



## RECOMMENDATION

### Bicycle Advisory Council

#### Recommendation Number 20180619-06B: Oak Hill Parkway

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 BAC recognizes and supports the bicycle and pedestrian improvements being proposed as part of the Oak Hill Parkway project due to lack of effective bicycle and pedestrian infrastructure in this area of Oak Hill; especially significant are the shared-use paths running the length of the project and the tunnel that allows bicycles and pedestrians to travel under the Y intersection without encountering motor vehicle traffic;

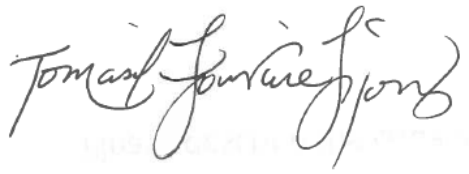
NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends the following:

- That the bicycle and pedestrian accommodations be designed and implemented to serve all ages and abilities.
- That all of the proposed bicycle and pedestrian improvements be kept as part of the project no matter how the project changes or is phased.
- That if the project is built in phases, bicycle and pedestrian improvements be built during the first phase so as to render the corridor accessible to active transportation even as construction continues on future phases.
- That the shared-use path along SH 71 be constructed on both sides of the highway from the Y intersection to Scenic Brook Dr. due to the concentration of commercial activity in the shopping centers on both sides of the highway.
- That the shared-use path northwest of Scenic Brook Dr. and SH 71 be constructed on the northeast side of the highway, as this side of the highway has much more commercial activity than the opposite side and provides access to low income housing.
- That signage and ground markings (such as green lanes) that are easily visible be installed where the shared-use paths cross intersecting streets and commercial driveways to alert turning traffic to watch for people biking and walking.
- That the shared-use paths and sidewalks be separated from frontage roads and highway lanes with a four-foot-tall concrete barrier, guardrail, or similar barrier where possible.
- That proposed sidewalks be at least eight feet wide.

Date of Approval: June 19, 2018

Record of the vote: 9-0

Attest:

A handwritten signature in black ink, reading "Tomasita Louviere-Ligons". The signature is written in a cursive style with a large, stylized 'L' at the end.

Tomasita Louviere-Ligons, BAC Chair