

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

### **Expedite Implementation of Mobility and Safety Improvements to San Jacinto Blvd through UT Austin**

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, San Jacinto Blvd (Martin Luther King Jr Blvd to E Dean Keeton St) is a major corridor for walking, biking, and transit trips to and through the UT Austin campus;

WHEREAS, people bicycle to campus via existing bike infrastructure on Speedway (45th St to 30th St) and San Jacinto Blvd (E 30<sup>th</sup> St to E Dean Keeton St) and often continue their trips through campus on this section of San Jacinto Blvd (E Dean Keeton St to Martin Luther King Jr Blvd) – especially given the recent redesign of the [Speedway Mall](#) on campus;

WHEREAS, future bike infrastructure on [Duval Street](#) (San Jacinto Boulevard to 53rd Street) and [Manor Road](#) (E. Dean Keeton Street to IH 35) and Clyde Littlefield Drive (I-35 to Robert Dedman Drive) will soon connect even more people cycling to campus to this section of San Jacinto Blvd;

WHEREAS, future walking, biking and public space investments will be made in the Waller Creek corridor from the Colorado River to the UT Campus including Waterloo Park improvements to be open in 2020 that will increase bike and pedestrian traffic onto San Jacinto;

WHEREAS, the [2013 UT Campus Master Plan](#) recommends as one of its eight “Big Ideas” that this section of San Jacinto be redesigned with a separated cycle track, widened/improved sidewalks, eliminated parking, and transit only traffic lanes;

WHEREAS, the [2014 Austin Bicycle Plan](#) recommends that this section of San Jacinto be included in the city-wide All Ages and Abilities Network and improved with protected bicycle facilities;

WHEREAS, the [2016 Vision Zero Action Plan](#) recommends that Austin works toward the goal of zero deaths and serious injuries by 2025 and use safety as the primary consideration in transportation decision-making;

WHEREAS, the Draft Austin Strategic Mobility Plan (ASMP) [Bicycle System Map](#) identifies this section of San Jacinto as part of an All Ages and Abilities Bicycle Facilities system and the [Draft ASMP Policies](#) include “prioritize human life above all else in the design and operation of the transportation network”;

WHEREAS, this section of San Jacinto Blvd is currently dangerous to walk or bike along due to many street design factors, including:

- narrow sidewalks with frequent obstructions
- long pedestrian crossing distances
- poor visibility caused by angled in parking
- lack of enforcement of access restrictions on non-permit holding vehicles
- lack of adequate bus stop curb control
- the use of sharrows markings instead of separated cycling infrastructure;

WHEREAS, the existing street design effectively prioritizes the storage of a few hundred private and University vehicles over the safe and efficient movement of thousands of people walking, cycling, scooting, and/or taking public transit on the corridor daily;

WHEREAS, the death of Anthony John Diaz – who was struck and killed by a Cap Metro bus on January 28, 2019 – could have been prevented with the timely implementation of already-proposed mobility and safety improvements on the corridor;

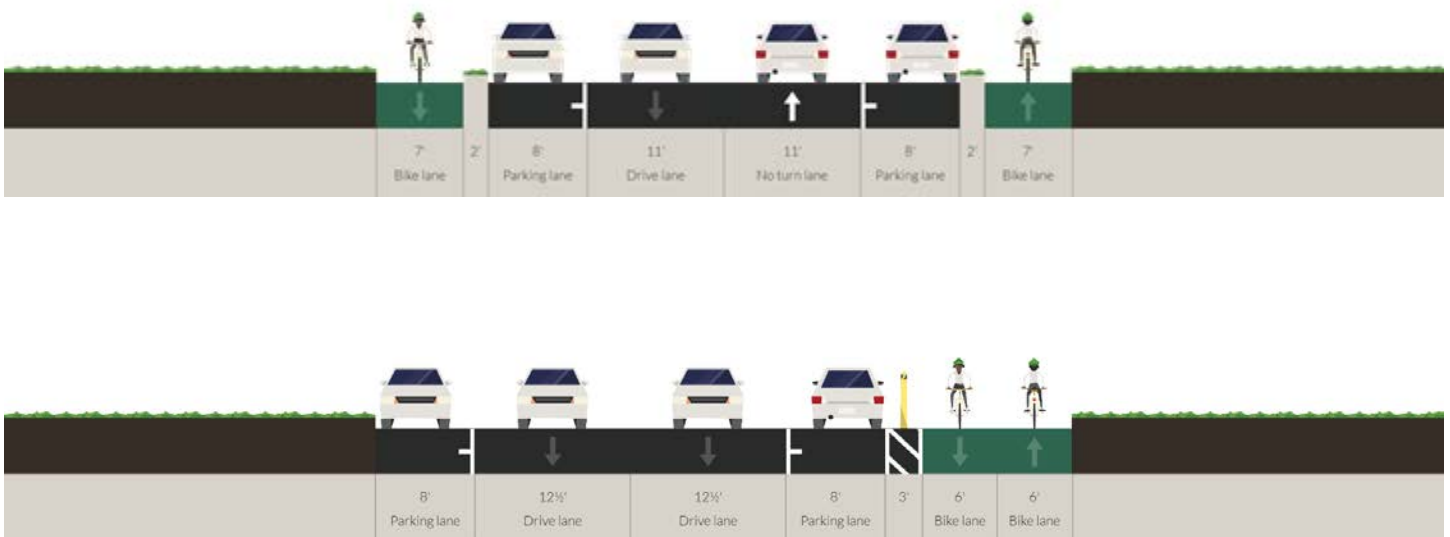
WHEREAS, Cap Metro and the City of Austin have recently asserted that shared transit and bicycle lane designs are safe for people biking (see the recent W 5th Street “[Multimodal Lane](#)” between West Lynn and Baylor streets), yet the recent death suggests otherwise;

WHEREAS, the UT Austin Student Government, the UT Austin [Campus Bike Alliance](#) and [Bike Austin](#) have also called for this section of San Jacinto to be improved;

NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council (BAC) recommends the rapid implementation of mobility improvements to this section of San Jacinto that prioritize safety of people walking and biking above all other considerations, such as:

- the creation of protected bicycle lanes or a cycle track
- the elimination of private vehicle access and parking in the corridor
- bus curb control that does not conflict with other users
- raised crosswalks
- improved sidewalks;

BE IT FURTHER RESOLVED that the BAC recommends the immediate elimination of angled-in parking on this section of San Jacinto and the establishment of a temporary protected all ages and abilities bicycle and scooter facility until a permanent solution can be established, with two example cross sections given below:



BE IT FURTHER RESOLVED that the BAC recommends that Capital Metro establish a policy stating that the sharing of lanes between bicycles and transit vehicles is not safe for cyclists of all ages and abilities;

BE IT FURTHER RESOLVED that the BAC recommends the University of Texas adopt Vision Zero policy and create a Bicycle Master Plan in cooperation with the City of Austin in accordance with National Association of City Transportation Officials (NACTO) street design standards;

BE IT FURTHER RESOLVED that the BAC recommends the University of Texas expeditiously implement life-saving mobility improvements on areas within its jurisdiction to prevent the death of vulnerable populations including the students, faculty, and staff who put their trust in the institution every day to keep them safe.

Date of Approval: February 19, 2019

Vote: 7-0 with Alcorn and LeBlanc absent

Attest:

A handwritten signature in black ink, appearing to be 'K. Flowers', written in a cursive style.

Kathryn Flowers, BAC Chair