uses) | 0 | 15 | 0 |
| Direct access to shopping centers (yes=1, no=0) | 0 | 10 | 0 |
| (Retail center = atleast 40,000 sq. ft. or retail space) | 0 | 10 | 0 |
| | | Total | 0 |
| Direct access means that the proposed route is adjacent to or intersects with | h the destinatic | DIN. | |
| Residential Population of Census Tract Within 1/2 mile | | | |
| Insert 1 for population range, only one may be selected. | | | |
| Population > 8,000 | 0 | 30 | 0 |
| Population ≥ 4,000 < 8,000 | 0 | 25 | 0 |
| Population \geq 1,000 < 4,000 | 0 | 20 | 0 |
| Population $\geq 500 < 1,000$ | 0 | 15 | 0 |
| Population < 500 | 0 | IU Total | 0 |
| | | Total | 0 |
| Connectivity | | | |
| Completes barrier in route (ves=1, no=0) | 0 | 50 | 0 |
| Completes agn in route (ves=1, no=0) | 0 | 30 | 0 |
| Number of existing or planned bicycle routes connected by the | 0 | | 0 |
| proposed bicycle route | 0 | 20 | 0 |
| Directness of route (most direct=1, otherwise, 0) | 0 | 15 | 0 |
| Identified as regional super route (yes=1, no=0) | 0 | 10 | 0 |
| | | Total | 0 |
| A barrier is defined as a large structural impediment to bicycle access which | n may or may n | ot be outside of th | ne City of |
| Austin's jurisdiction. | | | |
| | | | |
| Community Support | | | |
| Recommended by Street Smarts Task Force (yes = 1, no = 0) | 0 | 30 | 0 |
| Recommended by community feedback (yes = 1, no = 0) | 0 | 25 | 0 |
| Adopted in Neighborhood Plan (yes = 1, no = 0) | 0 | 20 | 0 |
| | | Total | 0 |
| Community feedback defined by input during the 2008 Bicycle Plan Update | planning proc | ess. | |
| Grand Total | | | 0 |





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APPENDIX **F**: BICYCLE SYSTEM **D**ESIGN **S**TANDARDS





New bicycle facilities within the City of Austin should meet local, state, and national bicycle and roadway facility planning and design standards and guidelines. These guidelines should be applied with the use of engineering judgement and should not be treated as a design standard, but as minimal specifications for the design and construction of bicycle facilities.

When retrofitting roads to provide bicycle facilities, planners, engineers and designers should consult the latest versions of the following documents (or their successors) and any applicable Americans with Disability Act regulations and guidelines:

- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 1999
- Americans with Disabilityes Act Accessibility Guidelines
- Manual on Uniform Traffic Control Devices, 2003
- Texas Manual on Uniform Traffic Control Devices, 2006
- Operational and Safety Impacts When Retrofitting Bicycle Lanes , 2007
- Texas Transportation Institute
- Texas Accessibility Standards
- Institute of Transporatation Engineers

Innovation in bicycle facility design is encouraged in an effort to continually add to and improve available tools for bicycle facility implementation. For example, the Seattle Department of Transportation recently was innovative in the use of parking stall markings in an effort to address the issues presented with parked cars adjacent to bicycle lanes. Following that lead, the City of Austin Transportation Department installed a similar facility in a 2008 bicycle lane upgrade and redesign (see the photo below for a rendering of that design).



BUFFERED BICYCLE LANE DETAIL NOT TO SCALE

Where shared lanes and wide curb lanes are recommended in Appendix D, shared lane markings should be considered to create the facility.

Appendix F :: Design Standards

The City of Austin encourages the Texas Department of Transportation (TXDOT) to also be innovative in expanding its toolbox for accommodating bicycles on its transportation system. This could include, but is not limited to, the use of Shared Lane Markings in conjunction with Wide Curb Lane facilities, or the use of bicycle lanes. City Staff shall encourage TXDOT to include the bicycle facilities recommended in the Federal Highway Administration guidelines for all roads in the state highway system within Austin city limits (see Tables 2.1 through 2.6 of the Austin 2009 Bicycle Plan Update).

Lastly, when implementing new trails or rehabilitating existing trails, best practices in trail design shall be considered. When off-road trail projects recommended in this plan are initiated, coordination with the Parks and Recreation Department is required when the trail will utilize parkland. All trail design should be reviewed by appropriate boards and commissions throughout the project to assure all user needs and safety issues are addressed.







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APPENDIX G: STREET SMARTS TASK FORCE **R**EPORT AND **R**ECOMMENDATIONS







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City of Austin Streets Smarts Task Force

Final Report



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- C: Bicycle Toolbox
- D: Pima County Brochure
- E: Bike Month Schedule
- F: Ciclo-Via

City of Austin Street Smarts Task Force Community Participants:

**Task Force Chair Sara Krause, M. Ed., Krause Sports Performance Andrew Bucknall, Chair, Urban Transportation Commission **Task Force Subcommittee Chair Preston Tyree, Director of Education, League of American Bicyclists ** Task Force Subcommittee Chair Lane Wimberley, Bicycle Commuter **Task Force Subcommittee Chair Hill Abell, Owner, Bicycle Sport Shop Alvaro Bastidas, Director, Please Be Kind To Cyclists Campaign Thomas Butler, Downtown Austin Alliance Jim Carrillo, Director of Planning, Halff Associates Inc. Lee Chilton, Member, Travis County Medical Society Jennifer Conroy, Public Health Expert, Community and Public Health Strategist Scott R. Cunningham, P.E., Engineer, Texas Department of Transportation Matt Curtis, Assistant Director of Business & Community, Capital Metropolitan Transportation Authority Rob D'Amico, President, League of Bicycling Voters Michelle Dippel, Deputy Environmental Manager, HNTB Corporation Paul Douglas, State Multi-Modal Coordinator, State Multi-Modal Coordinator Tommy Eden, Chair, Bicycling Advisory Council William Hodge, Architect, Cotera Reed Andy Hollinger, President, Texas Bicycle Racing Association Kathleen Hornaday, Senior Project Manager, HDR/WHM Joan Hudson, Research Engineer, Texas Transportation Institute, The Texas A&M University System Kristofer Kasper, Armburst & Brown, LLP Scott Korcz, President, Austin Cycling Association Tom Pekowski, Bicycle Commuter, Yellow Bike Project Chris Riley, Member, Planning Commission Judi Ronkartz, President, Austin Ridge Riders Patti Rosen, Wellness for Workers / Mayor's Fitness Council Darcie Schipull, Transportation Planner, Texas Department of Transportation Carly Shepherd, ROMA Design Group Robin Stallings, Executive Director, Texas Bicycle Coalition

Mayor and Council Participants:

The Honorable Will Wynn, Mayor, City of Austin Ms. Darlene Berghammer, Office of Mayor Will Wynn The Honorable Lee Leffingwell, City Council Mr. Larry Schooler, Office of Council Member Leffingwell The Honorable Mike Martinez, City Council Mr. Andrew Moore, Office of Council Member Martinez The Honorable Brewster McCracken, City Council Ms. Rachel Proctor May, Office of Council Member McCracken

City Staff Liaisons to the Task Force:

Art Acevedo, Chief, Austin Police Department Doug Ballew, Austin/Travis County Health and Human Services Department Annick Beaudet, Project Manager, City of Austin Public Works Department Eric Dusza, Planner III, City of Austin Public Works Department Greg Griffin, Senior Planner, Capital Area Metropolitan Planning Organization David Lurie, Director, Austin Austin/Travis County Health and Human Services Department William Manno, Austin Police Department Jenna Neal, Park Planner, Austin Parks and Recreation Department Mike Nyert, Commander, Austin Police Department Edward M.Racht, M.D., Medical Director, City of Austin/Travis County EMS Systems Joe Ramos, Director, City of Austin Public Works Department Stuart Strong, Director, Austin Parks and Recreation Department



City of Austin Street Smarts Task Force Kick-Off, March 29, 2007

INTRODUCTION

Purpose

On March 29, 2007, Austin Mayor Will Wynn and 7 time Tour De France Winner and cancer survivor Lance Armstrong convened the City of Austin Street Smarts Task Force with the stated goals to:

- 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

It is estimated that about 27% of Austin's 550,000 driving age citizens engage in recreational bicycling, and 7,900 people bicycle commute in Austin each day, depending on the time of year and weather conditions. Austin's cycling community is a rich tapestry of individuals who use their bicycles for transportation, recreation, and sport. Austin can boast of numerous cycling clubs, groups and teams that collectively contain thousands of members.

The Street Smarts Task Force was comprised of a diverse mix of citizens, including transportation and recreational, and competitive cyclists, civil engineers, urban planners and architects, and public health professionals. Bicycling advocacy organizations were also represented. The Task Force determined both a vision and a mission for its work:

VISION

Transform Austin into a World Class Bicycling City

<u>MISSION</u>

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

The task force completed its work in January of 2008. The task force, having undertaken a critical and forward-thinking evaluation of the city's bicycle network, has put forth several recommendations to the City of Austin.

History of bicycle planning in Austin

In response to the general growth of bicycling, formal bicycle planning in Austin began in 1972 with the City Council adoption of a Proposed Bicycle Plan. Notable bicycle projects completed in response to the plan were the bicycle lanes on Guadalupe Street, Berkman Avenue, Far West Boulevard, and Mary Street, to name a few. Additionally, the 1979 Austin Tomorrow Plan gave

official recognition to the bicycle as a vehicle. By 1980, the City of Austin had implemented many bicycle projects including approximately 28 miles of bicycle lanes.

Also in 1980, the 1972 proposed Bicycle Plan was adopted as the Austin Bicycle Plan and included the addition of a technical Design Manual. In 1981, in response to the new plan, the City hired its first Bicycle Coordinator. City of Austin voters also approved approximately one million in bond funding in both 1981 and 1984 for bicycle projects outlined in the plan. Bicycle planning continued during the late 1980's with the Austin Plan comprehensive planning effort. A key project planned in the 1980's was the Austin Veloway, which opened in 1993 and is enjoyed by many today.

The 1990's brought the opening of the Veloway, the first edition of the Austin Bicycle Map (which had its 5th editions produced in 2007), and the creation of the Austin Bicycle Mobility Task Force to address safety and mobility issues. The final report contained five general recommendations. They were to maintain a bicycle coordinator position, to fund a helmet usage campaign, to mandate bicycle safety education for children, to pass a resolution stating that



bicycles are welcome on any City street, and to create a Citizen Advisory Committee. Specific recommendations included items in the categories of Transportation, Recreation, Education, and Enforcement. Notably there were recommendations for a trail plan and trail etiquette educational campaign, a plan to address the cleaning of bicycle lanes, use of Capital Improvement funding for bicycle projects, a Share the Road campaign, and lastly a recommendation to include bicycle safety in Defensive Driving courses taught in the City.

In response to the Task Force, the City re-instigated the Bicycle Coordinator position in 1994 (which was eliminated in 1985) and adopted an updated Austin Bicycle Plan in 1996 (Part 1-Policy) and 1998 (Part II-Facilities). In 1998 five million in bond funding was approved for bicycle projects, in addition to ten million in the year 2000, and an additional two million in 2006.

The existing Austin Bicycle Plan facility portion is approximately one-third complete, with

approximately half of the policy recommendations implemented. The City Bicycle & Pedestrian Program is currently updating the Bicycle Master Plan, with proposed completion in 2008. Projects currently completed or underway utilizing the aforementioned bond funding and by coordinating projects with bigger roadway improvement CIP projects include, the Lance Armstrong Bikeway, the Pleasant Valley Bikeway and associated bike lanes, the Pfluger Bridge Extension and Bowie Street Underpass, Velasquez Plaza, Gracy Farms Barrier Removal, Bike Routing Sign Improvements, and the



Stratford-Barton Springs Road connection. Remaining bond funding will be allocated to projects identified in the amended 2008 Austin Bicycle Plan.

Reasons to promote bicycle use

Bicycling is fun and healthy transportation and recreation. It is good for the environment and the City of Austin. The impact of bicycling as a transportation or recreation choice should not be overlooked from a policy or planning perspective for the following reasons.

1. Dollars spent on bicycle facilities have a huge impact.

Relative to other forms of transportation infrastructure, building bicycle facilities is very inexpensive and has a measurable impact. The University of Minnesota's Humphrey Institute of Public Affairs did an analysis of the impact of additional bicycle facilities on the number of riders using data from <u>the City of Austin</u>. The results are exciting. The research indicates that the presence of bicycle facilities significantly increases the number of bicycle commuters.

2. Impact on Air Quality

Austin is close to non-attainment according to the United States Environmental

Protection Agency. Cars emit approximately 1 pound of carbon dioxide per mile driven. If the average bicycle commuter takes two 5-mile trips per day, then at current commuter levels in Austin, bicycling is reducing carbon dioxide emissions by nearly 79,000 pounds per day! Over the course of a year, emissions are reduced by nearly 29 million pounds! Even small increases in the number of bike trips taken per day can have an exponential impact on the environment. Poor air quality leads to chronic illnesses such as asthma, cancer, and other respiratory conditions. It directly impacts the health and the quality of life of Austin's citizens.

⁶⁶ Every day, thousands of people across Seattle use bikes to commute to work, exercise or run errands - and the numbers are growing.

When cities like Austin design a comprehensive network for bikes, it encourages more people to ride. It is one important way we can reduce harmful greenhouse gas emissions that cause global warming."

--Mayor Greg Nickels, Seattle, WA

3. Health and Wellness

Austin is regarded as one of the most fit cities in the country. Building upon that tradition will help Austin maintain its leadership role in fitness issues in Texas and in the U.S. Austin must do its part to avoid becoming part of a national crisis by working to maintain the health of our citizens.

There are alarming national trends towards increased numbers of individuals classified as obese and overweight; in Texas, over 35% of school-aged children are considered obese. Equally alarming is the number of individuals suffering from heart disease, hypertension, and high cholesterol. All of these conditions cause financial strains on the individual, and

on the health care system in general. Stress is also a significant contributor to poor health status, but the positive effects of exercise on stress are extremely well-documented. Providing for bicycling as a safe, comfortable, and reliable means of both transportation and recreation can have a direct, positive impact on the health of our citizens.



For many working individuals, adhering to a regular exercise schedule is difficult. Availability of facilities is a critical component of their success. At 25 calories per mile for the average person, bicycling is an attractive exercise solution.

4. Economic Impact

Transportation & Energy Usage

The city of Austin is adding 25,000 new residents to its central core, with a road capacity already strained, and limited additional capacity planned, we must address the challenges of moving people within that core. In order for Austin to fulfill its vision of a vibrant downtown, we must ensure easy access for bicycles, automobiles and pedestrians to local businesses.

Bicycling allows for a more affordable cost of living. The Santa Cruz County Regional Transportation Commission's Commute Solutions website states that the true cost of driving a vehicle is approximately \$1.19/mile. The University of Wisconsin estimates that commuting by bicycle costs a mere \$120/year.

Bicycles have substantially less impact on the infrastructure maintenance costs of roadways. The data from Commute Solutions takes the impact of cars on society into account. The cost to the taxpayer for each mile driven on public roadways is approximately 33 cents per mile. Clearly, encouraging trips by bicycle benefits all taxpayers.

The price of fuel is steadily increasing and is projected to continue that trend for the foreseeable future. Austin can continue to take a leadership role in addressing this critical issue by continuing to strongly emphasize other modes of transportation.

Jobs

Bicycles are not only an affordable forms of transportation and recreation, but are enjoyable and accessible to most individuals. In 2006, it is estimated that there were 25,000 bicycles sold in Austin. In the experience of other cities, increased numbers of cyclists have meant concomitant increases in jobs in the bicycle industry. In Portland,



The Lance Armstrong LiveStrong Parade along Congress Avenue, 2005. Photo Credit: Victor Ovalle, Austin Parks and Recreation ©

6. Building a sustainable city

Austin has come a long way in the past decade in part due to our dynamic and diverse cycling community. But we are still a long way from our goal. Biking across the country has garnered the attention of many cities as the leading factor needed to become a sustainable city. In cities like Portland and Seattle, cycling is quickly becoming a standard means of transportation. And in their success, many cities across the country are in the process of developing cycling strategies, which will change how cities view the development of infrastructure for transportation.

Austin has an opportunity to be out front by increase the city's cycling street network, improve biking conditions and infrastructure to create a viable sustainable alternative choice for public transportation.

StreetSmarts Task Force developed a vision of cycling with the Biking Community, the Public Works Department staff and the public to define obstacles and barriers create strategies and identified priorities to poise Austin to implement a nationally recognized system of cycling/transit connections to expand non-auto trips in Austin.

⁶⁶ Austin and Madison have a lot in common: the seat of state government, a major university, a progressive political climate and a population that wants to be healthy and experience the outdoors. I've always believed that bikes in cities are like canaries in coal mines. A city that is easy and safe to bike in is also easy and safe to *live* in. I'm eager to share our ideas about how to make a city better for

biking and living and I'm eager to learn what y'all are doing down there to do the same." --Mayor Dave Cieslewicz, Madison, WI

TASK FORCE RECOMMENDATIONS

The following are recommendations researched and adopted by the task force. Best Practices or resources are cited where applicable. Some information has been appended to this report. This report contains an appendix, which includes various documents related to the development of these recommendations. The first exhibit in the appendix are cost estimates for these recommendations that have been prepared by city staff.

I. Global Recommendations

In the course of developing the task force recommendations, there were several recurring recommendations and themes that emerged. These recommendations have been highlighted as they are extremely important to the creation of a safe and effective bicycle network.

> Infrastructure

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.

Best Practice: Seattle's Bicycle Advisory Board

Seattle has long been held up by bicycle enthusiasts as a model for bicycle friendliness. This is due, in part, to the city being well ahead of its time by establishing a Bicycle Advisory Board in 1977. That board has advised the city for over 30 years with a simply stated goal to: "Get more people to bicycle." The presence of this board has allowed bicycling in Seattle to flourish, and the city boasts over 32 miles of shared use paths and 24 miles of striped bike lanes. Over 2,200 bikes enter the downtown area during rush hour each morning. Recently, the city council committed to increasing those numbers by unanimously approving a new 10-year Master Bike Plan and budgeting \$27 million for related projects.

II. Recommendations for Infrastructure and Facilities Improvements

1. Barriers and Connectivity Gaps

- a. The City of Austin should develop a substantial partnership with the TxDOT Austin District to facilitate the implementation of all Task Force recommendations that involve State roadways.
- b. The City of Austin should utilize and continue to develop the Barrier Categories and Rating Criteria spreadsheet created by the Infrastructure and Facilities Sub-committee to aid in evaluation and prioritization of Bicycle Facility and Infrastructure Projects. (Appendix A)
- c. The City of Austin, to ensure the accommodation of bicycle travel and the safety of cyclists, shall develop and implement a comprehensive program to improve the roadway design and traffic control devices of all existing major arterial barriers to cyclists. Policies and processes should also be developed that address bicycle-safe designs and controls into all future roadway construction and roadway improvement projects.
- d. The City of Austin shall develop policies, processes, and programs that ensure the ongoing review and update of Austin's bike routes, in order to keep up with changing transportation demands without reducing existing bike route capacity. No bike route or segment shall be removed without implementing an equivalent (or better) alternative route to serve the same area and maintain continuity and connectivity within the network. Installation of acceleration and deceleration lanes must accommodate bike lanes.
- e. The City of Austin shall develop policies, processes, and programs to improve roadway surface conditions on bike routes.
- f. The City of Austin shall assess the progress and re-evaluate the update of the 1998 Austin Area Bicycle Network and Attractor System. As well, the City of Austin shall

develop a program to systematically provide bicycle route continuity, to and from the identified and prioritized Attractors per the Network Planning Process.

2. Signing, Pavement Markings and Temporary Route Notifications

- a. Using the TxMUTCD as a guide, develop a set of new and updated standards for permanent bicycle way-finding within the following areas: Downtown Austin, Neighborhood Bike Routes, Intercity Bike Routes, and Major Event Venues. The new standards may include the type of information to be placed on the sign, such as route number, destination, direction, and distance, along with a bike symbol.
- b. Update the City of Austin Parks and Recreation Department's sign manual, which primarily addresses the needs of pedestrian users, to incorporate more information essential to all users. This manual should also address signing needs for areas where trails lead to or cross city streets.
- c. Adopt a set of guidelines to address and accommodate cyclists' needs during temporary construction projects. The City of Cambridge, Massachusetts "Bicycle Accommodation During Construction Guidelines" should be used as an example. The City should also require construction projects to contact the Bicycle Coordinator at least two weeks in advance of a bike lane closure or other impact on bike route, so that the bicycle community may be informed of the temporary situation. (Appendix B)
- d. Require Major Events coordinators to promote cycling as a viable mode of alternate transportation by informing the public of their plans for provision of bicycle storage and security during the event, and by providing bike routes through temporary vehicular street closures.
- e. Develop guidelines for the use, installation, and placement of share the road signs.
- f. Maintain "Street Name" signs on all city streets with bike routes, to assure cyclists of their location within the street network, as well as the bike route.

3. On-street Facility Recommendations

*for descriptions of the following on-street facilities, refer to Appendix C, Bicycle Tool Box.

- a. Identify locations for the provision of bike climbing lanes.
- b. Identify locations for implementing lanes diets; e.g., conversion of streets from fourlane to two-lane with a center two-way left turn lane and bike lanes and pedestrian walkways.
- c. Submit an application in FY 08 and hire an outside consultant

<u>Case Study: Fort Worth, TX</u> In a place where one typically associates a "rider" with a horse, an aggressive approach to integrating riders of bicycles on city streets is being taken. Fort Worth has applied to FHWA to place a significant number of sharrows on roadways.



to prepare that application to the FHWA for inclusion of sharrows (shared lane markings), and other bike signing and pavement markings not in the current version of the TxMUTCD, to be used in pilot programs intended to study their effectiveness, and eventually to be included in the City of Austin Bicycle Plan. Identify locations for implementing the use of sharrows.

- d. Implement a study to identify locations for the use of "blue" lanes.
- e. Implement a study to identify locations for the potential use of bike boxes.
- f. Implement a system to identify locations where additional signing and other advisory tools are needed, to alert drivers entering a street with a bike lane.

4. Off-Street and Separated Facilities

- a. Public Works should coordinate with the Parks and Recreation Department (PARD) to develop a coordinated bicycle and multi-use trail plan.
- b. The City should work with Capital Metro and CAMPO to incorporate some or all of the proposed Rails-with-Trails facilities into the revised city bike plan and regional long-range plan.
- c. The City should coordinate with Travis County, surrounding municipalities and counties, and TxDOT and other regional stakeholders to develop a regional multi-use trail network.
- d. The City should assess the feasibility of bicycle boulevards.

Best Practice: The Louisville Loop, Louisville, KY

In 2005, the City of Louisville began a multi-year project of acquiring thousands of acres of green space for its "City of Parks" initiative. The city's visionary program did not stop there: in the winter of 2008, the first 25 miles of a 100 mile off-street paved path will be completed. The entire 100 mile network will tie Louisville's neighborhoods to its parks, and will connect the parks together. With planned extensions into surrounding counties and into Southern Indiana, the Louisville Loop is a truly exceptional example of not only cooperation amongst city departments, but of the potential of intergovernmental projects.

5. Incorporate Bicycle Facilities as a Priority in Planning and Development Processes

- a. Use city-run planning processes as an opportunity to prioritize bicycle and bikepedestrian facilities:
 - Include specific infrastructure recommendations for bicycle facilities and projects in the Downtown Austin Plan. The City should pursue a public art project celebrating Austin as a bike friendly city.

- Examine opportunities to develop signature bicycle facilities as part of each Transit Oriented Development (TOD) Station Area Plan.
- Incorporate seamless bicycle facilities into the Waller Creek Plan from UT to the Town Lake Hike and Bike Trail.
- Plan and create large-scale signature bicycle facilities in the North Burnet/Gateway area.
- Plan and create signature bike amenities and destination facilities within the Green Water Treatment Plant Redevelopment.
- b. Develop incentives for bicycle facilities in private developments:
 - Include bicycle facilities in any density bonus matrix, such as those developed as part of the Downtown Austin Plan or North Burnet/Gateway Plan.
 - Parkland Dedication Funds should be prioritized to build and/or improve trails that serve as both recreational and transportation corridors.
 - Develop incentives to encourage showers and other destination facilities in high-density private redevelopment projects in bicycle-accessible locations.
- c. Prioritize non-motor vehicular connectivity in the City's approval process and incorporate a bicycle connectivity and facility review into the City of Austin site plan approval process.

6. Inter-Modal Transportation

- a. Increase opportunities for multi-modal transportation and coordinate existing and proposed bike facilities with mass transit.
- b. The City should develop criteria to require all parking garages to contain convenient and secure bike parking at a ratio of one bike to every five autos.
- c. Explore possibilities to work with parking garage operators to allow overnight automobile parking for multiple consecutive days.

7. Administrative Recommendations

a. It is recommended that the City of Austin expand staffing and the budget of the Public Works Department's Bicycle and Pedestrian Program, to be commensurate with the responsibilities outlined for that program in the City's Bicycle Plan and with the City's desire and intent to establish bicycle use as a practicable, effective and safe means of transportation. b. The City of Austin should review and refine existing City of Austin Bicycle and Pedestrian Program performance measures. It is recommended that the City of Austin refine the metrics used to assess

<u>Case Study: Evaluating Success in Portland, OR</u> For officials in what is perhaps the most admired city for bicycle-friendliness, measurement of success is a must. Although there is plenty of anecdotal evidence of the impact of its policies related to bicycling, Portland officials undertake extensive data collection efforts to provide its citizenry with objective evaluations of success.

the implementation of the City's Bicycle Plan.

- c. The City of Austin should establish a permanent council appointed advisory Bicycle and Pedestrian 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.
- d. The city should take steps to ensure that developer site plans do not call for any implementation that will reduce the viability, or future viability of bicycle transportation. An effective way to achieve this goal might be to amend the site plan approval process to require review and sign-off by the bicycle and pedestrian program.
- e. The City of Austin should implement an updated "Complete Streets" policy.
- f. The city should institute a formal public meeting on a quarterly basis to discuss transportation issues as they impact bicycle transportation. The participants should include representation from all agencies involved in regional transportation planning, such as the Capitol Area Metropolitan Planning Organization (CAMPO), City of Austin public works and transportation staff, Parks and Recreation Department staff, Watershed Protection and Development Review staff, Austin Energy, Capitol Metro, Travis County, TxDOT and Austin metropolitan municipalities.

III. Recommendations related to Education and Promotion.

1. City of Austin should encourage cycling by adopting policies that include incentives, city code and code enforcement:

a. Provide incentives to building owners to install showers, lockers and secure parking (end of journey amenities) in existing buildings.



- b. Provide incentives to all vendors and other corporate, state agencies and educational institutions, and citizens of the community to provide on-going programs of safety education related to sharing the road with all users.
- c. Implement zoning and development process changes to ensure end of journey amenities are included in new and rebuilt spaces.
- d. Provide incentives to vendors who supply products or services to the City to have employees educated related to sharing the road with all users.
- e. Require adequate bicycle parking facilities for large outdoor events (1000 or more participants) as part of the event permit.
- f. Require the appropriate city departments to develop a maintenance plan for all new bicycle facilities. Commit resources for improved maintenance of existing bicycle facilities.

Best Practice: San Francisco, California

The City of San Francisco requires monitored bicycle parking for 1% of the attendees of large events. The parking must be located within a one block radius of a main entrance to the event, and the parking must also be publicized in promotional materials for the event.

- 2. City of Austin should create two new paid positions each with operating budgets to coordinate, manage contracts and implement the recommended educational and promotional activities. This would be done in accordance with best practices of other cities recognized in excellence for providing for safe and effective bicycle transportation and recreation.
- 3. The city of Austin should create city sponsored educational programs. Management of this program would be one of the responsibilities of the additional hire in the Education function:
 - a. The City of Austin will provide bicycle traffic safety classes at a reasonable price to citizens of all ages. The City of Austin bicycle safety education program shall utilize curricula consistent with the League of American Bicyclists' Bike Ed program, BikeTexas SuperCyclist or the Department of Public Safety SuperCyclist programs. The education program shall make use of resources that are readily available through existing curricula, trained instructors and viable non-profit organizations that could perform the training under a city sponsored program.
- b. Traffic safety, as it relates to cycling, shall be incorporated into the educational program for all City of Austin employees who drive city vehicles or who drive personal vehicles on city business requiring that they shall pass a specified traffic safety program including bike safety.
- c. Provide bicycle traffic safety education related to codes consistent with the City of Austin Bicycle Plan for City of Austin employees as follows:
 - Council members and staff
 - All those employees who interact with, plan, design, construct, inspect or maintain bicycle facilities.
 - All those employees who are responsible for enforcing traffic laws, including police, district attorneys, and judges.
- d. Conduct training on bicycle safety issues for Austin Police Department while encouraging them to enforce the traffic laws equitably.
- e. The Health PLUS Wellness Program and PE Department program for the City of Austin will incorporate cycling into its programs for employees and promote the use of cycling for sport and commuting
- f. Implement a web-based bicycle safety program for adults to be made available to the public, employers, and institutes of higher education.
- g. Create a "Diversion Program" where either bicycle operators or motor-vehicle operators who are cited for bicycle-related offences can receive a reduced sentence by taking a safety class that conforms to the requirements of the League of American Bicyclists. Encourage and educate District Attorneys, Judges and law enforcement on the benefits of such a program.
- h. Implement a share the trail campaign that would include education and signage. PARD shall be the lead department for this effort in conjunction with other stakeholders.
- i. Work with local schools to strengthen bicycle safety efforts.

4. The City of Austin should create a city sponsored promotion/marketing campaign to increase awareness of the benefits of cycling and the responsibilities of all road and trail users to share the road and trail safely.

a. Messages promoting the health benefits of cycling, sharing the road and bicycle safety targeting both motorists and cyclists will be provided through print, radio, television, bus wraps, etc. These messages will be one of the responsibilities of the additional hire in the Promotion function.

- b. Wide distribution of free bike maps in English and Spanish at a minimum. Maps should be available through the Convention and Visitors Bureau, hotels, automobile rental agencies and rental and retail bicycle locations, 311 City Wide Information system, the City of Austin Bicycle/Pedestrian Program, and the Austin/Travis County Health and Human Services Department.
- c. Generate a (bi-lingual) brochure with educational information about cycling including laws, local ordinances and rules in Austin, safe tips and more. This brochure should be distributed through the Convention and Visitors Bureau, hotels, automobile rental agencies and rental and retail bicycle locations, 311 City Wide Information system, the City of Austin Bicycle/Pedestrian Program, and the Austin/Travis County Health and Human Services Department. Distribution should be available through the 311 City Wide Information system. This should be modeled after the Pima County AZ document. (Appendix D)
- d. The City of Austin will support a program to promote commuting and bicycling by city employees and employees of vendors and other corporate, state agency and educational institutions.
- e. The City of Austin will support and promote National Bike Month activities in May of each year. The City of Austin may partner with NGO, Corporate and government agencies which will plan and promote bike month activities. (Appendix E)
- f. Implement the *Ciclo-Via* program on a year-round basis. Sponsor "Open Street" events that would block off motor vehicles leading to the event site. Partner with local businesses and neighborhood associations to create events throughout the city to encourage mass participation in a variety of locations. These could range in size from "Bike to Your Neighborhood Pool Day" to "Longhorn Bike Day." (Appendix F)
- g. Create an interactive web site with a marketable url like BIKEAUSTIN.ORG with all biking information including safety primers, printable maps, information on all city-approved programs and events, and a link to join an email list. All bike routes should be indicated and a method of interactive routing like Cap Metro's trip planner should be available.

<u>Best Practice: Arlington County, VA's bikearlington.com</u>: Just a short trip from our nation's capitol one can find one of the most user-friendly interfaces for bicycling information available. Bikearlington.com is a treasure-trove of information on the how's and why's of bicycle commuting, recreational riding, and safety information. In a few clicks, citizens can find out the answers to both basic and complex questions about all aspects of cycling in Arlington. It's no wonder that with recent population increases, Arlington has seen no increase in traffic!

- h. Encourage retail bicycle dealers to provide bicycle safety messages and discounts to purchasers of bicycles who successfully pass a bicycle safety education class by providing free promotional materials.
- i. Work with local retail bicycle dealers to create a "Take your bike to the shop today" program offering special incentives to get old bikes out of the garage and ready to ride safely.
- j. Create an on-going program to involve city officials and celebrities in scheduled walks and bike rides in the city. Examples include: Walk or Bike with the Mayor, Chief of Police, Director of Public Works, County Commissioner, etc.
- k. Identify Cycling Safety Ambassadors within the wider community that can demonstrate and encourage safe cycling behavior to targeted groups, such as the immigrant population.

5. The City of Austin should create a plan to evaluate the success of educational and promotional activities.

IV. Recommendations Related to Law Enforcement and Safe Behavior

1. Bike/Car Interactions

- a. The City of Austin shall work with the Texas Bicycle Coalition in an effort to pass a statewide three-foot safe passing law as part of their legislative agenda.
- b. The City Council shall pass an ordinance prohibiting mobile phone use while operating a moving motor vehicle or bicycle, and the council shall study an exception for hands-free cell phone use prior to implementation of an ordinance.
- c. The City Council shall pass an ordinance prohibiting text messaging on mobile phones or other devices while operating a moving motor vehicle or bicycle.
- d. The City of Austin shall develop a comprehensive strategy to preserve existing bicycle lanes or provide safe alternatives, analyze and promote a seamless bicycle network, limit parking in bicycle lanes and expand lanes that promote safety and connectivity.
- e. The City of Austin shall require a corridor study review, which promotes safety and connectivity, to accompany any reduction of existing bicycle lanes.

2. Public Awareness / Education

a. The City of Austin, with input from Travis County and CAMPO, shall create a pamphlet of guidelines outlining the laws/rights/responsibilities and safe practices for bicyclists and motorists. The guide—which would be based on similar

pamphlets in Florida, Tucson and Nevada--would be used to educate the public, new bike owners (Pamphlets would be handed away at bike shops), the courts and the Austin Police Department.

b. The City of Austin staff shall work with stakeholders and through the downtown planning process to promote cycling

3. Procedures of Enforcement

- a. The City of Austin, with input from the bicycling community, shall review the Austin Police Department's Uniform Traffic Enforcement and Tolerance Policy to make recommendations of changes as necessary to include bicycle specific issues.
- b. As the City of Austin reviews the Austin Police Department's Uniform Traffic Enforcement and Tolerance Policy for bicycle-related issues, the city shall specifically consider changes to address bicyclists' safety and other practical matters in enforcement of prohibitions for riding a bicycle on sidewalks.
- c. The City of Austin shall make enforcement of codes related to bicycle infrastructure requirements a priority.



- d. A designated City of Austin ongoing bicycle committee/commission shall continue to review car and bicycle/pedestrian hit-and-run collisions for possible changes in enforcement and prosecution. The city should also explore innovative strategies for enforcement, such as tying insurance requirements to registration and specific civil penalty definitions.
- e. The City of Austin shall review signage and enforcement of no-parking and towaway zones within 20 or more feet of an intersection. An ongoing city committee/commission would designate the roadways for consideration.
- f. The City of Austin shall remove parking spaces, which are within 20 feet of intersections in accordance with existing law, especially on bike routes.

4. Reporting Collisions and Violations

a. The City of Austin shall conduct a pilot project with the Austin Police Department for online crash reporting and public access to crash reports. b. The City of Austin shall require the Austin Police Department to compile an annual report outlining data for bicycle-related citations, crashes, injuries and other enforcement/safety issues. The report would be submitted to the city's ongoing committee/commission for review.

<u>Case Study: Understanding Problem areas in Madison, WI</u> Madison, WI has an extensive network of off-street trails that have helped earn the city a "gold" designation as a bicycle friendly community. While the city has many attractive features about its bicycle planning and policies, one in particular no doubt has played an important role in its success: crash data reporting and analysis. The city uses GIS mapping to identify areas where pedestrian and bicycle crashes are more frequent. This allows the city to understand problem areas and take steps to mitigate future problems.

Appendix A- Infrastructure Barrier Categories and Rating Criteria

BARRIER CATEGORIES AND RATING CRITERIA OVERVIEW

The Barrier Categories and Rating Criteria spreadsheet was developed as a tool to collect data, categorize barrier types, recommend possible solutions, and rate barriers according to seven criteria. The Infrastructure and Facilities sub-committee then prioritized the barriers based on the criteria considered to be the most significant in achieving the goals of the Street Smarts Task Force. If a route can be made safer, more direct and connects to an easier route, it is likely to have a more immediate positive impact on level of use.

Assumptions:

- □ The resulting list, although extensive, is not comprehensive. The InFac subcommittee recommends additional field assessments in areas not reported on.
- □ The spreadsheet is intended to be a working document, to be modified and updated as needed.
- □ The Worksheet contains 3 sheets
 - □ <u>Barrier Categories</u>: Detailed matrix on each barrier including route information, specific barrier conditions and recommended solutions
 - <u>Rating Criteria</u>: Sheet where each barrier is numerically ranked High (1), Medium (2) or Low (3) for each of the following Criteria:
 - 1. <u>Barrier Danger/Difficulty Level-</u> a measure of safety, based on individual member's perception or anecdotal knowledge of the barrier being assessed. (High = most dangerous/hardest)
 - 2. <u>Distance Required to Avoid Barrier</u> a measure of distance, in miles, required to detour barrier and reach ultimate destination. (High = far)
 - 3. <u>Proximity to "Green" Route</u>-a measure of distance to "High Ease of Use" routes, in mileage. (High = near)
 - 4. <u>Major Attractor Proximity</u> -a measure of distance to Major attractors, such as employment, schools, recreation, etc., in mileage. (High = near)
 - 5. <u>Proximity to Mass Transit, Bus, Park & Ride, Rail Plan</u>-a measure of distance to current and planned mass transit in mileage. (High =near)
 - 6. <u>Current Level of Route Use</u> -a measure of route utilization. Did not use this criterion. Data was not available on all routes.
 - 7. <u>Difficulty of Solution</u>-a general judgment of cost magnitude to implement possible recommendations. For example, high difficulty would be bridges or separated facilities and low difficulty would include bike lane restriping or routine maintenance.
 - □ <u>Recommended Priorities</u>: Sheet where ranked barriers are listed in priority sequence based on the following sort hierarchy:
 - 1. Pre-sort by AREA
 - 2. Primary Sort Danger/Difficulty Level -Highest to Lowest
 - 3. Secondary Sort Distance required to Avoid Barrier Highest to Lowest
 - 4. Tertiary Sort Proximity to "Green Route" Closest to Farthest

| INFRASTRUCTURE AND FACILITIES | BARRIER CLASSIFICATION |
|-------------------------------|------------------------|
|-------------------------------|------------------------|

| Complex Intersection | | | | | | × | | | | | | | | | × | × | × | × |
|--|-----------------------------------|-------------------------------------|----------------|----------------|---------------|-------------------------------------|----------------|--------------------------------------|----------------|----------------------|------------|------------|-------------|---------------------------------------|----------------------------------|--------------------------|--------------------------|--|
| Inadequate Signal (no- sensor, short cycle) | | | | | | | | × | | | | | | | | | | |
| do Traffic signa | | | | | | | | | | | | | | | | | | |
| oute Crosses or traverses High Volume/High Velocity Roadway | | | × | × | | × | | | | | | | | × | × | × | × | × |
| F bute Ends with o Connection | × | × | | | | | | | | × | | | | | | | | |
| gh number of drive-ways Rc ossing route N | | | | | × | | | | | | | × | × | | × | × | | × |
| Hig nsufficient d oulder width cr | | | | | | × | | | | | | | | × | × | | | |
| Inadequate Roadway Surface Conditions Sh | | | | | | | | | | | | | | | | | | |
| In appropria te trainage Grates | | | × | × | | | | | | | | | | | | | | |
| Lacks routine Lacks routine anintenance/trash/veg etation | | | | | | × | | | | | | | | | | | | |
| Lane Markings Need n | x | × | | | | | | | × | | × | | | | | | | |
| No M atorist Signage | × | × | × | × | × | | | | | × | | | | | | | | |
| Route Signage Missing or Unclear | × | | | | × | × | | | | × | | | | | | | | |
| Underserved Area Limited or No Easy Route | | | | | | | | | | | | | | | | | | |
| Parking in Bike Lane | | | | | | | × | | | | | × | × | | | | | |
| Non- Standard Bike Lane | | | | | × | | | | | | | × | | | | | | |
| No Bike Lane | | | | | | | | × | | | | | | × | × | × | × | × |
| Route No. | none | none | none | none | 21 | თ | 31 | 64 | 8 | ¢. | 23 | 23 | 31 | 6 | 27 | 09 | 60 | 47 |
| Type of Facility | Bike Lane | Bike Lane | Shared Roadway | Shared Roadway | Bike Lane | Shared Roadway | Bike Lane | Shared Roadway | Bike Lane | Bike Lane | Bike Lane | Bike Lane | Bike Lane | igned Route | igned Route | igned Route | igned Route | igned Route |
| Barrier Location | Steiner Ranch - County Trails Ln. | Steiner Ranch - Steiner Ranch Blvd. | RM 620 WB | RM 620 EB | Jollyvile Rd. | Loop 360-Ramps at RM 2222 & RM 2244 | Emerald Forest | Rollingwood & Bee Caves intersection | Far West Blvd. | RM 620 @ Rock Harbor | Mesa Drive | Mesa Drive | Shoal Creek | Barton Springs-Robert E. Lee to Mopac | Manchaca Rd Lamar to Ben White S | Riverside DrS.1st to 135 | IH35 @ Riverside Drive S | Congress Avenue -Ottorf to Town Lake S |
| Barrier tia No. | ≣C 1 | ≣C 2 | 5C 3 | EC 4 | 9 | 102 | 8 | 6 | ic 10 | 5C 11 | EC 12 | 5c 13 | ≣C 14 | 5S 1 | 5S 2 | 80 28 | 5S 4 | 2S 5 |
| aa lu | | | | | | /est | | I | | | | - | ral- | tral | tral | ,ial | tral | tral |
| Are | Vest | Vest | Vest | Vest | ₹ | N - N | outh | V. Cen | ž | Vest | N. | ş | 4.Cent | S. Cent | S. Cent | : Cent | Cent | Cent |

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended.

~

| | Complex Intersection | × | × | | | | | | × | × | | | | × | | × | × | x | | х | | × | × | , |
|--------------|--|--|-------------------------------------|--------------------------|--------------|------------------------------|-----------|--------------|--|-------------------------|-----------------------------------|----------------|------------------------|--|--------------------|-----------------------|---------------------------|--------------------------|---------------------------------|---------------------------------|--|---------------------------------|-----------------------------------|---|
| | Inadequate Signal (no- sensor, short cycle) | | | | | | × | | | | | | | | | | | | | | | | | |
| | o Traffic signa | | | | | | | | × | | | | | | | | | × | | | | | | |
| oute Crosses | or traverses High Volume/High Velocity Roadway N | × | | × | | | | | × | × | | | | × | × | × | × | × | | × | × | × | × | × |
| <u></u> | ate Ends with | × | | | | | | | × | | | × | × | | | | | | | x | | | | |
| | n number of ive-ways Rou ssing route No | × | × | | | | | | | | | | | | | | | | | | | | × | < |
| | ufficient dr Ider width cros | × | × | | × | × | | | | | | | | × | | | | | | | NB | × | × | , BB |
| | uate //ay ce Insi ions Shoul | | | | | | | | | | | | | | | | | | | | | | | |
| | Inadeq Roadw Ite Surfa | | | × | | × | | | | | | | | × | | | | | × | | | | | |
| | eg Inappropria Drainage Gra | | | | | | | | | | | | | | | | | | | | | | | |
| | Lacks routine maintenance/trash/ve etation | | | × | | × | | × | | | × | | | | | | | | | | | | | |
| | Lane Markings Need Maintenance | | | × | | | | | | × | | × | | | | | | | | | | | | |
| | No Motorist Signage | | | | | | | | × | | | | | | | | | | | | | | | |
| | Route Signage Missing or Unclear | | | | | × | | | × | | × | × | × | | | × | × | | | × | | | | |
| | Underserved Area Limited or No Easy Route | | | | | | | | | | | | | | | | | | | | | | | |
| | Parking in Bike Lane | | | × | | | × | × | | | | | | | | | | | | | | | | |
| | Non- Standard Bike Lane | | | | | | | | | × | | | | | | | | | | | | | | |
| | No Bike Lane | × | × | | × | × | | | | | × | | | × | × | (0 | 0 | 3 | × | t × | | 6 | × | : |
| | Route No. | 43 | 64 | 68 | 7 | 25 | 68 | 25 | 23 | 16 | 31 | 434 | 23 | none | none | 9 | 9 | 20 | 36 | 24 | 434 | 434,43,0 6 | 43.9 | 6 |
| | Type of Facility | Signed Route | Signed Route | 3ike Lane | Signed Route | Signed Route | 3ike Lane | 3ike Lane | Shared Roadway | Signed Route | Signed Route | 3ike Lane | 3ike Lane | Vone | Vone | 3ike Lane | 3ike Lane | Signed Route | Signed Route | Signed Route | Shared Roadway | Shared Roadway | Shared Roadway | Shared Roadway |
| | Barrier Location | South Lamar Blvd-Barton Skyway to Ben White | Barton Springs Road -South Lamar to | Aary -Lamar to South 5th | Kobert E.Lee | bel Curto, Lightsey, Clawson | Aary E | 3luebonnet E | .oop 360 - US 183 to Spicewood Springs 2d | .cop 1 @ Steck overpass | 0th - Medical Pkwy to Shoal Creek | Arboretum Blvd | Sarrington North bound | Pond Springs Rd -US 183 to Anderson Mill R | JS 183 @ Oak Knoll | JS 183 @ Duval Road E | JS 183 @ Balcones Woods E | RM 2222 @ Highland Hills | 4 th Street -35 th to Red River | White Horse - Payne @ Burnet Rd | oop 1 South @ Bridge over Barton Creek S | IS 290 W @ Loop 1 Interchange 5 | IS 290 W @ Lamar Blvd Interchance | .oop 360 Bridge over Barton Creek (east of 50 pt 1) |
| | Barrier tia No. | 3 6 SC | 2S 7 0 | CS 8 | 9 80 SC | 3 11 C | 58 12 N | 5S 13 E | JR 1 F | JR 2 L | JR 3 4 | JR 4 | JR 6 E | JR 7 F | JR 8 | JR 9 L | JR 10 L | JR 11 F | JR 12 3 | JR 13 V | JH 1 | JH 2 | - - - | а н 1 – 4 н 1 – 4 |
| | Area | entral (| tentral | entral (| entral | tentral | entral (| tentral | | entral | tral | | | £ | | | | | tral | entral | st - entral | | | entral |
| | | 0 0 | 0 | S.C | 0 | | S.C | S.C | Š | ŬŻ | Cen | Š | Š | Por | Š | Š | Š | Š | Cen | ů. | S.C. | NS N | No. | 0 0 |

INFRASTRUCTURE AND FACILITIES SUB-COMMITTEE BARRIER CLASSIFICATION

> Barrier Categories and Criteria Rating Barrier Categories

| | | | _ | _ | _ | _ | | | _ | | | _ | | _ | | | |
|--|------------------------------------|--------------------------|---------------------------|--------------------------------------|----------------------|---------------------------|---------------------------|---|-------------------------------------|--------------------------|---|---------------------------|----------------------------|-----------------------|-------------------------------|--|---|
| Complex Intersection | | × | × | | | × | × | | | | | × | × | × | | | |
| Inadequate Signal (no- sensor, short cycle) | | | | | | | | | | | | | | | | | |
| to Traffic signa | | | | | | | × | | | | | | | | | | |
| oute Crosses or traverses High Volume/High Velocity Roadway | | × | × | × | × | × | × | | | | | | × | × | | × | |
| R ate Ends with Connection | | | | | | | | | | | | | | | | | |
| n number of rive-ways Roi ssing route No | | | × | | | | | | | | | | | | | × | |
| sufficient di ulder width cro | | | | × | × | | | × | | | | | | | × | × | |
| adequate adequate Surface In: onditions Shor | | × | | | | | | × | | | | | | | | | |
| In In appropriate inage Grates C | | | | | | | | | | | | | | | | | |
| Lacks routine Lacks routine aintenance/trash/veg In etation Dr | × | | | | | | | | | | | | | | | | |
| ane Markings Need m Maintenance | | | | | | | | | | | × | | | | | | |
| In Motorist Signage | | × | | | | | × | × | × | × | | | × | | × | × | × |
| Route Signage Missing or Unclear | | | | | | | × | × | × | × | × | | × | | × | × | × |
| Underserved Area Limited or No Easy Route | | | | | | | | | | | | | | | | | |
| Parking in Bike Lane | | | | | | | | | | | × | | | | | | |
| Non- Bike Lane | | | | | | | | | | | | | | | | | |
| tte No Bi | | e | × | x at | Je | × | | × | | × | | | × | | × | × | |
| Rou Ility No | 64 | / nor | 80 | / nor | / nor | / 64 | 46 | 45 | 8 | 31 | 47 | 47 | 47 | 80 | 25 | 27 | 27 |
| Type of Fac | Signed Route | Shared Roadwar | Signed Route | Shared Roadway | Shared Roadway | Shared Roadway | Bike Lane | Un-signed route | Un-signed route | Un-signed route | Bike Lane | Bike Lane | Un-signed route | Intersection | Un-signed route | Un-signed route | r Un-signed route |
| Barrier Location | Valsh Tarlton @ Wildemess/Pinnacle | 3H 71- RM 2244 to RM 620 | JS 290 W @ William Cannon | JS 290 W @ SH 71 (the Y in Oak Hill) | RM 2222 @ steep hill | oop 360 @ Lost Creek Blvd | William Cannon @ Sunstrip | Peaceful Hill Lane- Slaughter to Matthews | Dittmar Road - Manchaca to S 1st St | Matthews Ln @ Forestwood | S Congress Ave - Slaughter to Ben White | S Congress Ave @ Stassney | 3 Congress Ave @ Ben White | H-35 @ William Cannon | Redd St- Manchaca to Banister | Manchaca Rd - Ben White to Matthews Ln | Manchaca Rd -Matthews Rd to Slaughter L |
| Barrier No. | 5 | 2 | 8 | 6 | 10 | 11 | - | 2 | 8 | 4 | 5 | 9 | 2 | 8 | | 10 | 11 |
| Initia | 특 | 폭 | 5 | | 5 | 독 | Å | HA HA | M | H | HN N | Å | нХ | MM | ₩ | HM | H⊼ |
| Area | N. Central | Nest | ΝS | SW | MN | W. Central | South | South | South | South | South | South | South | South - SE | South | South | South |

| | Complex Intersection | | | | | | | | | | | × | | × | | × | | | × | × |
|---|---|---|---|-----------------|------------------------------|---------------------------------------|--------------------------------|-----|---|--------------------|---------------------|----------------------|-----------------------------|---------------------|----------------------------------|---------------------------------------|--------------------------------|------------------------------------|----------------|-----------------|
| | Inadequate Signal (no- sensor, short cycle) | | | | | | | | | × | × | | | | | | | | | |
| | do Traffic signa | | | | | | | | | | | | | | | | | | | |
| | Route Crosses or traverses High Volume/High Velocity Roadway | × | × | | × | | | | | × | | | × | × | | | | | × | × |
| | oute Ends with do Connection | | | | × | | | | | | | | | | | | | | | |
| | igh number of drive-ways rossing route 1 | × | × | | | | × | : | × | | | | | | × | | × | | | |
| | H Insufficient H shoulder width c | × | × | | | × | | | | | | | | | | | × | | | |
| | Inadequate Roadway Surface Conditions S | | | | | | | | | | | | | | | | | | | |
| | In appropriate Drainage Grates | | | | | | | | | | | | | | | | | | | |
| | Lacks routine Lacks routine naintenance/trash/veg | | | | | | | | × | x | | | | × | | | | | | |
| | Lane Markings Need Maintenance | | | | | | | | | | | | | × | | | | | | |
| | No Motorist Signage | × | × | × | | | | | | × | × | | | | | | | | | |
| | Route Signage Missing or Unclear | | × | × | | | | | | × | × | | | | | | | | | |
| | Underserved Area Limited or No Easy Route | | | | | | | | | | | | | | | | | × | | |
| | Parking in Bike Lane | | | | | | | | × | | | × | | | | | | | | |
| | Non- Standard Bike Lane | | | | | | | | | | | × | | × | | | | | | |
| | No Bike | × | × | × | | × | × | : | × | × | × | | × e | 0 | 2 X | 7 | × 6 | | 9 | 0 |
| | Kout | 76 | 80 | 82 | 30 | none | none | | 26 | 57 | 9 | 26/57 | 9 | | - | 4 | С | none | | - |
| | Type of Facilit | Signed Route | Signed Route | Un-signed route | Bike Lane | None | None | | None Bike Lane | Un-signed route | Un-signed route | Bike Lane | Signed Route | Bike Lane | Signed Route | Bike Lane | Signed Route | A/A | Signed Route | Signed Route |
| | Barrier Location | Stassney Ln - West Gate Blvd to S Congress | William Cannon Dr - West Gate Blvd to S Congress | Entire route 82 | 51 st -Berkman to Springdale | Robert Mueller Re-development Project | Manor Rd -Springdale to Tilley | - | Airport Bivd - 135 to MLK Bivd Leovola | US 290 E @ Berkman | US 183 @ Springdale | Briarcliff / Berkman | Springdale - US 290E to MLK | IH-35 @ 51st Street | Kramer Lane - Burnet Rd to Lamar | Metric Blvd- Parmer to Bittern Hollow | Metric Blvd- Kramer to Rutland | US 183/Loop 1/ ParmerLane triangle | Loop 1 @ Duval | Loop 1 @ Braker |
| | Barrier Itia No. | ин 12 | ин 13 | NH 14 | ¥ - | 24 20 | ه ۲ | | KK 75 57 4 | 5 8 9 | KK 7 | КҚ 8 | <u>ज</u> | 4 70 | L oc | JC 2 | r 3 | JC 4 | 10 P | JC 6 |
| | Area | uth | , th | ţ | য | <u>s</u> | <u>s</u> | | - E.Central | | ist . | st | <u>s</u> | E.Central | ŧ | Ę | ŧ | ŧ | Ę | ŧ |
| ļ | | l ğ | l ğ | jõ j | i i i | e e | ë | 1 . | i š | 1 4 | i iii | , ič | , ei | 1 | 9 | 9 | 9 | <u>o</u> | I | <u>o</u> |

INFRASTRUCTURE AND FACILITIES SUB-COMMITTEE BARRIER CLASSIFICATION

> Barrier Categories and Criteria Rating Barrier Categories

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended.

4

| Complex Intersection | | | | | × | | × | × | × | × | × | | | × | | | × | × |
|---|--------------------------------|---|-----------------------------|-----------------------------|-----------------------|------------|----------------------|-------------------|-----------------------|-----------------------|-------------------------|------------------------------|------------------------------|---------------------------------------|-----------------------------------|--|------------------------------------|--|
| Inadequate Signal (no- sensor, short cycle) | | | | | × | × | × | | | | | | | | | | | |
| No Traffic signa | | | | | | | | | | | | | | | | | | |
| Route Crosses or traverses High Volume/High Velocity Roadway | | | | × | × | × | × | × | × | × | × | | | × | × | × | × | × |
| Route Ends with No Connection | | | | | | | | | | | | | | | | | | |
| High number of drive-ways crossing route | | | | × | | × | | × | | | | | | | × | × | × | × |
| Ins ufficient Shoulder width | | | | | | | | × | × | × | | | | | × | × | | |
| Inadequate Roadway Surface Conditions | | | | × | | | × | | | | | | | | | | | |
| Inappropriate Drainage Grates | | | | × | | | | | | | | | | | | | | |
| Lacks routine Lacks routine maintenance/trash/veg | | | | | | | × | × | x | x | x | | | | | | | |
| Lane Markings Need Maintenance | | | | | | | | | | | | | | | | | | |
| No Motorist Signage | | | | | | × | × | | | | × | | | | | | × | |
| Route Signage Missing or Unclear | | | | | | | | × | | × | × | | | | | | × | |
| Underserved Area Limited or No Easy Route | × | × | × | | | | | | | | | | | × | | × | × | × |
| Parking in Bike Lane | | | | | | | | | | | | | | | | | | |
| Non- Bike Lane | | | | | | | | | | | | | | | | | | |
| No Bik Lane | | | | × | × | × | | × | | | × | × | × | | × | | × | × |
| Route No. | ione | ione | ione | 214 | 214 | 10 | 54 | 52 | 50? | 48 | 42 | ione | 59 | 65 | 52 | ione | 57 | 55, 60 |
| Type of Facility | A r | A I | A | -signed route | n-signed route | gned Route | gned Route | gned Route | gned Route | gned Route | gned Route | r | gned Route | gned Route | gned Route | | gned Route | gned Route 6 |
| Barrier Location | Parmer Lane- West of Loop 1 N/ | The Domain-IBM-Arbor Walk-Pickle Research N/ | Howard Lane -North ETJ area | Burnet Rd - Steck to Loop 1 | US 183 @ Burnet Rd | Braker Ln. | IH35 @ 4th Street St | H135 @ 6th Street | IH35 @ 11th Street Si | IH35 @ 12th Street Si | IH35 @ Manor Rd/26th Si | IH35 Bridge @ Lady Bird Lake | Pleasant Valley @Longhom Dam | Montopolis Bridge @ Colorado River Si | East 7th Street -IH35 to Martinez | Airport Blvd -Colorado River to MLK N/ | US 290 E/ US 183/ IH35 Triangle Si | Montopolis/ E. Riverside/ US 183 S/ E Ben Si |
| Barrier No. | 7 | <u>_</u> ∞ | 6 | , | 5 | | ← | ~ | 3 | 4 | 5 | 9 | 7 | 80 | 6 | 6 | 7 | 5 |
| Initia | οr | S | ρŗ | LW | LW | LW | N B N | JEN | ЧЦ Ц | JEN | N BL | JEN | JEN | ηEN | Ν Π | ΓEN | Z II II | JEN |
| Area | North | North | North | N. Central - North | N. Central - North | North | E. Central | E. Central | E. Central | E. Central | E. Central | E. Central | E. Central | East | E. Central | E - E.Central | Щ | SE |

| Complex Intersection | | | × | × | × | × | |
|---|-------------------------------|-----------|-----------------------------------|--------------------------|----------------------|-----------------|----------------------------------|
| Inadequate Signal (no- sensor, short cycle) | | | | | | | |
| o Traffic signa | | | | | | | |
| toute Crosses or traverses High Volume/High Velocity Roadway N | | | × | × | × | × | ~ |
| F Dute Ends with Io Connection | | | | | | | |
| igh number of drive-ways R rossing route h | | | | | | | |
| H Insufficient H Shoulder width c | | | | × | | | |
| Inadequate Roadway Surface Conditions | | | | | | | |
| Inappropriate Drainage Grates | | | | | | | |
| Lacks routine Lacks routine naintenance/trash/veg | | | | | | | * |
| Lane Markings Need Maintenance | | | | | | | |
| No Motorist Signage | | | | × | | | |
| Route Signage Missing or Unclear | | | | × | | | |
| Underserved Area Limited or No Easy Route | × | × | | × | | × | ~ |
| Parking in Bike Lane | | | | | | | |
| Non- Standard Bike Lane | | | | | | | |
| No Bike Lane | | | × | × | × | | * |
| Route No. | none | none | 61, 72 | 65 | 59 | none | 62 |
| Type of Facility | N/A | V/N | Signed Route | Signed Route | Signed Route | None | Sinned Route |
| Barrier Location | ustin-Bergstrom Int'l Airport | bel Valle | Ben White @ Burleson Rd/Todd Lane | : Ben White @ Montopolis | Ben White @ Woodward | 135 @ St. Johns | urteson Rd - F Ren White to ∆RIA |
| Barrier No. | 13 | 14 | 14 | 15 | 16 | ÷ | 18 |
| Initia | N N N N | ЧЦ | Ř | Я | Å | ۲ ۲ | <u><u></u></u> |
| Area | й | ast | , , | | , , | 4. Central - | ц |

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended.

9

| Develop policies to address integration of bike routes during roadway improvement ronoices | | × | × | × | × | × | | | × | | | × | | | | | | |
|--|--|---|---|---|--|--|--|--|---|--|---|---|--|---|---|---|---|--|
| Address Parking in Bike | | | | | | | × | | | | | × | × | | | | | × |
| Address unsafe or inadequate pavement | | | × | | | | | | | | | | | | | | | |
| Candidate for increased maintenance | × | × | | | | × | | | | | | | | | | | | |
| Candidate for City of Austin "on-call" | × | × | × | × | × | × | | × | × | | × | × | | | | | | |
| Add, modify or update markings | × | | | | × | × | | × | × | | × | | | × | × | × | × | × |
| Add, nodify or update | 0 | | × | × | | × | | × | | | | × | | | | | | |
| Update Route | | | | | | × | | × | | | × | | | | | | | |
| Candidate as Naw Route | | | × | × | | | | | | × | | | | | | | | |
| Evaluate & Implement Current Best Practices for Complex | | | | | | × | | × | × | | | | | | × | × | × | × |
| Candidate for Major Capitol | | | | | | × | | | | | | | | × | × | × | × | × |
| Соттеля | Repaint bicycle pavement markings and use thermoplastic paint. Also, install more bicycle signs near schools. | The bike lanes on this road are nice, but the pavement markings on the portion that has been seal coated is not too visible. Repaint bloycle pavement markings. | The Drainage grates are parallel and the asphalt overlays have created drop-off at each grate location. The grates need to be retro-fitted and risers should be installed, along with the overlays. | The Drainage grates are parallel and the asphalt overlays have created drop-off at each grate location. The grates need to be retro-fitted and fisers should be installed, along with the overlays. | The lane within should be evaluated, to ensure that they are a minimum of 5 wide. Striping on sealcoat is fant and bike lanes were not maintained during construction. Add motorist signage at driveways | This route needs bioycle route signs, not just a few warring signs. The ranses at 225-42 should be re-evaluated for Co-cists, Molyte some bue itemas' could be mightmented. Need wider shoulder and mayte resident to encourage right angle crossing. When roadway to east @ 2244 to include shoulden: | Many cars parked in bike lanes, so cyclists end up in travel lane. Either widen the bike lanes, so parking can be added or enforce a "no parking bike lanes" policy. | The signals for crossing Bee Caves are on a "loop" that does not detect cyclists. The loop detector should be extended out to the lane edges. | Some of the edges at the C&G are rough. Some painted big/des should be put down in the bike larkes specially mate hurchison school. There should also be better signage at the interesting working the motivitie about potential turning conflicts with cycless. | This intersection is great, but the bike lanes do not continue down 620. Even if bike lanes are never striped, some RM 620 route signs would be great. | Need painted bicyles in bike lanes near school. | Lane is not standard width for parking and bicycles. Should possible put signs up, like on Shoal Creek. | Other than sharing the lane with parked cars, this is a great route. This a fine example of how the neighborhood's and the cyclists' needs were met. | Add bike lane or off-street facility through park | If possible, add bike lane. If bike lane is not possible, perhaps sharrow lane markings would be appropriate. | Add bike lane or shared use-off-street path (this is a highly used stretch due to the gap in the hike and bike trail. Increase motorist a ware ness. | If possible, add bike lane. If bike lane is not possible, perhaps sharrow lane markings would be appropriate. | Replace angle parking with back-in angle parking and add a clearly marked bike lane that has a shy distnace from the angle parking. |
| B Docelible Recommendations | Restripe and Add Signage | Restripe Lanes | Retroft Drainage Grates | Retroft Drainage Grates | Restripe and Add Signage | Bhe Lanes, Signage and/or Widen Shoulder | Widen Lane or Prohibit Parking | Extend Loop Detector | Restripe and Add Signage | Add Signs and Bike Lanes | Add bike stencil in lanes | Add Signs | Review Bike/Parking Shared Lane | Add Bike Lane or Off-street Facility | Add Bike Lane or Sharrows | Add Bike Lane or Off-street Facility | Add Bike Lane or Sharrows | Reconfigure Parking & Restripe |
| Route crosses Overpass/ idder[RR | | | | | | | | | | | | | | × | × | × | × | |
| Barriner, Location | Steiner Ranch - County Trails Ln. | Steiner Ranch - Steiner Ranch Blvd. | RM 620 WB | RM 620 EB | Jollyvile Rd. | Loop 360-Ramps at RM 2222 & RM 2244 | Emerald Forest | Rollingwood & Bee Caves intersection | Far West Blvd. | RM 620 @ Rock Harbor | Mesa Drive | Mesa Drive | Shoal Creek | Barton Springs-Robert E. Lee to Mopac | Manchaca Rd Lamar to Ben White | Riverside DrS.1 at to 135 | IH35 @ Riverside Drive | Congress Avenue -Oltorf to Town Lake |
| Barrier No | EC 1 | EC 2 | EC 3 | EC 4 | EC 6 | EC 7 | EC 8 | EC 9 | EC 10 | EC 11 | EC 12 | EC 13 | EC 14 | cs 1 | cs 2 | cs 3 | CS 4 | cs 5 |
| L R | | | | | | West | | sntral | | | | | ntral - al | ntral | ntral | ntral | intral | ntral |
| 4 | West | West | West | West | | MN | South | W. Ce | Ň | West | ŇŇ | Ň | N.Cel | s. Ce | s. Ce | S. Cel | s. Ce | S. Ce |

| Develop policies to address integration of bike routes improvement projects. | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|---|---|--|--|--------------------------------|--|--|---|--|-------------------|---|---|--|--|--|---|--|--|--|--|--|---|
| I Address Parking in Bike Lane | | | × | | | × | × | | | | | | | | | | | | | | | | |
| Address unsafe or inadequate pavement conditions | | | | | | | | | | | | | | | | | | | | | | | |
| Candidate for increased maintenance | | | × | × | × | | | | | × | | | | | | | | | | | | | |
| Candidate for City of Austin "on-call" construction | | | | | | | | | | | | | | | | | | | | | | | |
| Add, modify or update lane markings | × | × | | × | × | | | | × | × | × | × | | | × | × | | × | × | | × | × | |
| Add, modify or update signage | | | | | | | | | | | | | | | | | | | × | | | | |
| Update Route | × | × | : | | | | | | | × | | × | × | × | | | × | × | × | | | | |
| Candidate as New Route | | | | | | | | | | | | | × | × | | | | × | | | | | |
| Evaluate & Implement Current Best Practices for Complex Intersections | × | × | | | | | | × | × | | | | × | × | × | × | | | × | | × | × | |
| Candidate for Major Capitol Improvement | × | × | | | | | | × | | | | | | | | | | | | × | | | × |
| Comments | Add a bike lane or remove from bike map and find alternate route | If possible, add bike Iane. If bike Iane is not possible, perhaps sharrow lane markings would be appropriate. | Maintenance needed. Add sidewalk so that pedestrians are not forced to use bike lane. | Add bike lane, increase shoulder width or add an off-street shared-use path. | Maintenance needed, add signage and increase shoulder width. | Address parking in bike lanes | olddress parking in bike lanes and maintenance needed. | Especially West Bound crossing Loop 360. Tunnel or pedestrian overpass S. of 183 or Bike signal, sharrows or blue lanes at 183. | Utilize updated intersection lane markings at free flowing rt. Turn lane/ramp. Widen existing bike lane. | Map needs to be corrected. Requires tree trimming. | Add route signage | Add signage. Extend route to Anderson Mill Rd. Canyon Vista Middle school nearby. | Review as new route - connector to Jollyville - high population density | Review as new route - connector to Jollyville - high population density - prosses private property N of 183 | Sharrows/blue lane or bike signal. | Sharrows/blue lane or bike signal. | Re-route to Far Hills and Balcones to 2222 S. bound-high UT student population density | Add bike lane -and extend to Red River S.bound to Manor Rd | Connect through commercial properties - AutoZonel Casa village? - school-ammercial school ES strends and volles Strends and vollevably also signs needed here to indicate huvo ycistis should position hermewana and the lines that opcists are expected to follow. Forsue that skyral is sensitive enough to detect cycists. WB: Consider pedestrian-skyle signalized torosmic | COA Bike/Ped bridge will help. Need this bridge in both directions though. Transitions to existing facility will be challenging. STP-MM project submission | Widen shoulders and/or outside lanes, install bicycle warning signs and bicycle lane markings | Widen shoulders and/or outside lanes, install bicycle warning signs and bicycle lane markings or Remove from bike map until a safe solution ca be implemented. | Shoulder space taken when TxDOT extended right turn lane from Loop Bike/Ped Bridge over creek, widen pavement/bridge |
| Possible Recommendations | Add Bike Lanes or Alternate Route | Add Bike Lane or Sharrows | Add Sidewalk, increase Maintenance | Add Bike lane, Widen shoulder or Off-street Facility | Widen Shoulders, add Signage and Increase Maintenance | Prohibit Parking in Bike Lanes | Prohibit Parking in Bike Lanes and Increase Maintenano | Restripe, Sharrows, Blue Lane or Bike Signal | Restripe Intersection and Widen Bike Lanes | Increase Maintenance and update map | Add Signs | Add Signs | Add Route | Add Route | Restripe Intersection/ Sharrows, Blue Lane or Bike Signa | Restripe Intersection/ Sharrows, Blue Lane or Bike Signs | Route Study or Remove Existing | Add Bike Lanes | Restripe Intersection/Sharows, Blue Lane of Blive Styne | Add Bike Bridge | Restripe Intersection, Widen Shoulders and Add Signage | Restripe Intersection, Widen Shoulders, Add Signage or Remove existing | Add Bike Bridge and Widen Pavement |
| Route crosses Overpass/ idge/RR | × | | × | | | | | | × | | | | × | × | × | × | | | | × | × | × | × |
| Barrier Location | South Lamar Blvd-Barton Skyway to Ben White | Barton Springs Road -South Lamar to Congress | Mary -Lamar to South 5th | Robert E.Lee | Del Curto, Lightsey, Clawson | Mary | Bluebonnet | Loop 360 - US 183 to Spicewood Springs Rd | Loop 1 @ Steck overpass | 40th - Medical Pkwy to Shoal Creek | Arboretum Blvd | Barrington North bound | Pond Springs Rd -US 183 to Anderson Mill Road | US 183 @ Oak Knoll | US 183 @ Duval Road | US 183 @ Balcones Woods | RM 2222 @ Highland Hills | 34th Street -35th to Red River | Wrhte Horse - Payne @ Burnet Rd | Loop 1 South @ Bridge over Barton Creek | US 290 W @ Loop 1 Interchange | US 290 W @ Lamar Blvd Interchange | Loop 360 Bridge over Barton Creek (east of Loop 1) |
| Barrier tia No. | 3S 6 | 7 SS | 8 53 | 6 80 | 3S 11 | 3S 12 | 5S 13 | л 1 | JR 2 | JR 3 | JR 4 | JR 6 | JR 7 | л 8 8 | JR 9 | JR 10 | JR 11 | JR 12 | JR 13 | - - | н 2 | н 3 | лн 4 |
| Line and the second sec | a 0 | | | al C | a | al | al | , , | , , | ļ, | , | , | , ' | , | , | , ' | | , | ر | , | , | , | - |
| Area | S. Centr. | S. Centr | S. Centr | S. Centr | S. Centr | S. Centr. | S. Centr | Ň | N.Centrs | Central | MN | MN | North | MN | MN | MN | MN | Central | N.Centra | West - S.Centra | SW | SW | S. Centr |

| Develop policies to address integration of bike routes during roadway improvement projects. | | × | | | | | | | | × | | | | | | × | |
|---|--|--|---|---|----------------------|--|--|---|--|---|--|---|---|--|--|---|---|
| Address Parking in Bike Lane | | | | | | | | | | | × | | | | | | |
| Address unsafe or inadequate pavement conditions | | × | | | | | | | | | | | | | | | |
| Candidate for increased maintenance | × | | | | | | | | | × | × | | | | × | × | × |
| Candidate for City of Austin "on-call" construction | | × | | | | | | | | | | | | | | | |
| Add, modify or update lane markings | | | | × | | × | | × | | × | × | | | | | × | × |
| Add, modify or update signage | | × | | × | | × | | | | | | | | | | | |
| Update Route | | | | × | | | | × | × | × | × | | | | × | | × |
| Candidate as New Route | | × | | | | | | | | | | | | | | | |
| Evaluate & Implement Current Best Practices for Complex Intersections | | | × | | | × | × | | | × | | × | × | × | | × | |
| Candidate for Major Capitol Improvement | | | | | × | | × | × | | × | | × | | | | , | |
| Comments | Vegetation around ped walkway (undemeath Walsh Tarthon) needs thimming and dirt work to address sharp drop offs from concrete walkway. | Construction zone leaves no room for bicyclists. Work Zone Traffic Control Plans shoud give space to bicycles. Update (11/07-lanes and median divider adeed and left no shoulders for bicycles.) | High traffic volume. Needs bicycle lanes, signs and markings. | High traffic volume. Needs bicycle lanes, signs and markings. | Widen shoulders | Bicycle striping/signs/lanes to guide adult/child bicyclists from Lost Cree Subdivision across Loop 360 to schools on other side. | Crosswalk signals similar to those on Barton Springs Rd across from Austin Energy – or – move route westward to cross William Cannon at Bill Hughes Rd stoplight | Route 45 is a useful alternative to Route 47, South Congress route, but is not signed and is not appropriate for commuter or novice cyclists. Place signs, stripe a bike lane or at least provide warning signs for motorists. | Great bike facilities, no signs that I could see. Provide ample signs. | Signage for Route 31 ends at Matthews Lane, but route could provide a great communing route for those who would otherwise drive S 1st, S otherses, or Mattaleats work conviown. Update signage, provide bike lanes on rust-byse reads like forestwood. | Provide on-road bicycle symbols. Update route signage between major intersections. Provide bike lane transitions at marked bus stops. | provide bicycle signals. Protect against motorists speeding from Stassney north onto S Congress. | Major harrier to crossing. Bicycles often ride on sidewalk to avoid motor traffic. Would suggest moving bicycle access to east side of overpass (and making access inververy) and pedestrant raffic to vest side. | Very busy intersection bikes often forced to use sidewalk. Striping a bike lane or shared lane across would help. | Install signage and link this route to others via signage. Redd / Western Trails: SI Elmo is a very convenient and relatively pleasant bike alternative to Ben White or Stassney, but the routes are not consistently marked. | Manchaar Rd on this mute needs to either have at least a bile facility of one side of the ords — on to be alson fird in the face many entruly. Very unusate read to blee. The map, even with colorconding, might melaed even an expensioned cyclist into an ilusion of safety. High speed traffic and narrow car lanes. | The opposite stuation from what is north of Matthews. There is an almost 10 weak shoulder, stipped of from traffic, that is perfect to ride on. Only problem is very high speed traffic (55-60 MPH) and no route signs, which should be installed. |
| Possible Recommendations | Repair Pedestirian Walkway, Increase maintenance | Add Bike Lanes (Construction is complete.) | Restripe Intersection,Add Bike Lanes/Blue Lanes, Add signage | Restripe Intersection,Add Bike Lanes/Blue Lanes, Add signage | Miden Shoulders | Restripe Intersection,Add Bike Lanes/Blue Lanes, Add signage | Add Signals and/or Route Study | Add Signs, Bike Lanes and Restripe | Add Signs | Add Signs and Bike Lanes | Add Bike Stencil in lanes, restripe lane at bus stops, update signs | Add Signals | Two-way Access and Crosswalks | Add Bike Lane or Sharrows | Add Signs | Route Study or Remove Existing | Add Signs |
| Route crosses Overpass/ Underpass/Br | | | | | | | | | | | | | × | × | | | |
| Barrier Location | Walsh Tarlton @ Wildemess/Pinnacle | SH 71- RM 2244 to RM 620 | US 290 W @ William Cannon | US 290 W @ SH 71 (the Y in Oak Hill) | RM 2222 @ steep hill | Loop 360 @ Lost Creek Blvd | William Cannon @ Sunstrip | Peaceful Hill Lane- Slaughter to Matthews | Dittmar Road - Manchaca to S 1st St | Matthews Ln @ Forestwood | S Congress Ave - Slaughter to Ben White | S Congress Ave @ Stassney | S Congress Ave @ Ben White | IH-35 @ William Cannon | Redd St- Manchaca to Banister | Manchaca Rd - Ben While to Matthews Ln | Manchaca Rd -Matthews Rd to Slaughter Li |
| Barriet No. | JH 5 | 2 HC | 8 부 | 6 HC | JH 10 | JH 11 | WH 1 | WH 2 | WH 3 | WH 4 | WH 5 | WH 6 | 7 HW | WH 8 | 6 HM | WH 10 | WH 11 |
| Area | Central | | | | | Central | ŧ | ÷ | £ | £ | ŧ | ŧ | ŧ | th - SE | | £ | ŧ |
| | N.N. | Wes | SW | SW | X | N. | Sou | Sou | Sou | Sou | Sou | Sou | Sou | Sou | Sou | Sou | Sou |

Barrier Categories and Criteria Rating Barrier Categories

| Develop policies to address integration of bike routes during roadway improvement projects. | | × | × | | × | × | × | × | | | | | × | | × | | | | | |
|---|---|---------------------------|---|---|-----------------------------------|--|---|--|--|---|----------------------------|--|---|--|--|---|---|---|--|---|
| Address Parking in Bike Lan | | | | | | | | | × | | | × | | | | | | | | |
| Address unsafe or inadequate pavement conditions | | | | | | | | | | | | | | | | | | | | |
| Candidate for increased maintenance | | × | × | × | | | | | × | | | | | × | | | | | | |
| Candidate for City of Austin "on-call" construction | | | | | | | | | × | | | | | | | | | | | |
| Add, modify or update lane markings | 5 | × | × | × | | × | × | × | | × | × | × | × | | × | | × | × | | |
| Add, A modify or update signage | -0-0- | | | | | | | | | | | | | | | ~ | , v | , v | | Ŷ |
| Update Route | | × | × | × | | | | | | | | | × | | × | | × | × | × | × |
| Candidate as New Route | | | | | | × | × | × | | | | | | | | | | , | | |
| Evaluate & Implement Current Best Practices for Complex Intersections | | | | | | | | | | × | × | × | × | × | | × | | | × | × |
| Candidate for Major Capitol Improvement | | ~ | J | | × | | | | | × | × | | | | | | | | | |
| Comments | Could be possible to impose a "lane diet" and get enough area for two | bike lanes. | Very high traffic, but bike lanes could be striped. | Bike route not marked at all except for one misleading sign at junction o routes 82 and 31. Western half of route unintelligible from map. | Extend lane thru Bartholomew Park | The re-development is a legacy barrier to connectivity between 51st St Airport BWd. Extending Berkman thru the project would be an ideal bike route. | High density population. Barrier to Mueller re-development. Closest rout is Springdale 1 mile east. Needs further evaluation as potential route. | High density population and planned Rail Station at MLK. Barrier to Meeller re-development. Potential connector from Mueller to Manor Rd (42) or Cherrywood (59). Needs further evaluation as potential route. | Good route but in terrible shape. Construction and other debris is a maje problem. Update maintenance by City of Austin | Update the underpass lane markings -Reagan High School on route | Add Iane - LBJ High School | Roadway changes from 2-4-2 lanes-Needs intersection lane markings. | Springdale is the ONLY continuous NS route serving East Austin. High speed, high volume. Relatively undeveloped commercially with wide lares-good opportunity to improve underserved section of the city by adding bike lares: | Uitice updated intersection lare markings at free flowing rt. Turn lare/ramp.Re-stripe and improve maintenance existing bike lare on overpass and west bound. One of the best routes to cross IH-35. | Route needs to be improved to an easier level of service. Connection to new Rail station at Braker & Burnet. | New lanes connect to N-S neighborhood route 47. Consider improved intersection markings and signage at Parmer Lane | New lanes north and south of this section of Metric. If too narrow for lanes, use sharrows on this section to connect the 2. | Entine area has only one easy route (6) Santa Cruz. Mopac RR corridor is significant barrier with in neighborhood. Add more routes or improve Amherst/Duval to easier level of service. | Improve intersection lare marking sisters and/or signals. Need serious look at connection to proposed Rail station #5. Braker& Burnet. Consider moving route to Waters Park Rd & proposed PARD commuter path underpase. | Improve intersection lane markings/signs and/or signals. Need serious bok at connection to proposed Rail station #6. Braker& Burnet. |
| Possible Recommendations | | Route Study and Lane Diet | Add Bike Lanes | Add Signs | Route Extension | Route Extension | Route Study | Route Study | Increase Maintenance | Restripe Intersection/ Sharrows, Blue Lane or Bike Signa | Add Bike Lanes | Restripe and Add Signage | Add Bke Lanes - Roule Study | Restripe Intersection,Add Signage and Increase Maintenance | Route Study | Restripe and Add Signage | Add Sharrows | Add Routes or Improve LOS | Restripe Intersection' Sharrows, Blue Lane or Blke Signa | Restripe Intersection' Sharrows, Blue Lane or Bike Signa |
| Route crosses Overpass/ idge/RR | | | | | | | | | | x | × | × | × | × | | | | | × | × |
| Barriter Location | Stassney Ln - West Gate Blvd to S | Congress | William Cannon Dr - West Gate Blvd to S Congress | Entire route 82 | 51st -Berkman to Springdale | Robert Mueller Re-development Project | Manor Rd -Springdale to Tilley | Airport Blvd - 135 to MLK Blvd | Loyola | US 290 E @ Berkman | US 183 @ Springdale | Briarcliff / Berkman | Springdale - US 290E to MLK | IH-35 @ 51st Street | Kramer Lane - Burnet Rd to Lamar | Metric Blvd- Parmer to Bittern Hollow | Metric Blvd- Kramer to Rutland | US 183/Loop 1/ ParmerLane triangle | Loop 1 @ Duval | Loop 1 @ Braker |
| Barrier Initia No. | | WH 12 | WH 13 | WH 14 | ¥ 4 | KK 2 | KK 3 | КК 4 | к К | КК 6 | kk 7 | KK 8 | 6 8 | кк 10 | 100 | JC 2 | рс ЭС | JC 4 | JC 5 | JC 6 |
| Area | | outh | vuth | vuth | ist | ist | ist | - E.Central | ist | | ist | ist | ıst | - E.Central | ŧ | fr | ť | ť | ŧ | th |
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|---|---|---|---|---|--|--|--|--|--|---|---|--|---|---------------------------------------|---|---|---|---|
| Develop policies to address integration of bike routes during roadway improvement projects. | | × | | | | | | | | | | | | | | | | × |
| Address Parking in Bike Lane | | | | | | | | | | | | | | | | | | |
| Address unsafe or inadequate pavement conditions | | | | | | | × | | | | | | | | | | | |
| Candidate for increased maintenance | | | | | | | × | × | × | × | | | | | | | | |
| Candidate for City of Austin "on-call" construction | | | | | | | | | | | | | | | | | | |
| Add, modify or update lane markings | | | | × | × | × | × | × | × | × | × | | × | | | | × | × |
| Add, modify or update signage | | | | | | , | | , | ž | ý | ~ | | ~ | | | | ý | ý |
| Update Route | | | | | | | × | | | ~ | ~ | | ~ | | | | ^ | |
| Candidate as New Route | × | × | × | | | | | | | | | × | | | | × | × | × |
| Evaluate & Implement Current Best Practices for Complex Intersections | | × | | × | × | × | × | × | × | × | × | | | | | | × | × |
| Candidate for Major Capitol Improvement | | × | | - × | × | | | | | | | × | | × | | × | × | × |
| Comments | Need additional routes and connectors to Parmer lane and west to RM 620. Some greenbelt/powerline corridors in the area coul incorporate combined recreation/moderate speed routes. | Need thorough review for developing routes. Huge area w/out bicycle access. New rail and high employment base and commercial & residential development. | Need routes in ETJ area north of Howard Lane especially connections to proposed rail station | ble lanes, perhaps effect by separated paths (eq., like sidewalks) or by widening the coadway. At signalizand interactions, either the artific strong into main tarfic lanes, sharing with cars, or blue bike lane coesings hand noticine interaction there in transit and the transition of the interaction. | Bite lares should meage with outside traffic lares prior to 183. Signage should include its with a paction of catalon (Eq. for cycles: "Caution, Meage into its millior lares") This might also be a good location for Elekes state traffic lares") This might also be a good location for sharrows: | Sharrows (in outside lanes between major intersections; in both outside and inside lanes at major intersections), "share the road," "Bikes use traffic anes, "Watch for bikes," etc. "Consider reduzing speed innt." | PM peak queues on SB IH35 frontage back up from Cesar Chavez. Dur rt turn lanes adds to confusion & danger. Class & trash on bikeway. Requise to 8th stratest and improve intersection markings. | Safest IH35 Crossing from East Austin to downtown other than towlake trail. Sharrows/blue lanes or other lane markings and signage should be bidded. | Narrow overpass and street lane VVB, steep hill approach from East. Review for possible use of sharrows and climbing lanes. | Narrow overpass and street lane WB, steep hill approach from East. Review for possible use of sharrows and climbing lanes. | Safest IH35 Crossing from East Austin to UT. Sharrows/blue lanes or bther lane markings and signage should be added. | Improve pedestrian bridge for bicycle connectivity to E. Riverside | Narrow pedestrian side walk not suitable for bikes. Add sharrows. | Part of Lance Armstrong Bikeway plan. | Narrow lanes, cyclists use sidewalks, but or 4th streets. Continue currer rating as Red route. Close to alternative routes | High density, low income population, high pedestrian traffic. Retail, schools, Health and Human services locations and chartable non-profit Add new routes and review ROVW for off street path poportunities. | Tarrible area for bikeability. Only one bike route(red) on Cameron Rd. High density, bowincome, High pedeatrian traffic, Reagan high school, Mada consells prevay. And Routes bie bienes area areaves, accessivalis. Nead consell heaves, And Routes bie bienes areas areaves, accessivalis. | Perform study to determine new routes. Leverage w/ E. Riverside re- devlopment. Need connectivity to ACC, schools, ABIA. |
| Possible Recommendations | Route Study and/or Separated Bike Paths | Add Routes | Route Study | Route Study | Add Signage and/or Sharrows | Add Signage and/or Sharrows | Restripe Intersection or Route Study | Restripe Intersection' Sharrows, Blue Lane or Bike Signa | Sharrows and/or Climbing Lanes | Sharrows and/or Climbing Lanes | Restripe Intersection/ Sharrows, Blue Lane or Bike Signa | Route Study -Improve Pedestrian Bridge | Add Sharrows or Lane Diet & Widen Sidewalk | Lance Armstrong Bikeway | Do Nothing | Add Routes and/or Off-street Facilities | Add Bke Lanes, Sharrows & Crosswalks | Add Routes |
| Route crosses Overpass/ idge/RR | | | | | × | | × | × | × | x | x | x | x | × | | x | × | |
| Barrier Location | Parmer Lane- West of Loop 1 | The Domain-IBM-Arbor Walk-Pickle Research | Howard Lane -North ETJ area | Burnet Rd - Steek to Loop 1 | US 183 @ Burnet Rd | Braker Ln. | IH35 @ 4th Street | IH35 @ 6th Street | IH35 @ 11th Street | IH35 @ 12th Street | IH35 @ Manor Rd/26th | IH35 Bridge @ Lady Bird Lake | Pleasant Valley @Longhom Dam | Montopolis Bridge @ Colorado River | East 7th Street -IH35 to Martinez | Airport Blvd -Colorado River to MLK | US 290 E/ US 183/ IH35 Triangle | Montopolis/ E. Riverside/ US 183 S/ E Ben White |
| Barrier tia No. | 7 DL | ں 00 | JC 9 | - 1 1 | × 2 | .w 3 | ۲ Z | N N | en n | ≣N 4 | ≡N 5 | ≣N 6 | EN 7 | EN 8 | 6 N 3 | ≣N 10 | | ≣N 12 |
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| Area | North | North | North | N. Centra North | N. Centr North | North | E. Centra | E. Centra | E. Centra | E. Centre | E. Centra | E. Centra | E. Centre | East | E. Centré | E - E.Cer | ۳ | ш |

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended.

Barrier Categories and Criteria Rating Barrier Categories

| INFRASTRUCTURE AND FACILITIES | SUB-COMMITTEE BARRIER CLASSIFICATION |
|-------------------------------|---|
|-------------------------------|---|

| Area | Barric Initia No. | ier Barrier Location | Route crosses Overpass/ Underpas/BA | Possible Recommendations | Comments | Candidate for 1 Major Capitol | Evaluate & Implement Current Best Practices for Complex Intersetions | Candidate as U New Route F | pdate u si | Add, Add, mc dify or or upd pdate lane gnage markin | dify Candidate for te City of Austin "on-call" gs construction | Candidate for increased maintenance | Address unsafe or inadequate pavement Pa conditions | De De Address dt Lane i Lane | velop policies to address tregration of bite routes ring roadway mprovement |
|--------------------|----------------------|-------------------------------------|--|---|--|----------------------------------|---|-------------------------------|------------|--|---|---|---|--|--|
| й | JEN 13 | Austin-Bergstrom Int'l Airport | | Route Study and/or Separated Bike Paths | Inaccessible by bike. High empolyment base. Perform study to determine routes. Consider separated paths, tunnels, ped overpasses along US 71 E and US 183 S. >>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>>> | × | × | | | | | | | | |
| ast | JEN 14 | Del Valle | | Route Study | No infrastructure for biking, walking or busing. High density, Iow income population. Perform study/develop bike/ped plans. | × | × | | | | | | | | |
| й | JR 14 | E Ben White @ Burleson Rd/Todd Lane | × | Restripe and/or Sharrows | Add updated intersection markings and sharrows along short section of WB & EB frontage of E Ben White, where cyclist must travel to connect to N & S route. | | × | | × | × | | | | | |
| ц. | JR 15 | E Ben White @ Montopolis | × | Restripe and/or Sharrows | Add updated intersection markings and sharrows leading up to intersection. | | × | | × | × | | | | | |
| й | JR 16 | E Ben White @ Woodward | × | Restripe and/or Sharrows | Add updated intersection markings and sharrows leading up to intersection. Good route connecting E & W at IH35 near St. Edward's | | × | | × | × | | | | | |
| 4. Central - LE | JR 17 | H456 @ St. Johns | × | Route Study | This seems to be the only viable connection from the Coronado Hills & Reagain 18 area East of H150 to the west side of H153 where 2 rail stations are planned. St Johnis a currently to conner for bolk anes. H155 has predistrain cross vale. A dol laren markings or sharrows, Lane die St Johns own D 2 amos trund alternate E-W route through methorhood to conned with Rt 47 (cauditupe) | | × | | | | | | | | |
| ЭĔ | JR 18 | Burleson Rd - E Ben White to ABIA | | Add Bike Lanes - Route Study | Add bike lanes. Wide outside lanes - polential candidate as route to ABIA. Study needed to determine how to extend at US183 and SH 71. | × | | | × | | | | | | |

| | Comments | Narrow overpass and street lane WB, steep hill approach from East. Review for possible use of sharrows and climbing lanes. | Narrow overpass and street lane WB, steep hill approach from East. Review for possible use of sharrows and climbing lanes. | Update the underpass lane markings -Reagan High School on route | Especially West Bound crossing Loop 360. Tunnel or pedestrian overpass S. of 183 or Bike signal, sharrows or blue lanes at 183. | Sharrows/blue lane or bike signal. | Add bike lane or off-street facility through park | If possible, add bike lane. If bike lane is not possible, perhaps sharrow lane markings would be appropriate. | Add updated intersection markings and sharrows along short section of WB & EB frontage of E Ben White, where cyclist must travel to connect to N & S route. | The re-development is a legacy barrier to connectivity between 51st St & Airport Blvd. Extending Berkman thru the project would be an ideal blke route. | Add lane - LBJ High School | This seems to be the only vable connection from the Coronado Hills & Reagan HS area East of H35 to the west side of H35 where 2 rail stations are planned. St Johns is currently too narrow for this larses. H35 has pedestrian cross walk. Add lane markings or sharrows. Lane diet St Johns down to 2 lanes or find alternate E-W route through neithborhood to connect with R 47 (Guadatupe). | If possible, add bike lane. If bike lane is not possible, perhaps sharrow lane markings would be appropriate. | Add bike lane or shared use-off-street path (this is a highly used stretch due to the gap in the hike and bike trail). Increase motorist awareness. | If possible, add bike lane. If bike lane is not possible, perhaps sharrow lane markings would be appropriate. | Add a bike lane or remove from bike map and find alternate route | High density, low income population, high pedestrian traffic, Retail, schools, Health and Human services bractions and chartable non-profits. Add new routes and review ROW for off street path poprunties. | Springdate is the ONLY continuous N-S route serving East Austin. High speed, high volume. Realarievy indexeloped connectabily wind la larke-good opportunity to improve underserved section of the city by adding bike lareas. | Partof Lance Armstrong Bikeway plan. | No infrastructure for biking, walking or busing. High density, low income population. Perform study/develop bike/ped plans. | Bke lanes should merge with outside traffic lanes prior to 183. Signage should indicate this, with a prescription of caution. (Eg. for cyclists. "Caution: Nerge into traffic lane" or "Nerge with caution": for motorists: "Bikes share traffic lanes"). This might also be a good location for sharrows. |
|---|--|---|---|---|---|---|---|---|--|--|----------------------------|--|---|--|---|--|---|--|--------------------------------------|--|---|
| | ⁷ ossible Recommendations | Sharrows and/or Climbing Lanes | sharrows and/or Climbing Lanes | Restripe Intersection/ Sharrows, Blue Lane or Bike Signal | Restripe, Sharrows, Blue Lane or Bike Signal | Restripe Intersection/ Sharrows, Blue Lane or Bike signal | Add Bike Lane or Off-street Facility | Add Bike Lane or Sharrows | Restripe and/or Sharrows | Route Extension | Add Bike Lanes | toute Study | Add Bike Lane or Sharrows | dd Bike Lane or Off-street Facility | Add Bike Lane or Sharrows | Add Bike Lanes or Alternate Route | vdd Routes and/or Off-street Facilities | dd Bike Lanes - Route Study | .ance Armstrong Bikeway | Route Study | dd Signage and/or Sharrows |
| ifficulty f | l =1 hard ED=2 0=3 sy F | 2 | 0 | 2 | - | т о | e | 2 | ი ო | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 3 | - | | 2 |
| *Current evel of D oute o | H H MED=2 .0=3 | | | | | | | | | | | | | | | | | | | | |
| Proximity to Mass Transit * Bus/Park& 1 ride/ r | HI =1 close P MED=2 N LO=3 far L | 2 | 2 | - | e | 2 | 2 | - | - | - | - | ~ | ę | - | 2 | e | - | ~ | ę | ę | ~ |
| Major Attractor Proximity | HI =1 close MED=2 LO=3 far | ÷- | . | . | ~ | 7 | 4 | - | . | . | - | ~ | 2 | . | 0 | 2 | ~ | . | ო | ~ | - |
| Proximity to | HI=1 on route MED=2 < 1/2 mi LO=3 > 1/2 mi | - | - | - | - | ~ | - | - | - | 2 | 2 | 5 | 2 | 0 | 2 | 2 | ę | ę | ę | ę | ņ |
| Distance reqd to avoid Barrier | HI=1 >1 mi MED=2 1/2 - 1 mi LO=3 <1/2 mi | 4 | | ~ | - | ~ | 4 | 4 | + | . | + | | + | + | 4 | + | ~ | ~ | 4 | - | |
| Barrier Danger/ Difficulty level | HI =1 MED=2 LO=3 | - | ~ | . | ~ | - | - | - | - | - | - | ~ | - | - | - | . | - | - | - | ~ | ~ |
| - Z I | - ー ー u の L < O | Ł | 2 | 3 | 4 | 5 | 9 | 7 | 8 | 6 | 10 | 7 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | Barrier Description | H35 @ 11th Street | H35 @ 12th Street | JS 290 E @ Berkman | Loop 360 - US 183 to Spicewood Springs Rd | JS 183 @ Duval Road | Barton Springs-Robert E. Lee to Vopac | Barton Springs Road -South Lamar o Congress | E Ben White @ Burleson Rd/Todd -ane | Robert Mueller Re-development Project | US 183 @ Springdale | H35 @ St. Johns | Vanchaca Rd Lamar to Ben White | Riverside DrS.1st to 135 | H35 @ Riverside Drive | South Lamar Blvd-Barton Skyway to 3en White | Airport Blvd -Colorado River to MLK | Springdale - US 290E to MLK | Montopolis Bridge @ Colorado River | Del Valle | JS 183 @ Burnet Rd |
| ⊮ 0: | ⊃⊢ш | 50? | - 4 | 24 | 8 | 9 | 29 | 3 | 61, 72 | Pone | 8 | | 27 | | - 8 | 43 | voue | 8 | 65 | none | 214 |
| □ < Ľ Ľ − | ш <i>к</i> — О | JEN3 | JEN4 | 8K6 | R, | JR9 | CS1 | CS7 | JR14 | KK2 | KK7 | JR17 | CS2 | CS3 | CS4 | CS6 | JEN10 | 6X X | JEN8 | JEN14 | LW2 |
| | Area | E. Central | E. Central | ШZ | MN | MN | S. Central | S. Central | SE | East | East | N. Central - NE | S. Central | S. Central | S. Central | S. Central | E - E.Central | East | East | East | N. Central - North |

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended. ** Current Level of Route Use -unavailable at the time of assessment

Recommended Priorities

recommended priorities

| | Comments | Terride area for bleabully. Only one bite route(red) on Cameron Rd. High density, low income, High pedestrian traffic, Reagan high schod, kids crossing freeway. Add Routes, blea lanes, sinarrows, orossavilis. Need cross HI35 connectivity to planned Rail Staton (St. John?) | Entire area has only one easy route (b) Santa Cuz. Mopac RR corridor is significant barrier with tin registiborhood. Add more routes or improve AmherstDuval to easier level of assrvice. | Improve intersection lane markings/signs and/or signals. Need serious look at connection to proposed Rail station H6. Bratek Burnet. Consider moving route to Waters Park Rd & proposed RARD commuter path underpass. | Improve intersection lane markingsisigns and/or signals. Need serious look at connection to proposed Rail station #6. Braker& Burnet. | Need thorough review for developing routes. Huge area w/outbicycle access. New rail and high employment base and commercial & residential development. | Sharrows (in outside lanes between major intersections; in both outside and inside lanes at major intersections); share the road." Blixes use traffic lanes, ""Watch for blixes," etc. Consider reducing speed imm. | Widen shoulders | This route needs bicycle route signs, not just a few warning signs. The ramps at 2222 and 2244 should be re-evalued for cyclisis. Naybe score "bule lanes" coulde mindemed. Need wider shoulder and maybe redesign to encourage right angle crossing. Widen roadway to east @ 2244 to include shoulders. | Shoulder space taken when TxDOT extended right turn lane from Loop 1. Bitke/Ped Bridge over creek, widen pavement/bridge | Perform study to determine new routes. Leverage w/ E. Riverside re-deviopment. Need connectivity to ACC, schools, ABIA. | Inaccessible by bike. High empolyment base. Perform study to determine routes. Consider separated paths, tunnels, ped overpasses along US 71 E and US 183 S. | Add updated intersection markings and sharrows leading up to intersection. | Major barrier to crossing. Bicycles often ride on sidewark to avoid motor traffic. Would suggest month bicycle actions to east side of overpass (and making access two-way) and pedestinan traffic to west side. | Marchaca Rd on this route needs to either have at least a blue facility on one side of the road - - or to be taken off of the bloe map entrely. Very unreate road to blue. The map, even with colororoding might mislead even an experienced cyclist into an illusion of safety. High speed traffic and narrow carlanes. | Could be possible to impose a "lane diet" and get enough area for two bike lanes. | Very high traffic, but bike lanes could be striped. | Very busy intersection bikes often forced to use sidewalk. Striping a bike lane or shared lane across would help. | COA Bike/Ped bridge will help. Need this bridge in both directions though. Transitions to existing facility will be challenging. STP-MM project submission | Replace angle parking with back-in angle parking and add a clearly marked bike lane that has a shy distrace from the angle parking. | Construction zone leaves no room for bioyclists. Work Zone Traffic Control Plans should give space to bioycles. Update (11/07-lanes and median divider added and left no shoulders for bioycles.) |
|--|--|--|--|---|---|--|---|----------------------|--|---|--|---|--|--|---|---|---|--|---|---|---|
| | Poss ible Recommendations | dd Bike Lanes, Sharrows & Crosswalks | Add Routes or Improve LOS | Restripe Intersection/ Sharrows, Blue Lane or Bike Signal | Restripe Intersection/ Sharrows, Blue Lane or Bike Signal | Add Routes | Add Signage and/or Sharrows | Widen Shoulders | Blue Lanes , Signage and/or Widen Shoulder | Add Bike Bridge and Widen Pavement | Add Routes | Route Study and/or Separated Bike Paths | Restripe and/or Sharrows | Two-way Access and Crosswalks | Route Study or Remove Existing | Route Study and Lane Diet | Add Bike Lanes | Add Bike Lane or Sharrows | Add Bike Bridge | Reconfigure Parking & Restripe | Add Bike Lanes (Construction is complete.) |
| Difficulty | solution HI =1 hard MED=2 LO=3 easy I | - | - | - | | - | e | - | 7 | - | - | - | e | ო | - | | - | - | - | 2 | + |
| **Current level of route | use HI =1 MED=2 LO=3 | | | | | | | | | | | | | | | | | | | | |
| Proximity to Mass Transit Bus/Park& ride/ | Rail plan HI =1 close MED=2 LO=3 far | - | ~ | ~ | . | . | - | ю | ю | 2 | - | - | - | + | - | ÷ | . | . | 0 | . | т |
| Major Attractor | Proximity HI =1 close MED=2 LO=3 far | - | - | - | - | - | 7 | 2 | ę | 2 | - | - | - | ← | ~ | 0 | 2 | 2 | - | ~ | - |
| Proximity to | "Green Route" HI =1 on route MED=2 < 1/2 mi LO=3 > 1/2 mi | m | ო | ო | ო | ę | ო | ю | n | ю | ო | ო | ю | ę | ю | ო | ę | ო | ო | + | 3 |
| Distance reqd to avoid | Barrier HI = 1 > 1 mi MED=2 1/2 - 1 mi LO=3 < 1/2 mi | ~ | - | ~ | - | - | ~ | - | + | - | - | ~ | - | - | + | . | - | ~ | - | 0 | 2 |
| Barrier Danger/ Difficulty | level HI =1 MED=2 LO=3 | - | - | - | - | - | . | - | . | - | - | - | - | - | . | - | - | - | - | - | - |
| | к−⊢−шо Г⊓≮О | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| | Barrier Description | US 290 E/ US 183/ IH35 Triangle | US 183/Loop 1/ ParmerLane triangle | Loop 1 @ Duval | Loop 1 @ Braker | The Domain-IBM-Arbor Walk-Pickle Research | Braker Ln. | RM 2222 @ steep hill | Loop 360-Ramps at RM 2222 & RM 2244 | Loop 360 Bridge over Barton Creek (east of Loop 1) | Montopolis/ E. Riverside/ US 183 S/ E Ben White | Austin-Bergstrom Int'l Airport | E Ben White @ Montopolis | S Congress Ave @ Ben White | Manchaca Rd - Ben White to Matthews Ln | Stassney Ln - West Gate Blvd to S Congress | William Cannon Dr - West Gate Blvd to S Congress | IH-35 @ William Cannon | Loop 1 South @ Bridge over Barton Creek | Congress Avenue -Oltorf to Town Lake | SH 71- RM 2244 to RM 620 |
| <u>م</u> | — | 24 | none | ω | 9 | none | 6 | none | σ | 6 | 65, 60 | none | 65 | 47 | 27 | 92 | 8 | 8 | 434 | 47 | none |
| □ < ~ ~ | Lea D – R – | LE JEN11 | JC4 | vorth JC5 | Jorth JC6 | Vorth JC 8 | vorth LW3 | 4W JH10 | W - West EC7 | 3. Central JH4 | SE JEN12 | SE JEN13 | SE JR15 | South WH7 | South WH10 | South WH12 | South WH13 | South - SE WH8 | West - 3.Central JH1 | 3. Central CS5 | Vest JH7 |

Recommended Priorities

recommended priorities

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended. ** Current Level of Route Use -unavailable at the time of assessment

2

| nt Difficulty solution | H =1 hard MED=2 LOS BOSIble Recommendations Comments | PM peek queues on SB IH35 frontage back up from Cesar Chavez. Dual rt turn lanes adds to contision & danger. Glass & trash on bikeway. Reroute to 6th street and improve intersection markings. | 3 Roude Study or Remove Existing Re-route to Far Hills and Balcones to 2222 S. bound-high UT student population density | Cosswałk signałs similar to trose on Barton Springs Rd across from Austin Energy – or – 1 Add Signałs andior Route Study move ocule wsatward to cross William Cannon at Bill Hughes Rd stophight | Route 45 is a useful alternative to Route 47. South Congress route, but it is not signed and is not appropriate of commune or movie cycliss. Place signs, stripe a bite lane or at least provide warming signs for motorists. | Suprage for Route 31 ends at Matthews Lane, but route could provide a great commuting route for those who would otherwise drive S 1st, S Congress, or Manchaca to work downbwn. Update signage, provide bike lanes or runal-type roads like Forestwood. | Utilize updated intersection fare and increase inprove markings at free flowing rt. Turn lane/ramp.Re-stripe and Restripe intersection.Add Signage and increase improve markenance existing bike lane on overpass and west bound. One of the best routes a markenance increase increase increase. | Restripe Intersection/ Sharrows, Blue Lane or Bike Safest IH35 Crossing from East Austin to UT. Sharrows/blue lanes or other lane markings and signage should be added. | 3 Add Sharrows or Lane Diet & Widen Sidewalk Nerrow pedestrian side walk not suitable for bikes. Add sharrows. | Route Extension Extend lare thru Bartholomew Park High density population. Barrier to Mueller re-development. Closest route is Springdale 1 mile | 1 Route Study east. Needs further evaluation as potential route. Restripte Intersection/Sharrows, Blue Lane or Bike | 2 orgital organization of an anticovasciluer rate or one signat. 2 Add Stdewark, increase Maintenance Maintenance needed. Add sidewark so that pedastrians are not forced to use bike lane. | Widen Shoulders, add Signage and Increase Maintenance needed, add signage and increase shoulder widh. | Add updated intersection markings and sharrows leading up to intersection. Good route 3 Restripe and/or Sharrows connecting E & W at IH36 near SL Edward's | High density population and planned Rail Station at MLK. Barrier to Mueller re-development. Potential connecorritorn monitor from Adv (42) or Chenrywood (59). Needs further evaluation as potential route. | 2 Add Roule Review as new routle - connector to Johnville - hich population density | Review as new route - connector to Jollyville - high population density -crosses private property N of 163 | Route needs to be improved to an easier level of service. Connection to new Rail station at Braker & Burnet. | Add bike lanes. Wide outside lanes - Potential candidate as route to ABIA. Study needed to determine haw to extend at US183 and SH 71. | Add Bike Stencil in lanes, restripe i are at bus Provide on-road bicycle symbols. Update route signage between major intersections. Provide 3 stops, update signs | Provide on-road bijcycle stripling to lead across intersection. Potentially provide bicycle strinate. Provide on-road bijcycle stripling to lead across intersection. Rotentially provide bicycle |
|--|---|---|---|---|---|---|---|---|--|--|--|--|---|---|---|---|--|---|--|---|--|
| ximity to ss Transit **Current s/Park& level of e/ route il plan use | =1 close HI =1 :D=2 MED=2 =3 far LO=3 | - | ~ | | | ÷ | + | 2 | e | - | ر ر | N Q | т | - | - | - 2 | ı . | - | 2 | - | |
| Pr Major Attractor rid Proximity Ra | HI =1 close HI MED=2 ME LO=3 far LC | - | ю | ю | 2 | ო | ~ | - | - | - | о , | - ო | ę | - | ~ | · . | . ო | - | - | - | ~ |
| Proximity to "Green Route" | HI =1 on route MED=2 < 1/2 mi LO=3 > 1/2 mi | - | ~ | ę | ю | ო | - | - | - | - | ~ ~ | | - | - | 5 | - 2 | 1 0 | e | ę | ę | ę |
| Distance reqd to avoid Barrier | HI =1 >1 mi MED=2 1/2 - 1 mi LO=3 < 1/2 mi | ო | ю | ო | ю | ы | - | - | - | - | . . | | - | . | - | . . | . . | . | - | . | - |
| Barrier Danger/ Difficulty level | HI =1 MED=2 LO=3 | - | - | | - | - | 7 | 2 | 7 | 2 | ~ ~ | N 01 | 2 | 2 | ~ | | | 2 | ~ | 7 | 7 |
| - Z I | -⊢-шо ⊥∢∪ | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 2 2 | 23 23 | 53 | 54 | 55 | 56 | 57 | 58 | 23 | 99 | 61 |
| | Barrier Description | IH35 @ 4th Street | RM 2222 @ Highland Hills | William Cannon @ Sunstrip | Peaceful Hill Lane- Slaughter to Matthews | Matthews Ln @ Forestwood | IH-35 @ 51st Street | IH35 @ Manor Rd/26th | Pleasant Valley @Longhorn Dam | 51st -Berkman to Springdale | Manor Rd -Springdale to Tilley | Mary -Lamar to South 5th | Del Curto, Lightsey, Clawson | E Ben White @ Woodward | Airport Blvd - 135 to MLK Blvd | Pond Springs Rd -US 183 to Anderson Mill Road | US 183 @ Oak Knoll | Kramer Lane - Burnet Rd to Lamar | Burleson Rd - E Ben White to ABIA | S Congress Ave - Slaughter to Ben White | S Congress Ave @ Stassney |
| ⊮ 0: | э н ш | 2 | 3 | 45 | 45 | 3 | 8 | 42 | 20 | 8 | none | 8 | 25 | 20 | Pone | enon | Pone | 12 | 22 | 47 | 47 |
| 四 < ⊼ ⊼ − | шк — О | JEN1 | JR11 | KHV | WH2 | NH4 | KK10 | JEN5 | JEN7 | KK1 | KK3 | CS8 | CS11 | JR16 | XX 44 | JR7 | 82 | -DC | JR18 | WH5 | 9HM |
| | Area | E. Central | M | South | South | South | E - E.Central | E. Central | E. Central | East | East | S. Central | S. Central | SE | E - E.Central | Vorth | MP | Vorth | Щ | South | South |

Recommended Priorities recommended priorities

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended. ** Current Level of Route Use -unavailable at the time of assessment

South

| | □ < Ľ Ľ − | <u>⊮o</u> : | | - Z L | Barrier I Danger/ r Difficulty a level | Distance reqd to avoid Barrier | Proximity to "Green Route" | Major Attractor Proximity | Proximity to Mass Transit * Bus/Park& 1 ride/ r | **Current level of C route c | Difficulty of | | |
|-----------------------|---------------------|--------------|---|--------------|---|--|---|----------------------------------|---|------------------------------------|-------------------------------------|---|---|
| Area | ш <i>к</i> — О | ы н п | Barrier Description | -⊢-шо с⊳⊥ | HI=1 I MED=2 I | HI =1 >1 mi MED=2 1/2 -1 mi LO=3 <1/2 mi | HI =1 on route MED=2 < 1/2 mi LO=3 > 1/2 mi | HI =1 close MED=2 LO=3 far | HI =1 close MED=2 LO=3 far | HI =1 N MED=2 L | HI =1 hard NED=2 _0=3 tasy | Possible Recommendations | Omments |
| South | WH14 | 82 | Entire route 82 | 62 | 2 | - | ო | e | 2 | | - | Add Signs | Bike route not marked at all except for one misleading sign at junction of routes 82 and 31. Western half of route unintelligible from map. |
| SW | JH2 | 434,43,6(| 6 US 290 W @ Loop 1 Interchange | 63 | 7 | - | ო | 2 | 7 | | 2 | Restripe Intersection, Widen Shoulders and Add Signage | Widen shoulders and/or outside lanes, install bicycle warning signs and bicycle lane markings |
| W. Central | JH11 | 29 | Loop 360 @ Lost Creek Blvd | 64 | 2 | | ę | - | ę | | ę | Restripe Intersection, Add Bike Lanes/Blue Lanes, Add signage | Bkycle striping/signs/lanes to guide adult/child bicyclists from Lost Creek Subdivision across Loop 360 to schools on other side. |
| West | EC3 | none | RM 620 WB | 65 | 7 | - | ę | 2 | ო | | 5 | Retrofit Drainage Grates | The Drainage grates are parallel and the aspheit overlays have created a drop-off at each grate location. The grates need to be retro-fited and risers should be installed, along with the overlays. |
| West | EC4 | none | RM 620 EB | 99 | 2 | - | n | 7 | n | | 5 | Retrofit Drainage Grates | The Drainage grates are parallel and the asphalt overlays have created a drop-off at each grate location. The grates need to be retro-fitted and risers should be installed, along with the overlays. |
| N. Central - North | LW1 | 214 | Burnet Rd - Steck to Loop 1 | 67 | N | 7 | ~ | - | - | | ~ | Route Study | bike larres, perhaps either by separated paths (eg, like sidewalks) or by widering the roadway. At signalized intersections, either bike tarfin: should merge into main traffic larres, starting with cars, or biue bike tense crossings should indicate intended bike travel path. Consider "No inpittum or red" in the latter case. |
| N.Central | JR2 | 16 | Loop 1 @ Steck overpass | 68 | 2 | 2 | - | - | - | | ю | Restripe Intersection and Widen Bike Lanes | Utilize updated intersection lane markings at free flowing rt. Turn lane/ramp. Widen existing bike lane. |
| N.Central | JR13 | 24 | White Horse - Payne @ Burnet Rd | 8 | 7 | р | - | 7 | - | | 2 | Restripe intersection/ Sharrows, Blue Lane or Bike Signal | Connect through commercial properties - AutoZone/ Casa viltage? -schoolt amar middle school EB. Stencis and probably also signs needed here to indicate how cyclists should postion themselves and the lines that cyclists are expected to follow. Finsure that signal is sensitive enough to detect cyclists. WE: Consider podestrian-style signalized crossing |
| S. Central | CS9 | 1 | Robert E.Lee | 70 | 2 | 2 | . | - | 2 | | - | Add Bike lane, Widen shoulder or Off-street Facility | Add bike lane, increase shoulder width or add an off-street shared-use path. |
| South | EC8 | 31 | Emerald Forest | 71 | 2 | 2 | ~ | 2 | - | | 2 | Widen Lane or Prohibit Parking | Many cars parked in bike lanes, so cyclists end up in travel lane. Either widen the bike lanes, so parking can be added or enforce a "no parking in bike lanes" policy. |
| SW | 3HR | 80 | US 290 W @ William Cannon | 72 | 2 | 2 | - | - | - | | 2 | Restripe Intersection,Add Bike Lanes/Blue Lanes, Add signage | High traffic volume. Needs bicycle lanes, signs and markings. |
| SW | 6Hſ | none | US 290 W @ SH 71 (the Y in Oak Hill) | 73 | 2 | 2 | ~ | 2 | - | | 2 | Restripe Intersection,Add Bike Lanes/Blue Lanes, Add signage | High traffic volume. Needs bicycle lanes, signs and markings. |
| E. Central | JEN2 | 25 | IH35 @ 6th Street | 74 | 2 | 2 | 2 | - | - | | ę | Restripe Intersection/ Sharrows, Blue Lane or Bike Signal | Safest IH35 Crossing from East Austin to downtown other than towlake trail. Sharrows/blue lanes or other lane markings and signage should be added. |
| North | JC2 | 47 | Metric Blvd- Parmer to Bittern Hollow | 75 | 7 | N | 7 | - | ۲ | | e | Restripe and Add Signage | New lares connect to N-S neighborhood route 47. Consider improved intersection markings and signage at Parmer Lane |
| MN | JR6 | 23 | Barrington North bound | 76 | 2 | 2 | 2 | F | 2 | | n | Add Signs | Add signage. Extend route to Anderson Mill Rd. Canyon Vista Middle school nearby. |
| North | ß | æ | Metric Blvd- Kramer to Rutland | 77 | 2 | 7 | n | - | - | | ę | Add Sharrows | New larves north and south of this section of Metric. If too narrow for lanes, use sharrows on this section to connect the 2. |
| SW | H3 | 43,9 | US 290 W @ Lamar Blvd Interchange | 78 | 2 | 2 | ო | - | - | | 2 | Restripe Intersection, Widen Shoulders, Add Signage or Remove existing | Widen shoulders and/or outside tanes, install bicycle warning signs and bicycle tane markings or Remove from bike map until a safe solution can be implemented. |
| E. Central | JEN9 | 25 | East 7th Street -IH35 to Martinez | 79 | 2 | ო | 2 | - | - | | e | Do Nothing | Narrow lanes, cyclists use sidewalks, 6th or 4th streets. Continue current rating as Red route. Close to alternative routes |
| North | JC7 | none | Parmer Lane- West of Loop 1 | 8 | 7 | ო | ю | ~ | 7 | | 2 | Route Study and/or Separated Bike Paths | Need additional routes and connectors to Parmer Lane and west to RN 620. Some greenheit/power/ine corridors in the area coul incorporate combined recreation/moderate speed routes. |
| North | 1C9 | none | Howard Lane -North ETJ area | 81 | 2 | 3 | ო | - | - | | 2 | Route Study | Need routes in ETJ area north of Howard Lane especially connections to proposed rail station |

Recommended Priorities

recommended priorities

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended. ** Current Level of Route Use -unavailable at the time of assessment

NOTE: This list contains a large sample of barriers in many areas, but it is NOT comprehensive. Additional Field Assessment is recommended. ** Current Level of Route Use -unavailable at the time of assessment

recommended priorities Recommended Priorities

Appendix B - City of Cambridge Ordinance (construction re-routes)

SPECIAL PROVISIONS

ACCOMMODATION OF BICYCLE TRAFFIC DURING CONSTRUCTION:

- A. Bicycle traffic shall be accommodated on all public streets either within bicycle lanes where existing or in vehicular travel lanes.
- B. Where bicycle lanes are not present, provide a shared vehicle lane as wide as physically feasible.
- C. When travel lanes are restricted to less than 14-foot in width warning signage (W11-1/W16-1 combination - Bicycle warning symbol with SHARE THE ROAD plaque) shall be placed warning motor vehicle operators of the presence of bicycles in the roadway.
- D. If the disruption occurs in a bicycle lanes over a short distance (approximately 500 feet or less), bicyclists should be routed to share a motor vehicle lane.
- E. On projects where the disruption occurs over a longer distance (more than 500 feet), and on busy roadways, a temporary bicycle lane or wide outside lane (at least 14 foot wide) should be provided. If that is not feasible, provide access, including ramps if necessary, for bicyclists to have the option of using sidewalks, except within zones where sidewalk bicycle riding is prohibited by the City.
- F. Steel plates:
 - 1. When steel plates are used in the travel way warning signage (Warning Steel Plates Ahead) shall be placed at least 50 feet in advance.
 - 2. Steel plates shall be set so there is no vertical lip over 1/4 inch between the plate and adjacent pavement. This shall be accomplished in one of the following ways:
 - a. Recessing the plate so that the top of the plate matches adjacent pavement (with no lip over 1/4 inch).
 - b. Providing bituminous concrete lip painted reflective orange to provide a smooth transition slope up from existing pavement to top of plate.
 - 3. Non-slip surface steel plates are preferred for use, and must be used where plates are in an intersection or within a crosswalk.
- G. Raised castings: Where raised castings are present after cold planing and/or in anticipation of final paving, provide the following:
 - 1. Advance warning signs saying: "Caution Raised Castings Ahead."
 - 2. Spray paint reflective orange the raised portions of the castings.

CONSTRUCTION SPECIFICATIONS

CITY OF CAMBRIDGE

- H. Cold planing and pavement installation: Where cold planing or the installation of pavement in lifts results in vertical joints greater than 1/4 inch, provide temporary bituminous concrete lip painted reflective orange to provide a smooth transition slope between the pavement layers.
- I. When the roadway or travel lanes narrow due to construction, advance warning signs should be placed at least 20 feet in advance.
- J. Narrow cuts that are parallel with the direction of travel create an extreme hazard for cyclists, whose tires could get caught. These should never be made and left in an area where bicyclists will be traveling. If necessary, they should be blocked off and cyclists routed around the hazard.

When performing advance pavement cutting for trenching or other roadway excavation, use only saw cutting (approximately 1/4 inch or narrower).

- K. Debris should be swept to maintain a reasonably clear riding surface in the bicycle lanes or, where there are no bicycle lanes, the outer 5 or 6 feet of roadway. Promptly remove gravel, debris, litter, sand, stone, and other obstructions from bicycle lanes and travel lanes.
- L. Advance construction signs shall not be placed in bicycle lanes and shall not otherwise obstruct bicyclists' path.
- M. Temporary ramps for site access ramps. The creation of ramps in the roadway is not permitted unless being created in an area that is otherwise used by on-street parking.
- N. Restore pavement markings for bike lanes within 2 weeks of paving.

Bicycle Accommodation During Construction Guidelines

Applicability

These guidelines shall apply to all construction projects in the City of Cambridge, whether the work is being undertaken by the City, private developers, contractors, utility companies or state agencies. The types of projects include:

- Street reconstruction and new street construction
- Sewer, storm drainage and water projects
- Private site development, involving work within a City street (e.g., utility connections, temporary occupancy of parking or traffic lanes)
- Utility construction

General

Bicycles are legal vehicles on all the streets of Cambridge. Through bicycle movement must be maintained during construction and other projects that disrupt travel (e.g., special events). Bicyclists are particularly susceptible to disruptions in their normal travel routes because of their slower speeds and exposure to noise, dirt and fumes. Temporary lane restrictions, detours and other traffic control measures instituted during construction or other travel disruptions should be designed to accommodate non-motorized travelers.

Pavement Surface Quality and Structure

Cyclists, particularly those riding on narrow, high-pressure tires, need to have pavement as free of defects and debris as possible to ensure control of their bicycles. As most road bikes do not have a suspension system, high-pressure tires transmit every bump to the rider. Cyclists are also susceptible to loss of control on deteriorated pavement with loose aggregates, potholes, litter, etc. Pavement seams parallel to the roadway should not be located on the portion of the road where bicycling is expected. Utility covers and drainage grates should be flush with the pavement surface and should be adjusted with pavement overlays. Approaches to railroad crossings should be improved as necessary to provide for safe bicycle crossings.

Pavement surfaces should be smooth, and the edge of the pavement should be uniform. Narrow slots in the surface that could catch a bicycle wheel, such as a gap in the longitudinal joint between two concrete slabs, should not be more than 1/2 inch wide. Ridges in the pavement that could cause cyclists to lose control should not be more than 3/8 inch high when parallel to travel or 3/4 inch high when perpendicular to travel.

When pavement is overlaid, the edge of the overlay should be matched to the height of the adjacent pavement or smooth transitions should be provided.

Wherever bicyclists are sharing a motor vehicle lane and the space through the restricted area is narrower than the rest of the roadway, temporary "Share the Road" signs should be included.

Bicycle Travel through Construction Zones:

- Where construction is occurring on a street that already has a bicycle lane, the area through which the construction is occurring should maintain that space.
- Every effort should be made to avoid using bike lanes for staging of site construction work.
- Minimize the time that construction work occupies bike lanes. For example, if the added work space is only needed for operation of a crane for a limited number of days, that will be the only time that occupancy of the bike lane is permitted.



- Where bicycle lanes are not present, provide a shared vehicle lane as wide as physically feasible.
- If the disruption occurs in a bicycle lane over a short distance (approximately 500 feet or less), bicyclists may be routed to share a motor vehicle lane (as wide as possible).
- Where bicycles must share lane with motor vehicles, post the W11-1/W16-1 combination (Bicycle warning with SHARE THE ROAD) plaque as shown at right.
- If the disruption occurs over a longer distance (more than 500 feet), and on busy roadways, a temporary bicycle lane should be provided. In the event that it is not possible to provide a temporary bicycle lane, provide a wide outside lane (at least 14 feet wide). If neither of these is possible, provide ramps to allow bicycles to access the sidewalk within the construction zone (provided the site is not within one of the zones where sidewalk bicycle riding is prohibited).
- Bicyclists should not be specifically directed onto sidewalks with pedestrians unless there is no reasonable alternative.

Considerations for Street Disruptions and Construction:

- Metal plates create a slick and dangerous surface for cyclists, and are not easily visible at night or in the rain.
 - Advance warning signs (Caution Metal Plates Ahead) shall be posted.
 - It is preferable that the plates be recessed so that the top of the plate is level with the adjacent pavement.
 - Where this is not possible, provide a temporary bituminous concrete lip painted reflective orange all around the plate to provide a smooth transition between the plate and adjacent pavement.
 - All metal plate edges should be painted with high visibility (reflective orange) paint.

Bicycle Accommodation During Construction Guidelines Page 2 of 4

- Type II or II Barricades (see MUTCD for description) with flashers should be placed at least 20 feet in advance.
- Steel plates should have a non-slippery textured surface; this is required within an intersection or a crosswalk.
- **Construction excavations or depressions** should never be left without physical barriers preventing cyclists from falling in.
 - The preferred treatment is the provisions of temporary fill and a temporary bituminous concrete patch.
 - Where the excavation is outside the motor vehicle and bicycle lanes, provide traffic barriers (concrete barriers, barricades, or where the depression is less than 18 inches cones or barrels may be used)
 - If the excavation must be maintained for more than two days and it is located within lanes to be used by bicyclists, temporary steel plates may be used. See guidelines for the use of metal plates above.
- Narrow cuts that are parallel with the direction of travel create an extreme hazard for cyclists, whose tires could get caught. These should never be made and left in an area where bicyclists will be traveling. If necessary, they should be blocked off and cyclists routed around the hazard.
 - When performing advance pavement cutting for trenching or other roadway excavation, use only saw cutting (approximately 1/4 inch or narrower).
- Site access and ramps. Temporary (usually asphalt) ramps are sometimes proposed to access a site from a sidewalk where no driveway or other vehicle access exists. The creation of ramps in the roadway is not permitted unless being created in an area that is otherwise used by on-street parking.
- **Raised castings**: After cold planing of pavement is performed, utility castings (e.g., manhole covers, valve box covers, catch basin grates) will be 1 to 2 inches higher than the surrounding pavement. This presents a hazard for bicyclists and motor vehicles alike. This condition will also occur during roadway construction just before the next lift of pavement is to be placed. Wherever raised casting are present, the following should be provided:
 - Provide advance warning signs saying: "Caution Raised Castings Ahead."
 - Spray paint reflective orange the raised portions of the castings.
- **Cold planing and pavement installation**: After cold planing, there is a vertical lip at the limits of pavement removal. A smooth bituminous transition slope should be provided to eliminate the jarring hazard of hitting the vertical lip. In roadway construction, there may be

Bicycle Accommodation During Construction Guidelines Page 3 of 4

City of Cambridge

a similar vertical lip between the different lifts of pavement installed. In these conditions, a similar transition is also needed.

- Provide advance warning signs saying: "Bump" at these transitions.
- Paint the transition sloped area in reflective orange.
- **Pavement Sweeping and Debris Removal:** Road surfaces in construction zones may experience a greater build-up of debris than other roadway segments. Special attention must be given to keeping roadways surfaces free of debris, including sand, gravel, stones, trash, and miscellaneous construction debris. Pavement in construction zones should be swept to maintain a reasonably clear riding surface in bicycle lanes and in the outer 5 or 6 feet of roadway.
- **Pot holes:** Pot holes are more likely to be found in construction zones due to the impact of construction equipment and due to temporary pavement patching. Special attention must be given to monitoring for the development of pot holes and for promptly filling in and patching pot holes.
- **Temporary Traffic Sign Placement:** The placement of advance construction signs must not obstruct bicyclists' path. In particular, temporary signs shall not be placed in bicycle lanes.
- **Restoration of Pavement Markings:** As soon as reasonably possible after paving, install pavement markings, particularly bike lanes markings and other markings associated with bike facilities.

Bicycle Accommodation in Traffic Management Plans:

When preparing Traffic Management Plans for any project, bicycle accommodation must be indicated. Bicycle accommodation must meet these guidelines

Appendix C- Bicycle Toolbox



Street Smarts Task Force Bicycle Facilities Toolbox



August 2007

klotz 📢 associates

8/29/2007



Street Smarts Task Force

Bicycle Facilities Toolbox

August 2007

Prepared by Eddie Church

Klotz Associates, Inc. Barton Oaks Plaza 901 South Mopac Expressway, Bldg. V, Suite 220 Austin, Texas 78746



Klotz Associates, Inc. Project No. 0501.023.006



klotz 🚯 associates

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EXECUTIVE SUMMARY

The following is the "Bicycle Facilities Toolbox" report for the City of Austin - Street Smarts Task Force. This report provides a guide for various bike facility design elements that the Street Smarts Task Force may want to consider as they implement the goals of the *Austin Bicycle Plan*¹ and the Mayor's Fitness Council. Engineering design information, such as design standards and typical roadway details are also given. For this report, the 1999 *Guide for the Development of Bicycle Facilities*² published by the American Association of State Highway and Transportation Officials (AASHTO) and the 2006 *Texas Manual on Uniform Traffic Control Devices*³ (TMUTCD) published by the Texas Department of Transportation (TxDOT) were used as references. This report will help guide decisions involving bicycle facilities and provide the necessary information from which the task force members can choose when formulating recommendations for the city's bicycle plan.

Klotz Associates is providing this "Toolbox" to be used as an aid for making informed decisions about the standard AASHTO recommended bike facilities, as well as alternative bike facilities that are used in other "bicycle friendly" cities. Klotz Associates has attempted to provide the design elements and both the positive and negative aspects of these alternative facilities. The inclusion of these in this report should not be interpreted as a recommendation for any particular facility. Instead, their inclusion is simply a presentation of ideas to spur creative solutions for innovative transportation alternatives.





SECTION 1 INTRODUCTION

1.1 PURPOSE

The purpose of this manual is to provide City officials and the general public with information on bicycle (bike) facility design elements. This guide is intended to facilitate well-informed decision making, thus making bicycles a feasible and safe transportation alternative. The information provided in this manual is consistent with most highway engineering practices, as defined in the *AASHTO – guide for the development of bicycle facilities* (ed. 1999)² and the *Texas Manual on Uniform Traffic Control Devices* (ed. 2006)³. In addition to summarizing the design options discussed by AASHTO, information regarding innovative facilities and creative variations of standard practices from other cities and countries has been included.

1.2 DEFINITIONS

Below are some common definitions that will be discussed throughout this report. An easy to use reference chart is also included, as <u>Appendix A</u>.

<u>Bicycle Facility</u> – A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling². This includes roadway improvements for bicycle travel, bicycle parking facilities, etc.

<u>Bicycle Lane</u> – A portion of a roadway that has been designated by signing and pavement markings, for the exclusive use of bicycles².

<u>Bicycle Path (Shared-Use Path)</u> – A bikeway separated from vehicular traffic by an open space or barrier; either within the highway right-of-way (ROW) or within an independent ROW. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users².

<u>Shared Roadway</u> – A roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway with wide lanes or paved shoulders². A shared roadway may be signed as a route for bicyclists, if specific AASHTO criteria are met.

1.3 THE BICYCLE

An operating space of 4 feet is assumed as the minimum width for any facility designed for exclusive or preferential use by cyclists (Figure 1.1)².



The skill level, confidence and preferences of cyclists vary dramatically. Some bicycle riders are confident riding anywhere that they are legally allowed to operate, however most adult riders prefer to use roadways with a more comfortable amount of operating space or shared use paths that are separated from traffic. These adult riders will be classified as "type B", as defined below. All categories of riders require smooth riding surfaces with bicycle-compatible roadway appurtenances, such as bicycle-safe drainage grates.

1.4 THE BICYCLE USER

A 1994 report by the Federal Highway Administration⁴ used the following general categories of bicycle user types (A, B and C) to assist designers in determining the impact of different facility types and roadway conditions on bicyclists (Pics 1.1 to 1.4):

A – Advanced or experienced riders generally use their bicycles as they would a motor vehicle. They are typically comfortable riding with motor traffic, but need sufficient operating space on the traveled way or the shoulder. The advanced riders are riding for convenience, speed and/or exercise.

B – Basic or less confident adult riders may also be using their bicycles for transportation purposes, but these riders prefer to avoid roads with fast or busy motor vehicle traffic. Basic riders are comfortable riding on neighborhood streets and shared use paths. These riders also prefer designated facilities, such as bike lanes or wide shoulder lanes on busier streets.

C – Children riding with or without their parents require access to key destinations, such as schools, recreational facilities and convenience stores. Residential streets with low traffic and links with shared use paths can accommodate children on their bicycles.



(Pics 1.1 to 1.4 = Typical Bicycle Users in Austin, TX)

(Church, Eddie)

1.5 TYPES OF FACILITIES

Planners and engineers should recognize that highway design choices will affect the level of use, the type of rider and the level of access. Bicycle facilities should be planned to provide connectivity and consistency for all users. For example, children using a path to get to school should not have to cross a major arterial roadway without intersection controls and bike lanes should not end abruptly at difficult intersections or busy stretches of road.

1.5.1 Shared Roadway

Shared roadways are the most common bicycle (bike) facility for intercity and recreational travel. Signing and/or striping may not be necessary, for these roads. Typically, cyclists use either a shoulder or wide curb lane. Wide curb lanes are common, along minor residential streets.

Signed shared roadways are simply shared roadway facilities that have been identified by signing. Bike routes listed in a city bike route map usually include this type of facility. A shared roadway bike facility should not be signed unless it meets specific criteria, as defined by AASHTO.

1.5.2 Bicycle Lanes

Bicycle (Bike) lanes are used to delineate available road space, for cyclists only. Bike lanes should be one-way facilities that carry bicycles in the same direction as motorists. If a roadway has curb and gutter or parking, the design criteria will vary.

1.5.3 Shared Use Paths

Shared use paths are facilities with an exclusive right-of-way (ROW) and with minimal cross flow by motor vehicles. These paths are often shared by cyclists, skaters and pedestrians. Depending on the usage and whether the path is one or two-directional, the recommended width varies.

1.6 INTERSECTIONS

Facilities should be selected so as to minimize the number of crossings. Intersections should also be improved to reduce the number of crossing conflicts.

The two most common crossing conflicts at intersections are:

- 1. Conflicts between motorists turning right and cyclists wanting to go straight.
- 2. Conflicts between motorists and cyclists that want to turn left.

Several intersection design options can be provided to help mediate these conflicts, such as signage alerting motorists of cyclists and clearly defined pavement markings. These pavement markings can include, but are not limited to, shared-lane arrows ("sharrows") and "blue lanes".

1.7 SIGNALS

The greatest risks to a cyclist at a signalized intersection are inadequate clearance interval and poor bicycle detection. An adequate clearance interval must be provided for cyclists that enter the intersection, at the end of the green light. This means that the yellow and all red time should be long enough for the average "B" bicycle user to get through the intersection and be clear of oncoming vehicles. AASHTO provides a design equation for this interval, but field observations should be undertaken to verify the actual minimum clearance interval. Bicycle detection is important for a cyclist's safety and also for compliance with traffic law. Detection can be by either loop detectors within the pavement or by Video Image Vehicle Detection System (VIVDS) cameras mounted on the opposing signal arms. Detectors should be placed, according to the cyclist's expected path. Designating the optimum location for the bicycle to stop will also help with proper detection.

1.8 BICYCLE FRIENDLY COMMUNITIES

The "Bicycle Friendly Community"⁵ (BFC) campaign is sponsored by the League of American Bicyclists (LAB), which brings together more than 300,000 cyclists and 600 organizations⁶. This campaign is an awards program that recognizes municipalities that actively support bicycling, within the United States. A BFC provides safe accommodations for cycling and encourages its residents to bike for transportation and recreation. A committee reviews and scores the application and also consults with local cyclists in each community. An award of platinum, gold, silver or bronze status is designated for two years. In 2007, **Austin, Texas** was one of only twelve (12) cities awarded the silver status. Of the sixty-four (64) cities that have received a BFC status, only eight (8) cities have been awarded a status higher than silver. See <u>Appendix B</u>, for a complete Bicycle Friendly Community listing. The populations of each city have also been included, so cities with similar populations can be compared.

1.9 OTHER COUNTRIES

Amsterdam, Holland and Copenhagen, Denmark are arguably the most friendly bicycle cities in the world. A quarter of all transportation in Amsterdam takes place via bicycle⁷. This percentage rises to 40%, within the city center⁸. Amsterdam's number one problem is bicycle thefts. Current city policies include new measures designed to shift bike commuting into higher gear. This includes increased prison time for bike thieves and the construction of new parking facilities that can hold up to 10,000 bikes⁸. The bicycle parking facility shown below is located adjacent to the main train station, in Amsterdam (Pic 1.5).

(Pic $1.5 = Bicycle Parking in Amsterdam)^9$



(Carlin, Chance)

Copenhagen, Denmark is another European city where cycling is a strong part of the culture. Since 1995, bicycle traffic has risen by 41% and motor vehicle traffic has risen by only 18%. In 2003, 36% of the people rode bicycles to work while only 27% drove to work¹⁰.

 $(Pic \ 1.6 = Copenhagen, Denmark)^{11}$

(Pic 1.7 = Copenhagen, Denmark)⁸



(Colville-Andersen)





SECTION 2 SHARED ROADWAYS

Shared roadways are the most commonly used bicycle (bike) facility for intercity and recreational travel. Shared roadway facilities include two options, paved shoulders (Pic 2.1) and wide curb lanes. Shared roadways can be signed, if the roadway is identified as a busy bicycle route.

(Pic 2.1 = RM 620 in Austin, TX)



(Church, Eddie)

2.1 SHARED ROADWAYS

2.1.1 Paved Shoulders

AASHTO recommends that a shoulder intended for bicycle use have a minimum width of 4 feet and should also be separated from the travel lane by a 4 inch stripe (Figure 2.1). If the roadway has curb and gutter, this minimum width should not include the width of the gutter. A 5 foot wide shoulder is recommended when adjacent to guardrail, curb (Pic 2.2) or any other roadside barrier. AASHTO also recommends that wider shoulder widths are used when high bicycle traffic is expected or vehicle speeds exceed 50 mph.



(Figure 2.1 = Paved Shoulders)

(Pic 2.2 = Spicewood Club Pkwy in Austin, TX)



2.1.2 Wide Curb Lanes

A wide curb lane simply means that the outside travel lane is wider than 12 feet, in order to accommodate both motor vehicles and bicycles. AASHTO recommends a minimum of 14 feet of usable lane width, between the lane stripe and edge of pavement (Figure 2.2). The width of the gutter should not be included. AASHTO recommends increasing the lane width to 15 feet, where steep grades, drainage grates or roadside barriers exist.

When parking is allowed, a 22 foot to 24 foot lane should be provided. This includes a minimum of 12 feet for parked vehicles and bicyclists (Figure 2.2). In situations where the lane width is greater than 15 feet, consideration should be given to striping bike lanes or shoulders (Pic 2.3).





(Pic 2.3 = Steiner Ranch Blvd. in Austin, TX)



(Church, Eddie)

2.1.3 Shared Roadway Concerns

On-street parking, pavement surface quality and drainage inlet grates are the three most common concerns for cyclists on shared roadway facilities. Cyclists must avoid open car doors, maneuvering vehicles and extended mirrors. A minimum of 12 feet should be provided to accommodate bicycles and parking for vehicles. Pavement surfaces should be smooth and uniform to provide a comfortable and safe ride for cyclists.

Wide cracks, raised asphalt edges, depressed drainage appurtenances and potholes can cause a cyclist to lose control. Bicycle-safe inlet grates are recommended, if roadway drainage features are required on bike routes. Inlet grates with slots parallel to the roadway can trap the wheel of a bicycle (Pic 2.4). Inlet grates should be replaced with bicycle safe grates that provide cross bars perpendicular with the roadway.





2.2 SIGNED SHARED ROADWAY

2.2.1 Criteria

Signed shared roadways are simply shared roadway facilities that have been identified with signing (Pic 2.5). These are typically the bike routes that are listed in a city bike route map. Signing of a shared roadway indicates to cyclists that this route is bicycle friendly. A shared roadway bike facility should not be signed unless it meets the following criteria¹².

 $(Pic 2.5 = Signed Shared Roadway)^2$



- 1. The route provides connectivity and direct travel in bicycle-demand corridors.
- 2. The route connects discontinuous segments of shared use paths, bike lanes or other bike routes.
- 3. An effort has been made to adjust traffic control devices to give greater priority to cyclists on the route, as opposed to alternative streets.
- 4. Street parking has been removed or restricted.
- 5. A smooth surface has been provided.
- 6. Maintenance of the route will be sufficient to prevent accumulation of debris.
- 7. Wider curb lanes are provided compared to parallel roads.
- 8. Shoulder or curb lane widths generally meet or exceed width requirements.

2.2.2 Signing

The Manual on Uniform Traffic Control Devices (MUTCD)¹², Chapter 9 - Traffic Control for Bicycle Facilities, discusses how to properly stripe and sign bikeway facilities. This chapter also provides information on bicycle route guide signs. See the sample guide signs below.

(Figures 2.3 - 2.6)¹³



2.3 OTHER CITIES

West coast cities (BFC status) such as San Francisco (Gold), Portland (Gold), Seattle and the Los Angeles areas have taken the lead towards innovative ways to improve their respective bicycle plans. The implementation of shared-lane arrows ("sharrows") and bicycle unique pavement markings (i.e. blue lanes and bike boxes) has started to make its way into other U.S. cities, such as New York City, NY, Tallahassee, FL, Cambridge, MA and Louisville, KY (Bronze).

2.3.1 Sharrows

The sharrow is a pavement marking which goes in the right-hand travel lane of a roadway. This tells both the motorists and the bicyclists that this lane is intended to be shared by both users.

The markings also have several other intentions, which include⁴⁰:

- Encourages cyclists to ride further towards the center of the lane and away from car doors.
- Encourages cyclists to ride on the street, as opposed to the sidewalk, and in the same direction as traffic.
- Also, makes motorists aware of cyclists' right to and presence in the lane.

Sharrows (Pics 2.6 & 2.7) were introduced in California, in 2004. A study conducted by the City of San Francisco shows that sharrows improved roadway positioning of both bicyclists and motorists, by providing space for cyclists well outside the dangerous "door zone" (Figure 2.7). The sharrows also caused drivers to give more clearance when passing. The sharrow also reduced wrong-way riding by bicyclists¹⁶.

 $(Pic 2.6 = San Francisco, CA)^{14}$ $(Pic 2.7 = Los Angeles, CA)^{15}$



(Born, Paul)

(Figure 2.7 = Sharrow Design Criteria)¹⁷



At the 2007 meeting, the National Committee on Uniform Traffic Control Devices¹⁸ unanimously voted to endorse the shared lane marking (sharrow) and forwarded it to the Federal Highway Administration (FHWA) to be included in the next edition of the federal Manual on Uniform Traffic Control Devices (MUTCD)¹⁴. This publication is due to be published in 2009.

Until the revised MUTCD is released, cities wishing to use sharrows must make application to the FHWA for inclusion of sharrows into their bicycle plans. San Francisco, Los Angeles and other California cities obtained permission and have implemented the usage of sharrows already, via the California Department of Transportation¹⁹. Other cities, such as Portland, OR and Louisville, KY (Figure 2.8), made application to the FHWA to have sharrows approved as "experimental markings"²⁰.





For FHWA approval, a before-and-after study must be conducted and this data must be submitted. The application process for the City of Louisville included the following steps.

- 1. Obtain application from another city (i.e. Portland) that has already applied and customize their form.
- 2. Using video analysis, estimate the distance between the flow of bicycles and the motor vehicle traffic lane.
- 3. Using video analysis, estimate the minimum distance that vehicles come to bicycle traffic.
- 4. Document the number of wrong-way riding incidents, by bicycles.
- 5. Sample size must meet FHWA minimum requirement, for population.
- 6. A regression analysis of the data must be completed.

Louisville received permission from the Federal Highway Administration to experiment with the shared-lane marking or sharrow. The markings were first installed on the Clark Memorial Bridge and other metropolitan roads, in August of 2007.





SECTION 3 BICYCLE LANES

A bicycle (bike) lane is a striped lane on a roadway facility designated for bicycle use **only**. Bike lanes should be one-way facilities that carry bicycle traffic in the same direction as vehicular traffic, but not in the same space (Pic 3.1).

(Pic 3.1= Jollyville Rd. in Austin, TX)



⁽Church, Eddie)

3.1 BIKE LANES

3.1.1 Bike Lane without Parking

AASHTO recommends that a bike lane be a minimum of 4 feet wide, along a roadway without curb and gutter. On a roadway with curb and gutter, a bike lane of 5 feet from face of curb to the bike lane stripe is recommended (Figure 3.1). A minimum of 3 feet of ridable surface should be provided when the longitudinal joint between the pavement and gutter is smooth (Pic 3.2). The rideable surface should be increased to 4 feet if this longitudinal joint is not smooth. A width of 5 feet or greater is recommended on roadways with substantial truck traffic or where vehicle speeds are greater than 50 mph.

(Figure 3.1 = Bike Lane without Parking)



(Klotz Associates, Inc.)





(Church, Eddie)

3.1.2 Bike Lane with Parking

If the parking area is not striped, the shared area should be a minimum of 11 feet without curb and gutter and 12 feet with curb and gutter (Figure 3.2). If the parking area is striped then a minimum 5 foot wide bike lane should be provided, between the travel lane and parking area (Figure 3.3). In areas with a high volume of parking, an additional 1 to 2 feet is desirable. Shoal Creek Boulevard is an example of a shared bicycle and parking lane which is currently under review by the City of Austin Transportation Division (Pic 3.3).





(Klotz Associates, Inc.)





(Klotz Associates, Inc.)

(Pic 3.3 = Shoal Creek Blvd. in Austin, TX)



(Church, Eddie)

3.1.3 Bike Lane Concerns

Bike lanes share the same concerns as shared roadways: on-street parking (Pic 3.4), pavement surface quality and drainage inlet grates. Bicyclists must avoid open car doors, maneuvering vehicles and extended mirrors. The minimum lane widths should be provided to accommodate bicycles and parking for vehicles. Pavement surfaces should be smooth and uniform to provide a comfortable and safe ride for bicyclists.

Wide cracks, raised asphalt edges, depressed drainage appurtenances and potholes can cause a cyclist to lose control. Bicycle-safe inlet grates are recommended, if roadway drainage features are required on bike routes. Inlet grates with slots parallel to the roadway can trap the wheel of a bicycle. Inlet grates should be replaced with bicycle safe grates that provide cross bars perpendicular with the roadway.



(Pic 3.4 = Mesa Dr. in Austin, TX)

(Church, Eddie)

3.2 OTHER CITIES

3.2.1 Reconfigure Existing Lanes

In Sacramento, CA, existing road lanes have been reconfigured to accommodate the addition of bike lanes (Pic 3.5). Streets that once had narrow vehicle lanes can be reconfigured via a "road diet", to create bike lanes on both sides. The Sacramento one-way street in Picture 3.5 illustrates the traffic-calming benefit of bike lanes. This street once had three narrow vehicle lanes prior to the "road diet" reconfiguration to create bike lanes on both sides. In addition to improving safety for cyclists, this dual-lane treatment has calmed traffic, pleasing neighborhood residents²¹.

(Pic 3.5 = Road Diet in Sacramento, CA)²¹



A typical road diet technique is to reduce the number of lanes on a roadway crosssection. One of the most common applications of a road diet is to convert a 4-lane section (Pic 3.6) with two travel lanes in each direction, into a 3-lane section with one travel lane in each direction plus two-way turn lane in the middle (Pic 3.7). In addition to improving safety for cyclists, this type of reconfiguration can also calm traffic²².

Typical lane diet techniques include narrowing vehicle lanes and also left-turn lanes. The resulting space created by reducing lane widths can be applied to bike lanes or wider shoulders. This gives added sight lines, turning radius and other benefits to all vehicles. Lane diets should fall within the AASHTO recommended lane width range. Road diets typically occur on roadways with 8,000 to 19,000 vehicles per day²². At 20,000 vehicles per day the diet is called a "super road diet." These diets range from 19,000 on up to about 23,000 vehicles per day²². The super diet can be implemented by replacing signals with roundabouts and other means to keep traffic moving smoothly and uniformly.

(Pic 3.6 = 4 Lanes, before Road Diet)²³



(Pic 3.7 = 3 Lanes + Bike Lanes, after Road Diet)²³



3.2.2 Blue Lanes

Blue bicycle lanes are being used in other cities, such as Portland, Oregon (Gold), Seattle, Washington and Copenhagen, Denmark. A blue lane is a colored bicycle lane used to promote bicycle awareness at motor vehicle-bicycle conflict areas, such as near a highway on-ramp or where traffic merges. Since 1997, the City of Portland has employed and evaluated blue lanes in ten locations. They found that more motorists yielded, more cyclists used the bike lanes, and both groups believed that blue lanes helped to promote safety³⁴. The study from the City of Portland shows the following statistics³⁵:

| Observed action | Before blue paint | With blue paint |
|-----------------------------|-------------------------|-----------------------|
| Bicyclist looked back | 43.2% | 25.9% |
| Bicyclist slowed or stopped | 11% | 4% |
| Bicyclist yielded | 28.3% | 8% |
| Bicyclist used turn signal | 11% | 5% |
| Motorist slowed or stopped | 70.8% | 86.7% |
| Motorist yielded | 71.7% | 92% |
| Motorist used turn signal | 83.8% | 63% |

The above statistics reflect that more motorist tend to yield or stop after a bike lane has been painted blue. However, the first four statistics show a decrease in precautionary measures by cyclists. Both the positive and negative aspects of blue lanes have been presented, in this section. The interpretation of these statistics and other facts that have been presented may vary between individuals, so caution must be taken when applying this information towards different scenarios.

There are standards governing the use of traffic control devices (i.e. signs, stripes, and signals), so that traffic controls throughout the U.S. are uniform as possible. These standards are set forth in the Manual on Uniform Traffic Control Devices (MUTCD)¹². The MUTCD does not provide for the use of colored markings to delineate bike lanes, but the blue lanes in Portland were implemented via a partnership between the University of North Carolina Highway Safety Research Center and the Federal Highway Administration³⁶. See the pictures below, from various locations in Portland, Oregon (Pics 3.8 to 3.12).

(Pics 3.8 to 3.12 = Blue Lanes in Portland, Oregon)³⁶











3.2.3 Bike Boxes

A bike box is a designated area at the head of a traffic lane that allows cyclists a safe and visible way to get to the head of a traffic queue, at a signalized intersection. The actual box is designated by two pavement markings called stop bars, approximately 12 to 14 feet apart³⁹. The motor vehicle is required to stop at the first stop bar, so cyclists can cue in the designated box. A bike lane located on the right side of the right-lane is provided for bicycles, so bicycles can pass vehicles in order to enter the bike box easily and safely. The bike box extends at a right-angle from the bicycle lane across a lane or lanes of traffic.

Several European cities, Eugene, Oregon (Silver), Cambridge, Massachusetts (Pic 3.13) and Portland (Pic 3.14) have implemented bike boxes into their bicycle plans. Bicycle boxes promote safety, by making cyclists more visible and also eliminating conflicts for vehicles that are turning across a cyclist's path³⁴. Bike boxes have limited situations in which they can be used safely. The application of bike boxes should be thoroughly evaluated, before being implemented at any intersection. Intersections have many design variables that must be considered; therefore each intersection should be evaluated on a case-by-case scenario. Bike boxes are best used at a split-phased (one direction at a time) signalized intersection on a two lane roadway.

(Pic 3.13 = Bike Box in Cambridge, MA)³⁸



(Allen, John S.)





(Boulanger, Todd)

3.3 OTHER COUNTRIES

Amsterdam, Holland has 249 miles (400 Km) of dedicated bike lanes and paths²⁴. They run along the right sides of streets and typically feature white lines and bike symbols painted on the roadway or on a reddish-colored path. Amsterdam has many signs and signals designed especially for cyclists. Some important ones include:

• <u>Bike Traffic Lights:</u> Signal lights shine red, yellow and green in the shape of a bicycle, at most major intersections. The button shown below (Pic 3.15) activates the special bike traffic light (Pic 3.16) to turn from red to green. City transportation trams and other vehicles have their own lights that don't always correspond with the bike lights. If a bike light does not exist, then the vehicle traffic lights are to be used by both bicycles and motor vehicles.



(Pic 3.15 & 3.16 = Activation & Signal in Amsterdam)²⁵

(McAllister, Shannon)

(McAllister, Shannon)

• <u>Designated Bike Path/Route:</u> A round sign with a blue background and white bicycle indicates a bike lane or route (Pic 3.17).

(Pic 3.17 = Route Sign in Amsterdam)²⁶



(McAllister, Shannon)





SECTION 4 SHARED-USE PATH

Shared use path bicycle (bike) facilities are located on **exclusive right-of-way** (ROW) and with minimal cross flow by motor vehicles. These paths are often shared by cyclists, skaters and pedestrians.

4.1 SHARED USE PATH

4.1.1 TWO-WAY USE

(Figure 4.1 = Two-way Path)



(Klotz Associates, Inc.)

Shared use paths should not be used as a replacement to on-road facilities, but rather to supplement on-road bike routes. On a typical shared use path a 10 foot wide path is recommended. Paths with heavy use should be increased to 12 or 14 feet wide (Figure 4.1) Shared use paths are typically not recommended adjacent to a roadway for the following reasons.

- Unless physically separated from the roadway by a median or a concrete barrier, one direction of bicycle traffic would be riding against the motor vehicle traffic.
- When the path ends, bicyclists will tend to continue to travel on the wrong side of the street.
- At intersections, vehicle traffic will not notice bicyclists approaching from the right.
- Bicyclists riding against vehicle traffic cannot read the roadway signs.

4.1.2 ONE-WAY USE

(Figure 4.2 = One-way Path)



(Klotz Associates, Inc.)

A one-directional path should be a minimum of 6' wide, however they are not typically recommended because of the difficulty in enforcing one-way progression (Figure 4.2).

4.2 OTHER CITIES

(Pic 4.1 = Indianapolis Cultural Trail)²⁷



The city of Indianapolis, Indiana started construction of the Indianapolis Cultural Trail, in the spring of 2007^{27} (Pic 4.1). This multi-use facility will accommodate bicycles and pedestrians, to encourage more human-powered movement through the city. This trail

will allow pedestrians to have their own right-of-way through the city center with access to many of the city's arts, retail, sporting, and cultural institutions. Five downtown cultural districts will be connected by the Indianapolis Cultural Trail. It will also connect with the Monon Trail (Pic 4.2), allowing visitors to easily access the Broad Ripple Village from downtown. Plans for the trail include transforming whole lanes of existing traffic in some places into wide, open spaces for bikes and people²⁸.



(Pic 4.2 = Monon Trail in Indianapolis, IN)²⁹

In 2005, the Monon Trail was used more than 1.2 million times (Pic 4.3), making this urban greenway perhaps one of the busiest in the nation³⁰. Originally built in 1847, the rail-trail pioneered in Indiana an already nation-wide vision: converting railways to greenways for recreation and commuter use. The Monon links commercial districts, schools, parks, the state fairgrounds and a dozen residential neighborhoods.



(Pic 4.3 = Monon Trail in Indianapolis, IN)²⁹





SECTION 5 INTERSECTIONS & SIGNALS

5.1 INTERSECTIONS

5.1.1 Roadway Intersections

A common conflict at intersections is between vehicles turning right and cyclists wanting to go straight (Pic 5.1). It is possible to reduce conflicts, by merging bicyclists and right turning vehicles before the intersection (Pics 5.2 & 5.3). Below are several options to help minimize conflicts (Figures 5.1 - 5.4).



(Pic 5.1 = Far west Blvd. in Austin, TX)

(Church, Eddie)

(Figure 5.1 & $5.2 = \text{Right Turn Conflicts})^2$



NOTE: The dotted lines in cases "a" and "b" are optional (see case "c".)



(Pic 5.2 & 5.3 = Rock Harbor Dr. @ RM 620 in Austin, TX)

(Church, Eddie)

(Church, Eddie)

(Figure 5.3 & 5.4 = more Right Turn Conflicts)²



Another conflict for vehicles and bicyclists at intersections is left turns. Bicyclists have two options when making a left turn at an intersection. These options include a "vehicular style" left turn or a "pedestrian style" left turn (Figure 5.5).





5.1.2 Path-Roadway Intersections

There are three types of path-roadway intersections: midblock, adjacent path and complex. Midblock and adjacent path are shown below.

<u>Midblock Intersection</u> – The MUTCD³ provides guidance for properly signing and striping of midblock intersections.



(Figure $5.6 = Midblock Intersection)^2$

<u>Adjacent Path Intersection</u> – Adjacent path intersections create many conflict points between motorist and bicyclist. Careful consideration to permitted movements is important when designing this type intersection.

(Figure 5.7 = Adjacent Path Intersection)²



<u>Complex Intersection</u> – Complex intersections must be considered on a case by case basis.

5.2 SIGNALS

The two primary concerns that cyclists have at signalized intersections include insufficient clearance interval and poor bicycle detection. An adequate clearance interval should be provided for cyclists that enter the intersection at the end of the green light. This means that the yellow and all red time should be long enough for the average "B" bicycle user to get through the intersection and be clear of oncoming vehicles. AASHTO provides an equation that can be used to determine the amount of yellow time plus all red time necessary. However, field observations should be undertaken to verify the minimum clearance interval.

Bicycle detection is important for a cyclist's safety and for compliance with traffic laws. Detection can be by either loop detectors within the pavement or by Video Image Vehicle Detection System (VIVDS) cameras mounted on the opposing signal arms. Detectors should be placed in the cyclist's expected path. Specific signing and pavement markings can aid in directing bicyclists to the optimum location for detection. The symbol below (Figure 5.8) can be placed at the location for a bike loop detector or the best area for Video Image Vehicle Detection Systems (**VIVDS**) detection. This will inform the cyclist of the optimum location to activate the "green cycle".



(Figure 5.8 & 5.9 = Bicycle Loop Marking & Sign)¹²

Standard loop detectors will detect cyclists, but the sensitivity must be adjusted so that bicycles are detected and the loops must be placed in a location where a cyclist's movements can be detected. Detection using loop detectors does not depend on the presence of conductive metals as commonly thought. Instead, most in-pavement loop detectors commonly used today are inductive loops, which are triggered by a break in the magnetic field³¹.

5.3 OTHER CITIES

A bicycle signal provides a separate signal to direct bike traffic through an intersection. Red, amber, and green bicycle lights are installed in addition to the standard red, amber and green ball and arrow indications. In California, bikes have the same rights and responsibilities as motor vehicles in most situations.

Consequently, the City of Davis changed its municipal code to clarify that at intersections with bicycle signals (Pic 5.4), bicycles should only obey the bicycle signals³². The City of Davis has also implemented the following bicycle safety measures: installation of bicycle signal heads that include advance signing warning users that bicycle signals are in use at the intersection ahead, and a "NO RIGHT TURN ON RED" changeable sign prohibiting motor vehicles from conflicting with bike and pedestrian traffic during the bike phase. Having separate bicycle signals has the following advantages³²:

- Separates conflicting movements.
- Provides cyclists with priority movement at an intersection.
- Protects cyclists in the intersection, which may improve real and perceived safety at high conflict areas.
- Improves flow of all types of traffic through the intersection.
- Alternates right-of-way between different road users.

(Pic 5.4 = Bicycle Signals in California)³²





<u>APPENDIX A</u> **BIKE FACILITIES REFERENCE CHART**

| | | | INIMUM DTH ² (LF) | DTH ² (LF) | | |
|--------------------|------------------------------|--|---------------------------------|-----------------------|--|--|
| FACILITY TYPE | FACILITY DESCRIPTION | COMMENTS | M | RECO | Pavement Markings | Signs |
| Shared Roadway | Paved Shoulder | No curb & gutter (C&G). | 4 | 4 + | Separated from traffic by 4 inch stripe. | Bicycle route signs can be posted, if AASHTO criteria are met. |
| Shared Roadway | Paved Shoulder | Next to C&G, guardrail, etc. Do not include gutter width. | 5 | 5 + | Separated from traffic by 4 inch stripe. | Bicycle route signs can be posted, if AASHTO criteria are met. |
| Shared Roadway | Paved Shoulder | If next to 50+ mph traffic, wider shoulders recommended. | 5 | 5 + | Separated from traffic by 4 inch stripe. | Bicycle route signs can be posted, if AASHTO criteria are met. |
| Shared Roadway | Wide Curb Lane | Vehicles & bikes in same lane. C&G width not to be included. | 12 | 14 | If wider than 15 feet, striped bike lanes should be considered. | Bicycle route signs can be posted, if AASHTO criteria are met. |
| Shared Roadway | Wide Curb Lane | When steep grades, drainage grates or barriers exist. | 12 | 15 | If wider than 15 feet, striped bike lanes should be considered. | Bicycle route signs can be posted, if AASHTO criteria are met. |
| Shared Roadway | Wide Curb Lane | Includes minimum of 12 feet for parked vehicles and bicyclists. | 22 | 24 | If wider than 15 feet, striped bike lanes should be considered. | Bicycle route signs can be posted, if AASHTO criteria are met. |
| Bike Lane | Without Parking | No C&G. | 4 | 5 + | Separated from traffic by 6 inch stripe. | See MUTCD ³ , chapter 9. |
| Bike Lane | Without Parking | Next to C&G, guardrail, etc. Do not include gutter width. | 3 | 5 + | Separated from traffic by 6 inch stripe. | See MUTCD ³ , chapter 9. |
| Bike Lane | With Striped Parking | If next to 50+ mph traffic, an additional 1 to 2 feet is recommended. | 5 | 7 | Striped bike lane between vehicle traffic and parking lane. | See MUTCD ³ , chapter 9. |
| Bike Lane | With Non- Striped Parking | No C&G. | 11 | 13 | If high volume of parking, add 1 to 2 feet. | See MUTCD ³ , chapter 9. |
| Bike Lane | With Non- Striped Parking | Next to C&G. | 12 | 14 | If high volume of parking, add 1 to 2 feet. | See MUTCD ³ , for intersection crossings. |
| Shared Use Path | Two-Way Use | Not recommended, if adjacent to existing roadways. | 10 | 12 + | Can have center line striping and direction markings. | See MUTCD ³ , for intersection crossings. |

(AASHTO)


APPENDIX B 2007 BICYCLE FRIENDLY COMMUNITIES

| | 2007 <u>POPULATION³³</u> | | 2007 <u>POPULATION</u> ³³ |
|-----------------------------|--|-------------------------------|---|
| Platinum (1) | | Bronze (cont.) | |
| Davis, California | 65,384 | Boca Raton, Florida | 79,059 |
| | | Brentwood, California | 39,996 |
| Gold (7) | | Brunswick, Maine | 14,708 |
| Boulder, Colorado | 92,193 | Burlington, Vermont | 37,884 |
| Corvallis, Oregon | 50,776 | Carmel, Indiana | 45,040 |
| Madison, Wisconsin | 219,506 | Carrboro, North Carolina | 16,230 |
| Palo Alto, California | 57,738 | Cary, North Carolina | 102,482 |
| Portland, Oregon | 545,132 | Chandler, Arizona | 221,625 |
| San Francisco, California | 764,167 | Chattanooga, Tennessee | 154,589 |
| Tucson, Arizona | 521,615 | Denver, Colorado | 558,246 |
| | | Flagstaff, Arizona | 59,726 |
| Silver (12) | | Gilbert, Arizona | 157.616 |
| Austin, Texas | 669,131 | LaCrosse, Wisconsin | 50.543 |
| Bellingham, Washington | 71,868 | Lawrence, Kansas | 82,906 |
| Chicago, Illinois | 2,850,878 | Longmont, Colorado | 81,238 |
| Eugene, Oregon | 143,466 | Louisville, Kentucky | 246,076 |
| Folsom, California | 65,836 | Mesa, Arizona | 438,150 |
| Fort Collins, Colorado | 126,953 | Milwaukee, Wisconsin | 583,571 |
| Gainesville, Florida | 95,036 | Mountain View, California | 69,901 |
| Jackson, Wyoming | 8,626 | Orlando, Florida | 201,413 |
| San Luis Obispo, California | 45,314 | Park City , Utah | 8,133 |
| Santa Barbara, California | 91,049 | Presidio of San Francisco, CA | 36,224 |
| Scottsdale, Arizona | 221,493 | Redmond, Washington | 47,567 |
| Tempe, Arizona | 157,381 | Roswell, Georgia | 75,721 |
| | | Sacramento, California | 456,545 |
| Bronze (44) | | Salt Lake City, Utah | 179,748 |
| Ada County, Idaho | 336,193 | St. Petersburg, Florida | 249,547 |
| Albuquerque, New Mexico | 481,387 | San Jose, California | 915.872 |
| Ann Arbor, Michigan | 115,135 | Schaumburg, Illinois | 73,980 |
| Arlington, Virginia | 191,072 | Shawnee, Kansas | 56,328 |
| Ashland, Oregon | 20,710 | South Lake Tahoe, California | 23,737 |
| Auburn, Alabama | 48,259 | South Sioux City, Nebraska | 12,029 |
| Beaverton, Oregon | 80,895 | Sunnyvale, California | 129,441 |
| Bend, Oregon | 63,768 | Vancouver, Washington | 153,954 |
| Bloomington, Indiana | 69,070 | Washington, DC | 557.598 |

(Bicycle Friendly Community Campaign)

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Appendix D - Pima County Brochure

A guide for bicyclists & motorists SHARRE (April 1997) BOORD 2008 Edition

Cell

Pima County Dept. of Transportation Brad P. Gorman Memorial Bikeway Fund

Tucson - Pima County Bicycle Advisory Committee City of Tucson Dept. of Transportation Pima Association of Governments



This pocket guide has been prepared to illustrate how bicyclists and motorists can "Share the Road" legally and safely within Pima County.

Please take a moment to read through these safety tips to get a better understanding of the other person's view of the road and to learn more about cycling and driving more safely in our great region.

The more we understand each other's needs, the better we can respect and cooperate with each other on the streets.

This third edition of the bicyclist and motorist pocket guide has been brought to you by the Pima County Department of Transportation Bicycle and Pedestrian Program and by the Brad P. Gorman Memorial Bikeway Fund.

The Tucson-Pima County Bicycle Advisory Committee, the City of Tucson Department of Transportation, and the Pima Association of Governments have also provided generous support in the development of this booklet.

Design, illustration and photography were provided by the Pima County Graphic Services Department.

Please refer to pages 34 through 45 for a listing of relevant Arizona Revised Statutes (A.R.S.) and local laws pertaining to the operation of bicycles and motor vehicles.





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also use a red rear taillight.



Protect yourself

According to national studies, 85% of brain injuries can be prevented by wearing a helmet.

Pima County and City of Tucson laws require all bicyclists under the age of 18 to wear a helmet.

Helmet and bicycle mirrors can improve your overall awareness and allow you to see following vehicles.

Watch for cars turning through gaps



Riding too fast past a line of stopped cars can get you clobbered. When passing a line of vehicles SLOW DOWN AND BE ALERT, especially near driveway entrances. Motorists often can't see past the line of vehicles and won't know you're there.





Watch ahead for hazardous railroad tracks. Look behind you to make sure it's safe, signal your intentions, then cross tracks as close to a right angle as possible (A.R.S. 28-815).

7



Ride on the right with the flow of traffic-NEVER ride against traffic on the road, in a bike lane, or on a sidewalk. Drivers turning from the side cannot see you, and approaching drivers will not expect you to be riding the wrong way (A.R.S. 28-815).



Remember that you may "take the lane" if the lane is not wide enough for both a car and bike to safely share (A.R.S. 28-815). Check behind to make sure it's safe, signal your intentions, and take the lane by riding 1/3 to 1/2 of the way into the lane. When safe and possible, move to the right to allow a following vehicle to pass.



When using the bus/bike lanes, ride near the center of the lane to make yourself as visible as possible. When approaching an intersection, move to the left before proceeding through. Bus drivers are required to pass cyclists outside of the bus/bike lane.

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Cross cattleguards carefully

Be sure to watch for gaps between the grates parallel to your direction of travel. These can cause a serious crash. The edge of the cattleguard my also be higher or lower than the road surface.

Be especially careful if the cattleguard is wet and is in a corner or approaching a stop sign.

Be cautious when riding two abreast



Riding two abreast is permitted by law (A.R.S. 28-815) You can help drivers pass on two-lane roadways without bike lanes by riding single-file when safe to do so (stay at least 2 to 3 feet from the edge of the road). It's always nice to give a friendly wave when drivers pass safely.

Be careful when riding by parked cars

Look for people in parked cars ahead of you and ride in a straight line at least 5 feet away from the car. Someone may open the car door unexpectedly. Be predictable: don't weave in and out between parked cars.

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Three legal ways to turn left

- **1** You may make a left turn like a vehicle by looking over your shoulder, signaling, and moving into the left turn lane when it's safe (A.R.S. 28-815).
- **2** You may make a left turn by going to the far side of the intersection, turning your bike and using the roadway.
- **3** You may make a left turn by going to the far side of the intersection, turning your bike, and then walking across using the crosswalk.



Respect pedestrians



On a shared pathway reduce speeds when approaching pedestrians, give a verbal warning you're about to pass, and provide at least 5 feet of passing distance. Remember! The pedestrian you treat well on the pathway may be the driver who treats you well when you're riding on the roadway.



Be aware of your surroundings and especially of turning and side traffic. Make eye contact with drivers and be sure to get their attention.

Even with eye contact the person may not really see you or realize the speed you are going, so be prepared!



Pay attention

Headphones and cell phones cause distraction and reduce your ability to hear traffic, which could cost you your life.

Don't use any kind of headphones or a cell phone when riding your bike. 18



Ride in a highly visible position in the roadway, not too close to the edge, and alert the motorists to your presence by waving your left arm. Be ready to exit the roadway even if the shoulder is rough.



Cyclists have the same legal right to use the road as motorists. Same roads, same rules, same rights and responsibilities. Cyclists can legally ride two abreast on the roadway and in many circumstances, cyclists can use the entire travel lane (A.R.S. 28-815).

Yield to bikes when turning through gaps



A situation when a motorist allows another car to make a left turn through a line of cars can be hazardous to cyclists. Make your turn with extreme caution and yield to bicyclists.



When changing lanes, turning left or right, or pulling out from a driveway, be aware of cyclists and yield to them just as you would with motorists. Cyclists may be travelling faster than you expect, so exercise due caution.





Do not drive or park in bike lanes or on paved shoulders. When turning right, wait and allow the cyclist to go through the intersection first. Be predictable and always signal your intentions. Be careful not to turn in front of cyclists (A.R.S. 28-815).

Horns don't help



Do not use your horn when following a cyclist. A sudden loud blast from a horn may startle the cyclist and cause him or her to swerve into traffic. The driver can be cited for causing a crash.



The law requires that you give at least 3 feet of clearance when you pass a cyclist (A.R.S. 28-735). Slow down and don't pass a cyclist until safe to do so. When possible, please give at least 5 feet of clearance.



When on roadways with bus/bike lanes, bus drivers need to pass cyclists completely out of the lane. The wind draft caused by the bus can startle cyclists or even knock them sideways. Because the engine is in the rear, cyclists may not hear the bus approaching from behind. 26



Slow down and pass cyclists carefully at railroad crossings and cattleguards, through construction zones, and in poor weather conditions (A.R.S. 28-735). Watch for cyclists signaling and moving to the left briefly in order to safely cross railroad tracks (A.R.S. 28-815).



Opening your car door in a crowded area can be disastrous to a cyclist riding alongside parked cars. Drivers are legally required to make sure it's safe before opening a car door into the roadway.



Pay attention to the road, not to your phone

According to national research, you are four times more likely to have an automobile crash if you use a cell phone while driving.

For everyone's safety, pull over to a safe location off the road to use your cell phone.


Assume there is a good reason for a cyclist's position in the road and give them adequate room to maneuver. Cyclists can move further into the travel lane due to hazards, to be more visible to drivers, or if the lane is too narrow to safely share with a vehicle. (A.R.S. 28-815).



If you are driving a large vehicle such as a truck, RV, or bus, the wind pushed out from the side can cause a cyclist to crash. Slow down and whenever possible give a full lane width of clearance. (A.R.S. 28-723, A.R.S. 28-735).

Help keep trash out of the bike lanes

Debris creates hazardous conditions and forces cyclists further into the travel lane. When hauling trash or other objects, properly secure your loads.

Don't litter! Debris in the bike lanes is dangerous.



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Watch for bikes when trying to pass on two-lane roads



Yield to cyclists as you would to oncoming vehicles and do not pass if it's unsafe. Always expect that bicyclists may be on the roadway, even in rural areas.

28-723. Overtaking a vehicle on the left

The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left of the vehicle at a safe distance and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.

28-735. Overtaking bicycles; civil penalties

- A. When overtaking and passing a bicycle proceeding in the same direction, a person driving a motor vehicle shall exercise due care by leaving a safe distance between the motor vehicle and the bicycle of not less than three feet until the motor vehicle is safely past the overtaken bicycle.
- B. If a person violates this section and the violation results in a collision causing:
 - 1. Serious physical injury as defined in section 13-105 to another person, the violator is subject to a civil penalty of up to five hundred dollars.
 - 2. Death to another person, the violator is subject to a civil penalty of up to one thousand dollars.
- C. Subsection B of this section does not apply to a bicyclist who is injured in a vehicular traffic lane when a designated bicycle lane or path is present and passable.

28-756. Method of giving hand and arm signals

- A. Except as provided by subsection B, a person shall give all hand and arm signals required by this article from the left side of the vehicle in the following manner, and the signals shall indicate as follows:
 - 1. Left turn. Hand and arm extended horizontally.
 - 2. Right turn. Hand and arm extended upward.
 - 3. Stop or decrease speed. Hand and arm extended downward.
- B. A person operating a bicycle may give a right turn signal by extending the right hand and arm horizontally to the right side of the bicycle.

28-811. Parent and guardian responsibility; applicability of article

- A. The parent of a child and the guardian of a ward shall not authorize or knowingly permit the child or ward to violate this chapter.
- B. Except as otherwise provided in this article, this chapter applies to a bicycle when it is operated on a highway or on a path set aside for the exclusive use of bicycles.

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28-812. Applicability of traffic laws to bicycle riders

A person riding a bicycle on a roadway or on a shoulder adjoining a roadway is granted all of the rights and is subject to all of the duties applicable to the driver of a vehicle by this chapter and chapters 4 and 5 of this title, except special rules in this article and except provisions of this chapter and chapters 4 and 5 of this title that by their nature can have no application.

28-813. Riding on bicycles

- A. A person propelling a bicycle shall not ride other than on or astride a permanent and regular seat attached to the bicycle.
- B. A person shall not use a bicycle to carry more persons at one time than the number for which it is designed and equipped.

28-814. Clinging to vehicle

A person riding on a bicycle, coaster, sled or toy vehicle or on roller skates shall not attach the bicycle, coaster, sled, toy vehicle or roller skates or that person to a vehicle on a roadway.

28-815. Riding on roadway and bicycle path; bicycle path usage

- A. A person riding a bicycle on a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as close as practicable to the right-hand curb or edge of the roadway, except under any of the following situations:
 - 1. If overtaking and passing another bicycle or vehicle proceeding in the same direction.
 - 2. If preparing for a left turn at an intersection or into a private road or driveway.
 - 3. If reasonably necessary to avoid conditions, including fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals or surface hazards.
 - 4. If the lane in which the person is operating the bicycle is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.
- B. Persons riding bicycles on a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.
- C. A path or lane that is designated as a bicycle path or lane by state or local authorities is for the exclusive use of bicycles even though other uses are permitted pursuant to subsection D or are otherwise permitted by state or local authorities.

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- D. A person shall not operate, stop, park or leave standing a vehicle in a path or lane designated as a bicycle path or lane by a state or local authority except in the case of emergency or for crossing the path or lane to gain access to a public or private road or driveway.
- E. Subsection D does not prohibit the use of the path or lane by the appropriate local authority.

28-816. Carrying article on bicycle

A person shall not carry a package, bundle or article while operating a bicycle if the package, bundle or article prevents the driver from keeping at least one hand on the handlebars.

28-817. Bicycle equipment

A. A bicycle that is used at nighttime shall have a lamp on the front that emits a white light visible from a distance of at least five hundred feet to the front and a red reflector on the rear of a type that is approved by the department and that is visible from all distances from fifty feet to three hundred feet to the rear when the reflector is directly in front of lawful upper beams of head lamps on a motor vehicle. A bicycle may have a lamp that emits a red light visible from a distance of five hundred feet to the rear in addition to the red reflector.

B. A person shall not operate a bicycle that is equipped with a siren or whistle.

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C. A bicycle shall be equipped with a brake that enables the operator to make the braked wheels skid on dry, level, clean pavement.

28-818. Bicycle safety fund

- A. A bicycle safety fund is established. The department shall administer the fund. The consists of monies received from:
 - 1. The federal government or any agency of the federal government for any purpose authorized by this section.
 - 2. Donations.
 - 3. This state or any agency of this state for any purpose authorized by this section.
- B. The department:
 - 1. May designate monies deposited in the bicycle safety fund for use only for specified purposes consistent with this section and only for use in specified political subdivisions of this state.

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- 2. Shall spend monies contributed by a political subdivision to the bicycle safety fund and any donation to the fund designated for use in a political subdivision and any matching monies deposited in the fund as a result of the contribution or donation only for use in the political subdivision.
- 3. Shall only spend monies from the bicycle safety fund as follows:
 - (a) For planning, engineering, constructing and maintaining bicycle paths and bicycle lanes.
 - (b) As matching monies to be used with federal or local monies spent for planning, engineering, constructing or maintaining bicycle paths and bicycle lanes.
 - (c) As matching monies to be used with federal or local monies spent for planning and implementing safety programs.
- C. Monies in the bicycle safety fund are exempt from the provisions of section 35-190 relating to lapsing of appropriations. The department may spend monies in the fund for purposes authorized by this section subject to legislative appropriation.

PIMA COUNTY BICYCLE LAWS 41

10.43.010 Requirement for helmet use.

No person under eighteen years of age shall ride a bicycle or be a passenger on a bicycle, ride in a restraining seat attached to a bicycle, or ride in a trailer towed by a bicycle unless that person is wearing a properly fitted and fastened bicycle helmet which meets the current standards of the American National Standards Institute for protective headgear. (Ord. 1995-12 § 1 (part), 1995)

10.43.030 Civil penalties.

Any person in violation of this chapter shall be found guilty of a civil infraction and be required to pay a minimum fine of fifty dollars that cannot be suspended except pursuant to Section 10.43.040. (Ord. 1995-12 § 1 (part), 1995)

10.43.040 Waiver of fine.

The penalty provided in this section for a violation of Section 10.43.010 may be waived if an offender presents purchased or otherwise obtained since the time of the violation and that the minor uses or intends to use said helmet whenever required to do so by this chapter. (Ord. 1995-12 § 1 (part), 1995)



42 TUCSON BICYCLE LAWS

SEC. 5-1. Parking of bicycles.

It shall be unlawful to park a bicycle upon any public sidewalk or street in a manner that substantially impedes pedestrian or vehicular traffic or obstructs access to public or private facilities.

SEC. 5-2. Riding on sidewalks and pedestrian paths, and through underpasses.

- A. It shall be unlawful to ride a bicycle on any public sidewalks, or upon a designated pedestrian path in any public park, unless signs are posted specifically permitting bicycling.
- B. It shall be unlawful to ride a bicycle through any underpass when signs are posted prohibiting bicycling.

SEC. 5-3. Enforcement.

Any violation of a provision of this chapter shall be a civil infraction, unless otherwise specified, subject to the provisions of Chapter 28 of this Code. Violations of this Chapter shall be deemed as civil infractions subject to a sanction of twenty-five-dollars (\$25.00).



TUCSON BICYCLE LAWS

SEC. 20-29. (1). Bicycle helmets.

No person under eighteen (18) years of age shall ride a bicycle or be a passenger on a bicycle, ride in a restraining seat attached to a bicycle, or ride in a trailer towed by a bicycle unless that person is wearing a properly fitted and fastened bicycle helmet which meets the current standards of the American National Standards.

The preceding section is a listing of relevant Arizona State, Pima County and City of Tucson laws as of January, 2008.

Additional civil and criminal traffic laws may apply to bicyclists, motorists and pedestrians throughout Arizona.

This booklet does not constitute a legal standard. Refer to Arizona Revised Statutes and to local traffic ordinances.



43

LOCAL TRAFFIC FINES

The following is a listing of selected laws and associated fines that apply to motorists and bicyclists.

44



Running stop signs

| or revoking |
|-------------|
| - |
| \$115 |
| \$162 |
| |

Running stop lights

First offense, potential points against license or revoking of license (driver or cyclist).

| Pima County | \$115 |
|----------------|-------|
| City of Tucson | \$217 |

Riding at night without a headlight and rear red reflector

| Pima County | \$88 |
|--|-------------|
| City of Tucson | \$115 |
| A rear red taillight is permitted by law in addi | tion to the |
| rear reflector and is recommended. | |

Riding on a sidewalk

| City of Tuo | cson only | \$25 |
|-------------|-----------|------|
|-------------|-----------|------|

LOCAL TRAFFIC FINES

45

| Riding on the wrong side of the roadway Against the flow of traffic | |
|---|----------|
| Pima County\$8 | 38 |
| City of Tucson\$11 | 5 |
| Failure to yieldBy driver to a cyclist or pedestrianPima County | 8 5 |
| Failure to wear bicycle helmet | |
| By a child under age of 18 Pima County \$5 | 50 |
| City of Tucson \$2 | ,0)5 |
| Unsafe passing of a bicyclist by a driver | |
| Pima County\$500 to \$100 |)() |
| City of Tucson\$500 to \$100 |)() |
| Bicycling more than 2 abreast | |
| Pima County\$8 | 8 |
| City of Tucson\$11 | 5 |
| Speeding in a school zone By a driver or a cyclist | |
| Pima County \$13 | 5 |
| City of Tucson\$16 | 53 |
| Failure to yield to a pedestrian in a school crossir | ١g |
| By a driver or a cyclist | 0 |
| | |
| Pima County\$13 | 55 |
| Pima County | 35 33 |

Useful phone numbers:

| Pima County Bicycle & Pedestrian Program 2 | 43-BIKE |
|---|--------------------|
| Tucson Bicycle and Pedestrian Coordinator 7 | /91-4371 |
| Oro Valley Bicycle Coordinator2 | 29-5057 |
| Pima Association of Governments Regional Coordinator | Bicycle 92-1093 |

Report road maintenance needs to:

| Arizona Department of Transportation Maintenance | Street 8-4200 |
|---|------------------------------|
| Marana Streets Department 38 | 2-2500 |
| Oro Valley Street Maintenance22 | 9-5070 |
| Pima County Street Maintenance74 | 0-2639 |
| Sahuarita Public Works64 | 8-1972 |
| South Tucson Public Works | 2-2424 |
| Tucson Street Maintenance79 | 91-3154 |
| Report polluting vehicles to the Pima (Department of Environmental Quality Smoking Hotline | County Vehicle 22-5700 |
| Report aggressive drivers to the Tucson Polic Road Rage Hotline | e Dept. (7243) |



1. Get the right bike. Mountain bikes were designed for the dirt and are much slower than road bikes or hybrids. Pick the bike that's right for your ride.

2. Drive to work on Monday with a week's worth of clothing. It's a good way to fight wrinkles and lighten your load.

3. Gotta long ride? Use the bike racks on city buses to shorten your ride and give you a bailout on rainy days.

4. Got light? Everybody should have a bright headlight and at least one red flasher on the back. You may get stuck at work or school later than you planned.

State law requires a white headlight and red rear reflector after dark. It's a \$115 ticket if you're caught riding at night without a light.

5. Pick a good route. Major streets can be intimidating for newer riders. Try different routes through neighborhoods and on paths.

6. Ride flat free. There are many new products to help you fight flats, including tire sealant, tire liners and puncture resistant tires.



To get involved with bicycle transportation issues contact:



For more information, call 243-BIKE or visit us on the web: www.BikeTucson.Pima.gov

THE BRAD P. GORMAN MEMORIAL BIKEWAY FUND

"Dedicated to bicycle and pedestrian safety and raising awareness to respect each other, because life is precious."

Making bicycle headlights, taillights and bike safety bumper stickers available to the public. For more information or to make a donation, contact:

The Brad Fund 2609 E. Broadway Blvd. Tucson, AZ 85716 (520) 240-BRAD (2723)



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City of Tucson

Bob E. Walkup, Mayor Regina Romero, Ward 1 Rodney Glassman, Ward 2 Karin Uhlich, Ward 3 Shirley C. Scott, Ward 4 Steve Leal, Ward 5 Nina Trasoff, Ward 6 City Manager, Mike Hein

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Appendix E- City of Austin Bike Month Description

City of Austin – Bike Month

The League of American Bicyclists was founded as the League of American Wheelmen in 1880. Bicyclists, known then as "wheelmen", had to deal with obstacles such as rutted roads of gravel and dirt while facing antagonism from horsemen, wagon drivers, and pedestrians.

In an effort to improve riding conditions, more than 100,000 cyclists from across the United States joined the League to advocate for paved roads. The success of the League in its first advocacy efforts ironically led to our national highway system.

The League has celebrated National Bike Month for over 50 years (since 1956). Local bicycling clubs have historically coordinated Bicycle Month activities for the City of Austin. In support of National Bike Month, the City of Austin typically proclaims May Bike Month and also proclaims a Bike to Work Day during the month. In 2000, The City Bicycle Program and Lance Armstrong partnered to create a public service announcement for Bike to Work Day. The catch line was, "Hi, I'm Lance Armstrong, going to work means riding my bike, it can for you too."

The Bicycle Program staff also developed and uses a plone (an open source content management system) for the use of City of Austin employees. This intranet resource includes links to the Austin Cycling Association's Bike Month calendar, locations of the Bike to Work Day breakfast stations, available city shower facilities, bike route maps, Bicycle Ambassadors, and how to check out a bicycle from the City's fleet of bicycles.

The Bicycle Ambassadors are a collection of long time bike commuters who ride to work every day, rain or shine. They have tips on routes, clothing, bags, grease free pants, bicycle maintenance, and gear. Each of the ambassadors has regions of expertise and is happy to chat about it.

Appendix F- Ciclo-Via Program

CICLOVÍA PROGRAM

A CARNIVAL ON THE STREETS OF BOGOTA EVERY SUNDAY AND HOLIDAY

INTRODUCTION

The Ciclovía consists of 100 kilometers of roads throughout the city, closed to traffic every Sunday and holiday for seven hours, from 7:00 a.m. to 2:00 p.m., where more than one and a half million people practice various sports, visit the recreational facilities and go to cycle-mass. This program, developed by the Bogota City Hall, has the support of the National Government, the private sector and non-profit organizations.

CREATION AND BACKGROUND

- In 1976 its creation and function was decreed and streets for the exclusive use of the Ciclovía were determined.
- From 1977 to 1981 private organizations created the Student Bicycle Caravans covering a distance of 40 kilometers, with the initial participation of 80 students. This initiative increased the number of users of the Ciclovía, reaching a total of 5.000 by the end of 1981.
- In 1982 the first permanent route was inaugurated on one of the main avenues, with a total length of 4.3 kilometers. By the end of this year the Ciclovía was over 54 kilometers long.
- From 1986 to 1995, City Hall carried out studies that showed the following situation:
- The Ciclovía functioned on isolated routes, which did not form circuits due to the lack of connecting points between them.
- 80% of the routes were located in the north zone of the city
- All the activities were focused exclusively for bicycles.

Thanks to these studies the network was improved interconnecting all of the routes and creating new ones in the south. It also helped the District create alternative activities for joggers and skaters.

- In 1995 the Ciclovía Administration Agreement was signed between the District Institution of Sports and Recreation (IDRD), the Secretary of Transportation and the Bogota City Hall, foreseeing the importance this recreational space would have in the future.
- By 1996 the Ciclovía had become the most important recreational activity in the country. It was necessary to develop studies for the lengthening and design of the Ciclovía, extending it to 81 km, covering 70% of the 20 localities through four circuits that permitted a better use of public space. Radio communications were also implemented.
- In 1997 the District Administration created a new activity within the Ciclovía, Aerobics on the way. The city was awarded a Guinness Record when, in 1998, 37,731 people performed aerobics exercises on the same stage. Singapore had held this award before.

CURRENT SITUATION

During the current administration, its extension has gone from 81 to 100 kilometers, adequate permanent signals were installed and the interconnection with the District parks was performed. Education and prevention campaigns were implemented, emphasizing on helmet use, speed reduction and maintaining the routes clean.

The team in charge of the Ciclovía is formed by:

- 1 general coordinator,
- 5 supervisors,
- 22 route managers,
- 165 Ciclovía Watches,
- 12 aerobic point managers,
- 42 aerobics instructors,
- 24 maintenance auxiliaries,
- 1900 social service professionals;
- 300 auxiliaries police bachelors;
- 30 professional traffic agents,
- 5 emergency service professionals.

It also counts with 100 Cycle-patrol people of the Metropolitan Police that move by bicycle and are trained to maintain the citizens' security.

The annual budget is divided as follows:

- City Hall
 US\$ 1 million
- Sponsors US\$ 400.000

Currently, there are 10 Aerobics on the way locations and Cycle-mass held at the Simon Bolivar Park. These special activities, together with the normal function of the Ciclovía, increased coverage to 45% of the population of the city.

Several subjects that affect the Ciclovía have been organized, including:

- Coordinating a plan for street vendors, defining sales points and organizational structure for this activity.
- Implementing campaigns targeted to pets.
- The radio communications system has been expanded to cover all of the personnel involved with security and assistance.

FUTURE

The goal of the current Administration is to leave 120 functioning kilometers of Ciclovía in the city, covering 3 more localities. Because of its great acceptance, the budget for the program has been increased from US\$ 375,000 (1997) to US\$ 1.4 million (2000) to allow for its maintenance and continuation in time.

A series of studies have been done to identify the levels of satisfaction, use and preferences, among others. This data is the basis for the work plan focused on offering a better service in the near future.

Permanent cycle paths are currently being constructed throughout the city by the Institute of Urban Development (IDU), creating circuits that allow for every day use of the bicycle as a means of transportation.

Probably the most beautiful place in Bogota is the Sunday Ciclovía. It is the only place where all the citizens can congregate regardless of their economic standing. The Ciclovía is also the most secure place in the city, not only because of the police force working there, but, thanks to the inter relationship between the citizens, there is a wonderful solidarity in the community.



APPENDIX **H**: **A**MENDMENT **P**ROCESS







AMENDMENTS TO THE AUSTIN 2009 BICYCLE PLAN UPDATE BIKEWAY ELEMENT

A. Procedure for Amendments.

- Proposed amendments to the Bicycle Element for any Bicycle Routes on the State roadway system shall be submitted directly to the Capital Area Metropolitan Planning Organization (CAMPO) for consideration by the Metropolitan Planning Organization's (MPO) governing board. The City of Austin will consider proposed amendments for remaining bicycle routes in the Bicycle Element that are within the City's five-mile extraterritorial jurisdiction.
- 2. City Council approval of an amendment to the Bicycle Element is necessary if:
 - a. A new bicycle route is to be added;
 - b. A bicycle route or portion of a bicycle route is to be deleted, or extended beyond its current limits;
 - c. The classification, rights-of-way, or cross-section of a road or portion of a road in the Austin 2009 Bicycle Plan Update is to be changed;
 - d. The alignment of a road in the Austin 2009 Bicycle Plan Update is to be moved in excess of 1500 feet; or
 - e. Per objective 1.0.2b of this Plan, a development or redevelopment seeks to not provide continuity of an existing or planned route through or within their property.
- 3. Proposed City Council amendments to the Bicycle Element are processed in batches approximately three times per year, concurrent with amendments to the Roadway Element of the AMATP, unless otherwise directed by the City Council.
- 4. Applicants submit all requests to amend the Bicycle Element to the Department of Public Works, Bicycle Program, by submitting six copies of the following and the appropriate filing fee, with the exception of administrative amendment which only require one (1) copy.
 - a. Letter of Request;
 - b. A map and cross-section showing the proposed change and modification; and
 - c. Documentation of justification for amendment (refer to B. Justification for Amendment). All amendment requests are assigned a Case number: Example: BPA-86-01. "BPA" stands for "Bicycle Plan Amendment"; "86" represents the year the amendment was requested; "01" identifies the sequence number of the amendment for that year. A meeting with the appropriate staff and the applicant should be scheduled by the applicant to determine the scope of documentation information that is needed (refer to B. Justification for Amendment) to review the proposed amendment.
- 5. The proposed amendment is reviewed by affected departments and agencies.
- 6. City Council amendments are scheduled for consideration by the Environmental Board, The Urban Transportation Commission, and the Planning Commission.
- 7. Public hearing notices for Planning Commission (when a City Council required amendment) consideration are mailed to affected public officials, property owners, neighborhood associations, and interested citizens.
- 8. After action by the Planning Commission (when a City Council required amendment), the proposed amendments and recommendations are scheduled for a public hearing before the City Council.
- 9. An official public notice is printed in the Austin American-Statesman newspaper on the Sunday and Monday before the public hearing scheduled by the City Council.
- 10. City Council takes action on the proposed amendments.
- 11. Results of City Council action are provided to CAMPO.

Appendix H :: Amendment Process

Justification for Amendment. Β.

All amendment requests shall include the following information:

- 1. The existing or currently-adopted alignments and the proposed alignments on City of Austin topographic maps, or USGS maps (1 inch = 2000 feet);
- 2. A drawing or sketch of the existing or currently-adopted cross-section and the proposed crosssection consistent with current City of Austin street design standards (including rights-of-way), if it is proposed to be changed;
- 3. Locations of existing structures, historic and/or archaeological sites, all known significant and/or sensitive environmental features, steep slopes (proposed grades in excess of 6 percent identified), areas of significant topographic/engineering constraints (sight-distance, intersection geometrics, cut/fill sections, bridges and other physical structures) and extent of 100-year floodplain;
- 4. Copies of any relevant traffic or transportation studies, such as traffic impact analyses or travel demand forecasts:
- 5. Names and addresses of adjacent property owners and affected neighborhood associations;
- 6. Maps to identify property ownership (tax plats) to ensure proper notification; and
- 7. A report that evaluates the following
 - a. The need for the proposed amendment and the problem it will solve;
 - b. The compatibility of the proposed amendment with the Austin Metropolitan Area Transportation Plan Roadway and Bicycle Elements (which policies will be reinforced and/ or in conflict);
 - c. The effect of the proposed amendment on economic development (including positive and negative economic impacts), the effect of the proposed amendment on tax revenues and public expenditures and the probable source of project financing;
 - d. The environmental impacts of the proposed amendment on air quality, noise pollution, water quality, threatened or endangered species, fauna and flora, and any other significant geologic or topographic constraints;
 - e. Any changes in neighborhoods (positive and negative social impacts) associated with the proposed amendment, potential changes in travel patterns and accessibility (all modes of travel), potential impacts on major public and private facilities, and potential relocation impacts if necessary;
 - f. Measures of traffic mobility and safety with and without the proposed amendment (such as, but not limited to, level of service, vehicle hours of delay, vehicle miles of travel, intersection delay, accident data, cyclist and pedestrian safety, compatibility with existing and proposed transit service); and
 - g. The compatibility of the amendment with any other relevant City adopted plans.







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APPENDIX I: TRAIL DETOUR MANAGEMENT







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...\Trail Closure Detail.dgn 8/27/2008 1:56:38 PM





APPENDIX J: AUSTIN TRAILS MASTER PLAN





In April 2008, the Austin City Council passed a resolution mandating the creation of a comprehensive and coordinated urban trails map for the City, to serve as an interim Trails Master Plan. The map includes existing trail networks, as well as potential new additions and gap eliminations to the network. The Austin Bicycle Plan will serve to compliment and/or implement the trails map and city vision for developing a trails network, which is: To create an interconnected non-motorized network of on-road routes and off-road trail corridors that provides transportation, environmental and historic resources preservation, recreation, socialization and health benefits.

In addition to the expansive system envisioned by the Trails Master Plan, the city's geography, land use patterns, and street layout offer ample opportunity for the development of supplemental trails that could significantly enhance mobility and safety for both cyclists and pedestrians. Such connections might be as simple as trails between streets that dead end close to one another or public access along private roads or parking lots that link existing bicycle facilities. The Trails Master Plan planning process would seek to identify such connection and work with appropriate stakeholders to achieve them.

Appendix J contains the conceptual trail map which was presented to City Council on March 26th, 2009. The map included is conceptual in nature but is also a rich interactive tool, dependent upon scale (i.e. at city-wide extent, large swaths of conceptual greenways become apparent, and at on a larger scale, more detailed corridors are identified with relation to existing and planned on and off-street bicycle and pedestrian facilities). Current versions are kept with the Neighborhood Connectivity Division within the Department of Public Works, or its successor, until such time as a Trails Master Plan is completed.



Existing and Potential Trails and Greenways





Ch 8 Greenways and Park Trails Plan





Long Range Plan for Land, Facilities and Programs Section 8.2 Existing Greenways



APPENDIX **K**: SHOAL CREEK **PROJECT HISTORY**





SHOAL CREEK PROJECT HISTORY

Shoal Creek Boulevard was resurfaced in March 2000, triggering the re-striping of the bicycle lanes and installation of parking restrictions in accordance with the existing Bicycle Plan. However, there were stakeholder concerns regarding the on street parking restriction.

In response to the concerns, alternative roadway treatments were explored in an attempt to address stakeholder concerns while still recognizing Shoal Creek Boulevard as a bicycle route. Serpentine chicanes, done with pavement markings (no curb and gutter), were piloted on Shoal Creek Boulevard from Greenlawn Parkway to Pioneer Place from November 2, 2000 to December 7, 2000. The test case was removed after data showed that a large



number of drivers cut across the centerline and/or bicycle lane lines. Chicanes are an effective traffic calming device when installed with curb and gutter rather than just with striping.

On March 29, 2001, the Austin City Council approved resolution number 010329-55 directing the City Manager to conduct a transportation analysis for Shoal Creek Boulevard for a pilot traffic calming program. The Shoal Creek Boulevard Transportation Project was implemented following a five-year public involvement process, with the goal of developing a solution which would accommodate stakeholders by calming traffic, providing a safe route for cyclists and pedestrians, and maintaining unrestricted on-street parking. Since construction began on the project in February 2005, and subsequently at a public meeting after the project was completed, a significant majority of citizens has voiced opposition to the project.

On September 29, 2005, the City Council recommended removal of the curb islands and directed staff to present options to Council for re-striping the roadway between Foster Lane and 38th Street.

On March 2, 2006, the Austin City Council approved the striping plan for Shoal Creek that includes two 10' wide travel lanes and two 10' wide shared use parking and bicycle areas.

