

**Austin BAC Recommendations related to U.S. 183 North Project  
Summer 2016 - DRAFT**

**A. For U.S. 183 North Project specifically:**

1. Avoid kinks in the sidewalk: Use taper ratio no less than 6:1.
2. Driveway crossings should be approached with appropriate taper ratio (no less than 6:1) for the sidewalk and provide a 6-16.5' motor vehicle yield zone at the driveway crossing. See MassDOT Separated Bike Lane Planning & Design Guide p. 70 (diagram on p. 79)  
[https://www.massdot.state.ma.us/Portals/8/docs/SBLG/Chapter4\\_Intersections.pdf](https://www.massdot.state.ma.us/Portals/8/docs/SBLG/Chapter4_Intersections.pdf)
3. Provide 10' sidewalks where easy to do so, e.g. where no further retaining walls or drainage improvements are needed.
4. For recommendations 1-3 above, it is better to apply these partially than not at all.
5. Apply recommendations of CAMPO U.S. 183 North bike-ped focus study (Fall 2016 / Winter 2017), subject to BAC approval.

**B. To CTRMA/TxDOT as lessons learned:**

6. For future projects: Formally respond to community concerns in detail, including providing opportunity for back-and-forth conversation in order to form mutual understanding between project sponsors and community representatives. This communication should be allowed to conclude prior to completion of the environmental process.