

AGENDA



Thursday, January 15, 2009

Public Works
RECOMMENDATION FOR COUNCIL ACTION

Item No. 29

Subject: Authorize negotiation and execution of an Interlocal Agreement between the City of Austin and the University of Texas Center for Transportation Research (CTR) to study shared lane markings, colored bicycle lane markings, advanced stop lines, and the use of Bicyclists "May Use Full Lane" Signs.

Amount and Source of Funding: Funding in the amount of \$97,641 is available in the Fiscal Year 2008-2009 Capital Budget of the Public Works Department.

Fiscal Note: A fiscal note is attached.

For More Information: Annick Beaudet 974-6505, Nadia Barrera 974-7142, Robin Field 974-7064

Prior Council Action: April 24, 2008 Council Resolution 20080424-063 accepting Final Report of the Street Smarts Task Force (SSTF)

February 11, 2008 Land Use and Transportation Subcommittee - Recommended SSTF Final Report

May 7, 1998 City Ordinance 980507-D adopting Part II: Bicycle Facilities of Austin Bicycle Plan

April 11, 1996 City Ordinance 960411-E adopting Part I: Policies and Standards of Austin Bicycle Plan

This project will implement the Bicycle Master Plan and the recommendations of the Street Smarts Task Force (SSTF) by allowing the City of Austin to join other nationally recognized bicycle-friendly cities already piloting and using these devices.

The purpose of this interlocal agreement is to work with the University of Texas Center for Transportation Research to conduct a study of four new bicycle facility devices, all recommended by the SSTF (p.13-14 SSTF Final Report). These four devices will provide additional tools for the Bicycle Program for implementation of the Bicycle Master Plan. Shared lane markings (sharrows) provide an opportunity for bicycles to be accommodated on roadways that may be too narrow for standard bicycle lanes, colored bicycle lane markings help motorists and cyclists alike to more easily navigate complicated intersections. Advanced stop lines (bike boxes) give cyclists priority at intersections by allowing them to move to the front of the queue, and bicyclists "May Use Full Lane" signs gives a clear message to motorists and cyclists regarding use of the roadway. The City of Austin's Bicycle Master Plan sets a high standard for developing bicycle facilities that institutionalize bicycle transportation into all city roadways.