

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

### **Guadalupe/Lavaca Transit Contraflow Lane and related improvements**

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, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the Austin Strategic Mobility Plan (ASMP) calls for “Prioritiz[ing] the protection of human life over all else in the planning, design, and operation of Austin’s transportation network”;

WHEREAS, the ASMP identifies Guadalupe St as being on the Bicycle High Injury network, which as a network comprises 53% of serious injuries or fatalities and only 3% of streets in Austin;

WHEREAS, Guadalupe St as a corridor is only slated for critical safety/mobility improvements currently;

WHEREAS, having a robust and reliable transit network facilitates the use of the bicycle;

WHEREAS, the intersection of Martin Luther King Jr Blvd and Lavaca St is currently dangerous for people on bicycles;

WHEREAS, the reconfiguration of the slip lane and “pork chop” along Guadalupe St between MLK Jr. and 18<sup>th</sup> St to add a shared use path represents an opportunity to improve the safety and reliability of bicycle travel;

WHEREAS, Guadalupe St is on both the Transit and Bicycle Priority network;

WHEREAS, the existing southbound bike lane on Guadalupe St between MLK Jr. and 18<sup>th</sup> St is frequently infringed upon by buses, cars, and trucks, creating extremely dangerous conditions and disconnecting two relatively comfortable bicycle facilities to the north and south;

WHEREAS, bicycles and buses should only share lanes on streets with low volumes of both vehicle types, a condition not met on Lavaca St (see [NACTO Transit Street Design Guide](#));

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council (BAC) recommends the Guadalupe St contraflow lane for installation as it removes a shared bus/bicycle lane and improves reliability of the bus system;

BE IT FURTHER RESOLVED, the BAC recommends that dedicated bicycle signals be installed at the intersections of Guadalupe/MLK Jr. northbound and Lavaca/18<sup>th</sup>, with signal timing coincident with the bus signals to allow bicycles to pass through the intersections ahead of cars;

BE IT FURTHER RESOLVED, the BAC recommends that the shared use path along the “pork chop” be 12’ wide or greater with painted delineation of bicycle and pedestrian lanes to allow for comfortable sharing of the facility;

BE IT FURTHER RESOLVED, the BAC recommends that physical protection be installed to protect the southbound bicycle lane as the road curves between MLK Jr. and 18<sup>th</sup> St on Guadalupe;

BE IT FURTHER RESOLVED, the BAC recommends that green lanes be striped through the intersection of Guadalupe/MLK Jr. to enhance the visibility of people on bicycles;

BE IT FURTHER RESOLVED, the BAC recommends that right turns on red be prevented at the intersection of Guadalupe/MLK Jr. to reduce conflicts between people on bikes and cars;

BE IT FURTHER RESOLVED, the BAC recommends that a curbed pedestrian island be installed in the proposed 18th Street buffer zone to reduce the likelihood of right-turning buses infringing on the bike lane;

BE IT FURTHER RESOLVED, the BAC recommends removing all on street parking on 18<sup>th</sup> St between Guadalupe and Lavaca to ensure reliability and safety for people on bicycles and in buses;

BE IT FURTHER RESOLVED, the BAC recommends making the alley way that connects Guadalupe and Lavaca between 18<sup>th</sup> and MLK Jr. be made one way west to east in order to reduce conflicts between turning vehicles and the transit priority lanes.

Date of Approval:

Vote:

Attest: