



RECOMMENDATION

Bicycle Advisory Council

Recommendation Number 20180320-05A: Draft Austin Street Design Guide

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle;

WHEREAS, the design of streets is of high importance to safety and accessibility for people on bikes;

WHEREAS, intersections are often higher risk areas for people on bikes than the remainder of the street;

WHEREAS, the BAC supports using the Austin Street Design Guide to partially replace the Austin Metropolitan Area Transportation Plan (AMATP), which did not adequately address bicycles as a method of transportation;

NOW, THEREFORE, BE IT RESOLVED, the BAC recommends that the City of Austin Transportation Department (ATD) incorporate the following recommendations in the development of the Austin Strategic Mobility Plan's roadway table and in the update of the City's Transportation Criteria Manual:

- have language regarding the hazards associated with driveways crossing the right-of-way reserved for people on bikes and pedestrians
- account for the visibility of people on bikes when a driveway is being implemented so as to reduce turning actions impacting the travelability and safety of a bike lane, including signage and street tree and furniture setbacks
- include recommendations for bicycle facility implementation along industrial corridors
- include additional curb bulb outs along narrow streets in between parked cars to increase shade and encourage reduced motor vehicle speeds
- allow for the bike lane to travel behind bus stops with a crosswalk between the stop and the sidewalk so as to reduce conflicts between people on bikes, pedestrians and busses
- provide for bicycle accommodations at the safe crossings for pedestrians (pg 24), particularly along streets with medians, including spacing, signage, ramps and safety accommodations
- reduce the priority of shared use paths along dense corridors with high or moderate pedestrian activity in favor of separate facilities for people on bikes and on foot so as to reduce conflicts
- emphasize that when shared use paths are implemented, they should be placed along both sides of a street
- include provisions for exit and entry points between bike facilities and the sidewalk to improve access to street amenities and destinations

- include similar provisions for spacing such exits between a raised facility and the motor vehicle lanes to aid in turning and in case of obstruction
- allow for street trees to be placed in between bike lanes and motor vehicle lanes without requiring a waiver in areas without visibility issues
- consider conflicts that could occur from the placement of residential waste bins in right-of-ways reserved for bicycles in the width and buffer areas provided for in the street cross section

BE IT FURTHER RESOLVED, the BAC requests that ATD returns to the BAC with design criteria for intersections and incorporate the following recommendations in the development of those criteria:

- prioritization of roundabouts as a safe intersection design, particularly when paired with separated bicycle and pedestrian crosswalks
- reductions of driveways in the vicinity of an intersection
- specific considerations for junctions between bike facilities and railroads

BE IT FURTHER RESOLVED, the Bicycle Advisory Council recommends a more thorough inclusion of Vision Zero priorities into the Austin Strategic Mobility Plan and the Transportation Criteria Manual, particularly when discussing past initiatives.

BE IT FURTHER RESOLVED, the Bicycle Advisory Council supports narrower street widths, e.g. 15 feet wide or streets designed to encourage typical motor vehicle speeds no faster than 15 miles per hour.

Date of Approval: March 20, 2018

Record of the vote: 8-0, with Louviere-Ligons absent

Attest:

A handwritten signature in dark ink, appearing to read 'Kathryn Flowers', with a large, looping flourish at the end.

Kathryn Flowers, BAC Vice Chair