

## **Bicycle Advisory Council (BAC) Recommendation:**

### **Mobility Improvements on Shoal Creek Boulevard**

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, Shoal Creek Boulevard between 38<sup>th</sup> Street and Highway 183 is an important north-south bicycle connection between north and central Austin;

WHEREAS, Shoal Creek Boulevard currently features shared parking-bicycle lanes on both sides of the street, which force people on bicycles to regularly pull out into travel lanes and risk getting hit from behind, and is unsafe, especially for vulnerable and less confident riders;

WHEREAS, the Austin Strategic Mobility Plan calls for Shoal Creek Boulevard to become an all ages and abilities bicycling corridor by receiving protected bicycle lanes;

WHEREAS, protected bicycle lanes and protected intersections are equally important in creating an all ages and abilities bicycling environment;

WHEREAS, two-way bicycle lanes are generally associated with safety improvements and a greater bicycling modeshare and would maximize diversity of uses along Shoal Creek, including deliveries and drop-offs, by retaining parking on one side of the street, but should consequently feature high-quality protection and appropriate signage to guard against dangers related to contra-flow riding and intersections;

WHEREAS, the excessive width of vehicle lanes on Shoal Creek between Foster Lane and Highway 183 encourage unsafe driving speeds that put people on bicycles in danger;

NOW, THEREFORE BE IT RESOLVED that the BAC recommends the following infrastructure be implemented along Shoal Creek Boulevard:

Between 38<sup>th</sup> Street and Highway 183:

- A two-way protected bicycle lane (option E in the City of Austin's Shoal Creek alternatives document) with concrete curb protection
- The City of Austin consider narrowing the east-side parking lane in order to widen the two-way bicycle lane beyond the proposed 10' width
- A bicycle-pedestrian path under Northland Drive / Allandale Road
- Protected intersections, including bicycle signals and advanced green lights for bicyclists, at all locations identified in the Shoal Creek alternatives document

Between Foster Lane and Highway 183:

- A two-way protected bicycle lane on the west side, protected by a concrete curb that contains shade-producing trees
- A one-way protected bicycle lane on the east side



- Protected intersections on the west and east side at every cross-street

BE IT FURTHER RESOLVED that the BAC recommends, after improvements are implemented, that the City outlines a schedule whereby information – such as usage data, lane surface conditions, crash data, and reported bicyclist comfort – be periodically reviewed and, if necessary, infrastructure adjustments made;

BE IT FURTHER RESOLVED that the BAC recommends that intermittent traffic calming measures be placed along Shoal Creek Blvd northbound to keep cars out of the parking lane and for speed mitigation;

BE IT FURTHER RESOLVED that the BAC finds Option C unacceptable and recommends that the City not allow parking at any time in newly constructed bike lanes.

Date of Approval: April 16, 2019

Vote: 7-0 with Nguyen and Ortega absent

Attest:

A handwritten signature in black ink, appearing to be 'K. Flowers', written over a faint rectangular stamp.

Kathryn Flowers, BAC Chair