Dear Pedestrian Advisory Council and Bicycle Advisory Council Members –

Thank you for your questions during the March 5, 2018 presentation on the Proposed Corridor Construction Program and for your general support. I have provided responses below to inquiries that I committed to follow up on during the meeting. Additionally, my staff and I have received the joint recommendations regarding the Corridor Construction Program and look forward to returning to the BAC and PAC in fall 2018, as well as throughout implementation of the program, to answer questions and keep the Advisory Councils informed.

1. ***What is the maximum design speed when parallel parking is on the street?***

The target speed achieved through street design when parallel parking is present depends on place and context. For instance, parallel parking may exist on an arterial, within an area of activity, or on a residential street, and the target design speed will depend on the type of facility. Based on the Draft Street Design Guide, urban streets with parallel parking have a target speed of 35 mph or lower. For additional information, you may consult the Draft Street Design Guide here.

2. ***Did we calculate delay time improvements for bikes and pedestrians, in addition to vehicles?***

Level of service is measured differently by mode based on extensive study of travelers' perceptions of a particular mode. Vehicular delay times are commonly calculated to help determine anticipated improvements to vehicle level of service. Bicyclists and pedestrians have not been found to relate delay to quality of service to a significant degree, so delay is not an integral part of our Multimodal Level of Service (MMLOS) analysis. To provide some context, a MMLOS tool used for the prioritization process was developed with assistance from the University of Texas Center for Transportation Research. Their work included research to identify best practices for the metrics and inputs that were used as part of this process.

While specific delay times were not calculated, pedestrians should benefit from the new and rehabilitated sidewalks, midblock crosswalks (Pedestrian Hybrid Beacons), and intersection improvements that are proposed, including traffic signal adjustments/upgrades/replacements. The improvements proposed at intersections (including traffic signals), new and rehabilitated pavement, as well as the dedicated and protected bicycle lanes that will be added, should all enhance travel times for bicyclists.

3. ***Are we looking into signalization for bikes, specifically?***

Multi-modal signalization is something we will be looking at during the Design Phase, which will begin after Council adoption of the Proposed Corridor Construction Program. Each corridor and intersection will be reviewed and evaluated, and City of Austin design standards and best practices will be applied.

4. ***How did we calculate that recommended improvements will result in a 15% reduction in crashes? Are there other things that could be done to increase this percentage?***

The City is consistently looking for ways to reduce crashes, and the Proposed Corridor Construction Program anticipate addressing 13 of the Top 28 Crash Intersection Locations. In terms of increasing the percentage, the improvements that are proposed—including all intersection improvements and medians—would remove potential conflict points where crashes occur.

In addition to the corridor improvements addressing 13 of the Top 28 Crash Intersection Locations, the 2016 Mobility Bond invests $15 million in Intersection Safety/Vision Zero projects, which is expected to address the remaining 15 Top 28 Crash Intersection Locations. This funding will also address sidewalks, Safe Routes to School, and bikeways, all of which seek to improve safety for all roadway users. The Corridor Program Office will continue to work with the Vision Zero program and other City programs to see if

opportunities exist to further improve upon anticipated crash reduction and safety outcomes through Corridor Construction Program design and implementation.

The anticipated 15% reduction in crashes estimate was calculated by comparing five years of crash data (2011-2016) for each of the corridors with anticipated rates if proposed improvements at specific locations along the corridors were implemented. The anticipated relative reduction in crash frequency was then applied to the total number of crashes at the location where improvements are proposed. The overall reduction in crashes—assuming all other site conditions and characteristics remain constant—is the weighted average of these calculations.

5. ***Which corridors include shared-use paths vs. separated bicycle and pedestrian facilities?***

The information below reflects improvements recommended for full design and construction with 2016 Mobility Bond dollars as part of the Proposed Corridor Construction Program. Additional and more robust bicycle and pedestrian enhancements are anticipated to be funded for design only and to be leveraged for additional design and construction funding in the future.

Corridors that are recommended to receive shared-use paths (SUPs) include:

- *Airport Boulevard*
  - *Up to 13 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor*
- *Burnet Road*
  - *Up to 10 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor*
- *East Martin Luther King Jr. Boulevard/FM 969*
  - *Up to 3.5 miles of new shared-use paths to create continuous ADA-compliant sidewalks along length of corridor, as well as new connections to Walnut Creek for bicyclists and pedestrians, and new speed ramps at Walnut Creek Bridge to enhance bicycle safety*

Corridors that are recommended to receive separate bicycle and pedestrian facilities include:

- *East Riverside Drive*
  - *Up to 4 miles of protected bicycle lanes from Shore District Drive to Montopolis Drive*
  - *Up to 4.5 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor, with wider sidewalks from Shore District Drive to Montopolis Drive, as well as new street lighting from Shore District Drive to Montopolis Drive to improve visibility and enhance safety*
- *Guadalupe Street/24th Street*
  - *A dedicated bicycle lane on 24th Street*
  - *Up to 4.5 miles of new or rehabilitated sidewalks to fill in gaps and create continuous ADA-compliant sidewalks*
- *North Lamar Boulevard*
  - *Up to 11.5 miles of new or rehabilitated sidewalks and shared-use paths to create continuous ADA-compliant sidewalks along length of corridor*
  - *Up to 10 miles of new dedicated bicycle lanes*
- *Slaughter Lane*

    - *Up to 6 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor*
    - *Up to 14 miles of dedicated or protected bicycle lanes*
    - *A protected bicycle lane will be added in each direction between I-35 and Brandt Rd by repurposing one travel lane in each direction*
- *South Lamar Boulevard*
    - *Up to 6 miles of new or rehabilitated sidewalks and shared-use paths to create continuous ADA-compliant sidewalks along length of corridor*
    - *Up to 6 miles of new or improved dedicated bicycle lanes, as well as new bicyclist and pedestrian railroad crossing at Treadwell St to provide a safer connection to West Bouldin Creek Greenbelt*
- *William Cannon Drive*
    - *Up to 18 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor*
    - *Up to 5 miles of dedicated or protected bicycle lanes*
    - *A protected bike lane will be added in each direction between US 290 and Southwest Pkwy by repurposing one travel lane in each direction*

Best,

Mike Trimble