

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

### **Duval Street (San Jacinto Boulevard to 53rd Street)**

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 goal of the 2016 [Vision Zero Action Plan](#) is to achieve zero traffic deaths and serious injuries on Austin streets by 2025;

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, Duval Street is on the ASMP’s Bicycle [High Injury Network](#) and [Bicycle Priority Network](#);

WHEREAS, recent studies have shown that people biking in bicycle lanes without physical separation from vehicular traffic are more at risk for crashes than those traveling in physically protected bicycle lanes;

WHEREAS, aesthetic preferences regarding materials used to achieve physical bike lane protection ought to be of a lower priority than the safety of a bicycle lane’s design;

WHEREAS, there are repeated and ongoing issues with cars and commercial vehicles illegally parked in the Duval Street bicycle lanes, and in FY2018 only [16 vehicles were cited for parking violations along Duval Street](#);

WHEREAS, Duval Street is one of the highest use bicycle corridors in the City of Austin;

WHEREAS, the Duval Street corridor is listed in the [2019 Mobility Annual Plan](#) for potential All Ages and Abilities bikeway improvements;

WHEREAS, buffered bicycle lanes are not an All Ages and Abilities bicycle facility as per the [2014 Austin Bicycle Master Plan](#) (p.14);

WHEREAS, the Safe Routes to School Program’s [District 9 Infrastructure Report](#) lists a protected bicycle lane along Duval Street as a high benefit project for two elementary schools;

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council (BAC) recommends that the bicycle lanes with painted buffers on Duval Street from San Jacinto Boulevard to 53rd Street have physical protection added to them for as much of the length as practicable as soon as possible;

BE IT FURTHER RESOLVED, the BAC recommends that parking be prohibited in the Duval Street bicycle lanes between 51<sup>st</sup> and 53<sup>rd</sup> St at all times as soon as possible;

BE IT FURTHER RESOLVED, the BAC recommends that the bicycle lanes on Duval Street be striped through the intersections south of 45<sup>th</sup> St as soon as possible;

BE IT FURTHER RESOLVED, the BAC recommends that an additional pedestrian crossing be considered for installation Duval Street between 45<sup>th</sup> and 51<sup>st</sup> St to further calm vehicular speeds and improve pedestrian safety;

BE IT FURTHER RESOLVED, the BAC recommends that in the long term, the bicycle lane along Duval Street be routed behind bus stop bulb outs to maintain as continuous of physical protection as possible;

BE IT FURTHER RESOLVED, the BAC recommends that in general, the City of Austin seek to reduce conflicts between car parking and active transportation facilities primarily through street design rather than signage, education or enforcement.

1: Why cities with high bicycling rates are safer for all road users. W. E. Marshall & N. N. Ferenchak, 2019. Date of Approval:

Vote:

Attest:

<sup>1</sup>Why cities with high bicycling rates are safer for all road users. W. E. Marshall & N. N. Ferenchak, 2019.