

Austin Bicycle Advisory Council
Recommendations for Texas Department of Transportation
I-35 Capital Express South Project and I-35 Capital Express North Project

Recommendation 20210518-001

WHEREAS, the purpose of the Austin 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 Texas Department of Transportation (hereafter "TxDOT") is responsible for the planning and execution of the My35 Capital Express Central project.

WHEREAS, TxDOT is a key partner in building Austin's All Ages and Abilities Bicycle Network.

WHEREAS, the proposed improvements include improving/adding bicycle and pedestrian paths with approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths.

WHEREAS, the preliminary proposed I-35 design includes a 10' shared use path between Stassney Ln & William Cannon Dr and South of Slaughter Lane.

WHEREAS, geographic barriers, such as controlled access highways with few crossing streets, prevent bicycle and pedestrian connectivity.

WHEREAS, Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek are within the project area.

WHEREAS, TxDOT and City of Austin agreed upon shared-use path recommendations for the I-35 corridor, and these recommendations in Version 7.0 released May 24th, 2016 are available via <https://bit.ly/2S4UCAe>;

WHEREAS, the portion of the project from Onion Creek northward is within an urbanized area and the entire project scope will be within an urbanized area during the lifetime of the project, thus creating substantial bicycle and pedestrian activity throughout the project corridor.

WHEREAS, highway infrastructure along I-35 was just imploded after years of funding and right-of-way obstruction.

THEREFORE, BE IT RESOLVED, the BAC recommends that TxDOT prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities.

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT include 12' wide or greater shared-use paths along all frontage roads, with a physical barrier constructed or organic, for expected high volumes of bicycle and pedestrian traffic and per the city of Austin Transportation guidance, and that any design exceptions (i.e. less than 12' SUP width) be specified by location and be posted publicly and shared directly with the BAC;

BE IT FURTHER RESOLVED, the BAC recommends that in order to provide local access to destinations and not create additional barriers to bicycling and walking, TxDOT create dedicated

pedestrian and bicycle at-grade crossings along i-35 (Level 5 Street) to reduce crossing density below ½ mile in accordance with the city's proposed guidelines to the [Transportation Criteria Manual update](#) (Section 4).

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT perform more in-depth studies on the impacts of construction to the four creeks within the project area and establish protections against pollution impacts from infrastructure improvements;

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT release detailed plans for construction and implementation regarding east-west at-grade crossings, including accessible infrastructure for individuals biking or walking, throughout the project area;

BE IT FURTHER RESOLVED, the BAC recommends that TxDOT not move forward with the elevated sections for the managed lanes.

BE IT FURTHER RESOLVED, the BAC recommends that all creek crossings include a shared-use path underpass, connecting across I-35:

BE IT FURTHER RESOLVED, the BAC recommends that any improvements in the vicinity of the Bergstrom Spur support and allow for a future grade-separated crossing for bicycle and pedestrian traffic, connecting across I-35;

BE IT FURTHER RESOLVED, the BAC recommends that any new lanes be dynamically tolled, which will allow all drivers the freedom to travel in lanes with less traffic and help fund ongoing maintenance for this project. Tolledd lanes will also result in higher utilization than HOV lanes, as well as fewer law enforcement officers needed to monitor compliance.

Date: May 18, 2021

Vote: 6-0 with Eden, Salvaggio, and Smith absent

Attest: Briana Cohen, Chair

Briana Cohen