

Bicycle Advisory Council Recommendation:

Mobility Improvements on Cameron Road (51st Street to Rundberg Lane) and Dessau Road (Rundberg Lane to Parmer Lane)

WHEREAS, the Bicycle Advisory Council (BAC) advises 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; and

WHEREAS, Cameron Road between 51st Street and Rundberg Lane and Dessau Road between Rundberg Lane and Parmer Lane is a vital north-south bicycle connection in northeast Austin, with few other alternatives;

WHEREAS, Cameron Road and Dessau Road currently feature several types of varied accommodations for bicycles, including a narrow, unprotected lane in some areas; a lane with a painted buffer in others; and no accommodations along much of the corridor, creating a major connectivity issue and creating an unsafe environment, especially for vulnerable and less confident riders;

WHEREAS, the Austin Strategic Mobility Plan (ASMP) calls for Cameron Road to become an all ages and abilities bicycling corridor by receiving protected bicycle lanes;

WHEREAS, enhancing network connectivity in any one area of the city enhances the whole network and provides increased safety and comfort for road users across the city when they travel between destinations;

WHEREAS, Cameron Road has been identified as part of the City of Austin's High-Injury Network (HIN), with 348 crashes resulting in serious injuries or fatalities within the Cameron Road/Dessau Road project limits over the past five years where data is available (2014-2018);

WHEREAS, there were seven fatalities within the Cameron Road/Dessau Road project limits between 2014 - 2018 and an additional five fatalities within the project limits in 2019 alone, of whom one was cyclist Merry Daye;

WHEREAS, the area within the project limits has been previously identified as an area of concern on the Vision Zero Input Map, within the citywide planning process for the Pedestrian Safety Action Plan, and through the Walk and Bike Talks bikeway network prioritization process;

NOW, THEREFORE, BE IT RESOLVED that the BAC recommends that Austin Transportation Department implement a bicycle lane with full protection along the entire length of the project corridor, with separate spaces for pedestrians and cyclists to maximize safety for all road users;

BE IT FURTHER RESOLVED that the BAC recommends that travel lane widths be examined along the length of the corridor and reduced to 10 feet if not already at or below that number;

BE IT FURTHER RESOLVED that the BAC requests that Austin Transportation Department include within the near-term proposal a stated strategy for preservation and maintenance of a fully protected bicycle lane along the corridor, particularly related to any expected impacts from the right of way expansion

and roadway reconfiguration planned for under the ASMP and other approved city plans

BE IT FURTHER RESOLVED that the BAC requests that Austin Transportation Department update the council when a proposal is developed and the project is moving to the next stage, and to include interim and final roadway cross-sections as applicable.

Date:

Vote:

Attest:

[Chair, Vice Chair or Staff Liaison signature]

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