

Bicycle Advisory Council Recommendation:

Mobility Improvements on Stassney 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, the Stassney Lane project area is a vital east-west bicycle connection in south Austin, with few other alternatives;

WHEREAS, the project area currently features minimal accommodations for bicycles, including a striped bike lane in high speed traffic areas in some areas and no accommodations in others, 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 the Stassney Lane project area, identified as part of the City of Austin's High-Injury Network (HIN), to become part of an all ages and abilities bicycling network 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, the proposed preliminary designs would provide connections to Austin Community College South, Garrison Park, Odem Elementary School, Crockett High School, local convenience stores and shops for residents, Emerald Forest Road (a major bicycle travel route) and an extension to West Gate where currently there is no bicycle lane providing safe routes to school, shopping, and to recreational facilities;

NOW, THEREFORE, BE IT RESOLVED that the BAC generally supports the current proposed preliminary designs shared at the December 5, 2019, public meeting;

BE IT FURTHER 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 consideration of extending the protected area for the entire length of the current Stassney Lane bicycle lane past the proposed end at Congress Avenue all the way to Pleasant Valley Road, with separate spaces for pedestrians and cyclists to maximize safety for all road users;

BE IT FURTHER RESOLVED that the BAC recommends that shared use paths only be implemented through intersections as a last resort when no other safe solution for separating all road users is possible;

BE IT FURTHER RESOLVED that the BAC recommends that any proposed shared use path must be at least 10 feet wide at a minimum;

BE IT FURTHER RESOLVED that the BAC recommends that designers working on intersections, especially those with right turn lanes such as at Menchaca and Stassney, refer to the “Don’t Give Up at the Intersection: Designing All Ages and Abilities Bicycle Crossings” design guide by NACTO, May 2019 regarding Protected Intersections, pages 9-19, which reduce turn speed, make cyclists visible, give cyclists the right of way, create a bikeway set back and increases clear sight distance;

BE IT FURTHER RESOLVED that the BAC recommends that bus bulb outs with cut-throughs for the bicycle route be used at bus stops within the project region to prevent conflicts between buses and people using bicycles.

Date:

Vote:

Attest:

[Chair, Vice Chair or Staff Liaison signature]

DRAFT