

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

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

1. Avoid kinks in the sidewalk: Use taper ratio no less than 6:1 where feasible.
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 feasible, 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. Free right turns continue to be a safety concern, and we would like to see more attention to how safety can be improved at these crossings.
6. This list is not comprehensive. 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:**

7. 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.