

**Bicycle Advisory Council Recommendation -
Project Connect Light Rail Schematics
Recommendation 20210817-001**

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 a reduction in the percentage of single occupancy car trips to 50% of all modes of transportation by 2039;

WHEREAS, the ASMP further calls to invest in a high-capacity transit system such as the one proposed in the Project Connect system plan;

WHEREAS, transit and bicycle facilities are complementary parts of a complete transportation network, extending trip range and creating more options for users of both modes of travel;

WHEREAS, a goal for Project Connect is to provide better transit options linking affordable housing and jobs;

THEREFORE, BE IT RESOLVED, that the BAC strongly supports the protected bicycle lanes proposed along the majority of the Orange (South Congress/Guad/North Lamar) and Blue (Riverside) lines;

BE IT FURTHER RESOLVED, that the BAC recommends that the design for the protected bicycle lanes be altered so that the vegetated buffer is located in between the bike lane and the car lane, with visual and tactile design choices used to delineate the sidewalk and bicycle facilities, rather than the bicycle lane being adjacent to the car lane at all stations;

BE IT FURTHER RESOLVED, that where the Orange and Blue Lines intersect with streets listed on the ASMP's Bicycle Priority Network, space be reserved in the intersection for protected bicycle lanes to cross the corridor;

BE IT FURTHER RESOLVED, that the BAC recommends that as the Orange and Blue Line designs advance, all intersections with minor roads, driveways, and slip lanes intersecting the bike lane and sidewalk be designed to have raised crossings to enhance the bicycling and walking experience and improve safety;

BE IT FURTHER RESOLVED, that the BAC supports the conversion of Guadalupe Street to a car-free street through the UT/Hemphill Park area as a preferred alternative, with strong support for maximal reduction of motor vehicle lanes if a car-free street does not move forward;

BE IT FURTHER RESOLVED, the BAC recommends that if Guadalupe Street maintains either general purpose lanes or bus only lanes through the UT/Hemphill park area, that continuous protected bicycle lanes be provided instead of parking lanes on the other West Campus streets being reconfigured;

BE IT FURTHER RESOLVED, that the BAC supports the inclusion of bicycle and pedestrian facilities on the new bridge crossing Lady Bird Lake with connections to the Hike-and-Bike trail and protected bikeways on each end;

BE IT FURTHER RESOLVED, that the BAC recommends exploration of a bike & ped underpass at Cesar Chavez St. along Trinity St;

BE IT FURTHER RESOLVED, that the BAC recommends a ramp down, from both east and west, to underground bike parking for direct access to the multiple train stations along 4th St.;

BE IT FURTHER RESOLVED, that the BAC recommends exploration of a bike & ped bridge over U.S. 183 in coordination with the Blue Line transit bridge;

BE IT FURTHER RESOLVED, the BAC endorses the reduction of car lanes as a priority when additional space is required for light rail construction, rather than the eminent domain of private residential property which can exacerbate the displacement of low-income, marginalized populations, particularly in areas that have disproportionately been impacted by historically racist planning practices and gentrification;

BE IT FURTHER RESOLVED, that the BAC specifically recommends reducing the number of road lanes to two on E. Riverside Drive and preserving the residential buildings between Congress and Montopolis Drive;

AND BE IT FURTHER RESOLVED, that the BAC advises the Austin Transit Partnership to lead transparent meetings regarding property impacts and planning developments, including impending property seizures, with representative leadership from Black, Hispanic, and Latinx communities and people engaged with unhoused communities.

Date: August 17, 2021

Vote: 5-0 with Selvaggio, Braun, Cohen and Smith absent

Attest: Jake Boone, Vice- Chair Bicycle Advisory Council

A handwritten signature in black ink, appearing to be 'JB' followed by a long horizontal stroke.