

## **Bicycle Advisory Council (BAC) Recommendation:**

### **Improved Pedestrian & Bicycle Crossing at I-35 Frontage Road and 4th Street**

WHEREAS, the purpose of the BAC is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the bicycle path at the crossing of 4<sup>th</sup> Street and the I-35 frontage road is a major connection for cyclists and pedestrians seeking to cross the highway corridor;

WHEREAS, the 2014 Bicycle Master Plan commits to an all ages and abilities network and the City of Austin's Vision Zero goals commit to safety for all road users first;

WHEREAS, the existing crossing of the bicycle path at 4<sup>th</sup> Street and the I-35 frontage road presents a unique danger due to rapidly moving traffic, limited signage to indicate a pedestrian/bicycle crossing, and obscured sight lines depending on parking load;

WHEREAS, the BAC acknowledges that the I-35 frontage road is a TxDOT managed road and currently is in the midst of a long-term redesign;

WHEREAS, a new section of the Lance Armstrong Bikeway and Red Line Trail will be completed through the Plaza Saltillo development by June 2019 to create a continuous shared-use path from Downtown to Chicon St., with further extensions that will connect a 200+ mile urban trail network.

NOW, THEREFORE, BE IT RESOLVED, the BAC recommends that short-term solutions be implemented as soon as possible to maximize bicycle and pedestrian safety, including but not limited to: removing existing parking on northbound frontage road, illumination of the crosswalk and existing signage, speed regulation and enforcement, temporary hardscape improvements to reduce each frontage road direction to two travel lanes, raised crosswalks, dynamic speed display devices, traffic direction during peak periods;

AND, BE IT FURTHER RESOLVED, the BAC recommends that upon the completion of the Red Line Trail through the Plaza Saltillo development connecting to the Lance Armstrong Bikeway across I-35, that vehicular traffic traveling westbound on 4<sup>th</sup> Street be diverted south on Brushy Street to 3<sup>rd</sup> Street to continue westbound to eliminate conflict between trail users and westbound drivers turning right but looking left at the northbound frontage road;

AND, BE IT FURTHER RESOLVED, the BAC requests that a traffic signal be installed at 4<sup>th</sup> Street and both the northbound and southbound I-35 frontage roads as soon as possible and that current and latent demand be considered;

AND, BE IT FURTHER RESOLVED, the BAC requests that TxDOT adhere to an all ages and abilities framework with elements such as maximum 30 mph design speed, retaining a maximum of two lanes on each frontage road with minimal crossing distances, raised crosswalks, illumination of crossings, and inclusion of traffic signals when implementing the long-term redesign for this

crossing, and that TxDOT bring any design change for this crossing to the BAC at 30% preliminary design stage.

Date of Approval: January 15, 2019

Vote: 6-0 with Heinen, Nguyen, and Ortega absent

Attest:

A handwritten signature in dark ink, appearing to be 'K. Flowers', with a large loop at the top and a long horizontal stroke extending to the right.

Kathryn Flowers, BAC Chair