

BAC Resolution on Proposed Improvements to Interstate Highway 35

WHEREAS the BAC expresses its support for the bicycling components at this stage of the I-35 Plan, with some reservations; and

WHEREAS the BAC supports the inclusion of a best-fit shared-use path on the outside of both frontage roads along the entire length of the corridor in Hays, Travis, and Williamson Counties; and

WHEREAS the BAC supports the inclusion of buffered bike lanes or shared-use paths on all crossings in Travis County; and

WHEREAS BAC understands that further opportunities for input from the BAC and the broader bicycling community will be available for each project component of the I-35 Plan;

NOW, THEREFORE, BE IT RESOLVED that the BAC makes the following initial recommendations regarding proposed improvements to IH-35:

1. The BAC asks that the buffered bicycle lanes and shared-use pathway space also be included for all crossings in Hays and Williamson Counties as they are for Travis County. The BAC understands that in some cases, pavement width will be reserved, but may be initially striped as a shoulder.
2. The BAC asks that shared-use paths be included on the north and south sides of the crossings of U.S. 183, RM 2222 / U.S. 290 **East**, and SH 71 (Ben White).
3. The BAC asks that raised bike-ped crossings be included at roundabouts along the corridor.
4. The BAC asks that where crossings indicate trees or pergola **shade structures**, that **these elements be placed between the vehicular lane and the bicycle lane to provide a barrier between motor vehicles and bicycles.**
5. The BAC finds **bicycle access is unsatisfactory at proposed diverging diamond intersections, such as at the Airport Blvd. and Parmer Lane intersections, and asks that these intersection plans receive further design consideration for improving bicycle access.**
6. The BAC reiterates that the Lance Armstrong Bikeway (LAB) is a critical east-west route year-round and that peak usage overwhelms the existing capacity. **We support the inclusion of signalized crossings at this crossing of I-35.**
7. The BAC asks that the LAB bike crossing **have ample width that exceeds the current width. We ask that the proposed pedestrian crossing include ample widths (more than six feet) to accommodate a large number of pedestrians and prevent spillover into the bikeway.**
8. The BAC asks that for those crossings not explicitly mentioned during the 8/11/15 BAC Technical Subcommittee meeting, e.g. the Hancock Center and 32nd St. crossings, we ask that these also include the improved bicycling accommodations.

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9. The BAC asks that the shared-use paths over the Colorado River be at least 14' in width and that elsewhere the shared-use paths provided be 12' in width where possible.
10. The BAC finds that while there are multiple locations where adequate width is a priority, the BAC wants to highlight the section between Riverside and Oltorf as especially in need of adequate width, since this is a location where bicycling and pedestrian need is substantial and where there are no good alternative routes.
11. The BAC asks that signage and pavement markings be included at locations where driveways cross the shared-use path.
12. The BAC asks that the concrete seams in the shared-use path be made using saw-cut rather than trowel, to reduce the incidence of bumps.

ADOPTED _____

ATTEST: _____

Tom Thayer
Vice Chair, Bicycle Advisory
Council