



RECOMMENDATION

Pedestrian and Bicycle Advisory Council

Recommendation Number 20180305-02A: Proposed Corridor Construction Program

WHEREAS, the Pedestrian Advisory Council and Bicycle Advisory Council support the City's Proposed Corridor Construction Program that improves safety and connectivity for all people, including people walking and biking, through their implementation of pedestrian and bicycle infrastructure;

NOW, THEREFORE, BE IT RESOLVED, the Pedestrian Advisory Council and Bicycle Advisory Council strongly support the implementation of the corridor construction proposals with the already-adopted ITE Context Sensitive Design Standards and NACTO guidelines in the design and development processes with emphasis on:

- Design speed – no greater than 35 MPH and should match target speed
- Vision Zero – prioritize Vision Zero in all corridor designs so that the 2025 goal of zero traffic deaths and incapacitating injuries can be achieved
- Lane width – appropriate to urban corridors and informed by target and design speeds
- Street trees – used as a protective barrier between vehicle traffic and active modes of transportation
- Transit priority or dedicated lanes – to optimize the use of right of way for moving more people
- Lighting – the scale of future lighting installations should be designed to enhance the pedestrian and bicyclist experience
- Clear zones – the concept is not appropriate for a complex urban environment where design speeds are lower and there are people walking, biking, and enjoying the city
- Separate bikeways from walkways – especially in moderate or high pedestrian activity areas
- Public space – find opportunities to create and enhance public space along corridors in addition to transportation needs

BE IT FURTHER RESOLVED,

The Pedestrian Advisory Council and Bicycle Advisory Council recommend the City of Austin use the Contract With Voters to nuance the data-driven outcomes of the prioritization matrix to determine implementation and elevate the priority of improvements that enhance pedestrian and bicycle safety

BE IT FURTHER RESOLVED,

The Pedestrian Advisory Council and Bicycle Advisory Council recommend that City Council uses this bond money to support our existing transit services and to continue to expand ridership and service, including implementing low cost measures that improve frequency and predictability of transit, such as temporary bus priority lanes.

BE IT FURTHER RESOLVED,

The Pedestrian Advisory Council and Bicycle Advisory Council request that staff explore the following and report back to the BAC and PAC in the fall of 2018:

- The barriers to using target and design speeds of 20, 25, 30, and 35 MPH,
- Implementing low cost measures that improve frequency and predictability of transit, such as temporary bus priority lanes, and
- Designing and implementing the entire corridor program in accordance with the Vision Zero Action Plan's goal of zero deaths and incapacitating injuries by 2025.

Date of Approval: March 5, 2018

Pedestrian Advisory Council vote: 6-0, with Haithcock, Deolloz, and Kinney absent

Bicycle Advisory Council vote: 5-0, with Louviere-Lignons, Alcorn, Eden, Lentz absent

Attest:

A handwritten signature in black ink, appearing to read "Branigan Mulcahy". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Branigan Mulcahy, Pedestrian Advisory Council Chair