

# **DRAFT REPORT**

## **NOT APPROVED BY THE FULL BAC**

RM 620 and Loop 360 Feasibility Study Technical Subcommittee Meeting

Participants: Tom Thayer, Tommy Eden, Rich Hollenbeck, Laura Dierenfield, Emily Smith, Nathan Wilkes, Bruce Byron

Short term recommendations:

- Improve the dangerous intersection of Loop 360 and Wild Basin Rd due to poor sightlines and the shoulder becoming a right turn lane. It is difficult to see traffic coming from Wild Basin Rd turning on to Loop 360.
- Do something so that traffic exiting from southbound MoPac to southbound Loop 360 will expect bicycle traffic and see bicyclists better on the Loop 360 shoulder.
- Widen the Loop 360 shoulder northbound crossing Barton Creek.

General principals for designing both roads:

- Design for both road cyclists and local cyclists going short distances. Try to have wide enough shared use paths on each side of the road (where feasible) for two way bike traffic (8 ft minimum, 10+ ft desired).
- Have design flexibility and creativity in the shared use paths/sidewalks. See Nathan Wilkes's presentation to TXDot on preferred options on substandard widths of shared use paths/sidewalks.
- Avoid use of curved free right turns across shared use paths and sidewalks. Use smaller angles for turning traffic, so they have to stop or slow down greatly before turning right.
- More signage and enforcement to prevent vehicles from driving on the shoulders.

RM 620:

- Between Lakeway Blvd and Quinlan Park Rd, narrow the 14 ft median, so that 4-5 feet can be added to each shoulder.
- Be careful when designing the transition from the shared use paths/sidewalks (two way bike traffic) north of Quinlan Park Rd and south of Lakeway Blvd to the section between them with wide shoulders only (one way bike traffic).

Loop 360:

- Preserve the wide shoulders on the main lanes as well as adding shared use paths/sidewalks separated from traffic where possible.
- Consider grade separation for bicycle traffic at exit/entrance ramps where feasible, especially if the design calls for several additional such ramps.
- Be careful of the sightlines of intersecting streets interacting with the shoulders and any shared use paths/sidewalks.