

## **Bicycle Advisory Council Recommendation:**

### **Rainey Shared Street Pilot Program**

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, Rainey Street is a popular destination and important north-south route for people riding bicycles, especially pedicabs, and scooters between the neighborhoods north and south of Cesar Chavez and bordering I-35;

WHEREAS, the resolution adopted by Council on June 19, 2019 (<https://www.austintexas.gov/edims/document.cfm?id=322986>) directed the city manager to immediately initiate a shared streets pilot program on Rainey Street;

WHEREAS, according to the briefing by the Austin Transportation Department (ATD) to the Mobility Committee on November 5, the Rainey Shared Street Pilot is being launched as a “safety closure” limited to pedestrians only, closed to bikes, pedicabs, and scooters;

WHEREAS, according to the NACTO Urban Street Design Guide, shared streets are open to vehicles operating at low speeds, and are designed to implicitly slow traffic speeds using pedestrian volumes, design, and other cues to slow or divert traffic;

WHEREAS, a Council resolution on November 7, 2013 recognized the NACTO Urban Street Design Guide as a resource (<http://www.austintexas.gov/edims/document.cfm?id=200489>) for guidance on the development of streets in Austin;

WHEREAS, pedicabs, e-bikes, adult trikes, recumbents, cargo bikes, and family bikes that are capable of being propelled by pedals and human power are bicycles;

WHEREAS, convenient and safe solutions for people riding bikes, pedicabs, and scooters must be part of any planned street closure;

WHEREAS, the collection and use of high-quality data and an open and transparent system of making decisions about safety are fundamental to the Austin Strategic Mobility Plan (ASMP) and city government in general;

WHEREAS, a pilot program is a short-term trial that helps an organization collect data and make decisions about how an interim design or new technology might work on a permanent basis;

WHEREAS, there are multiple local examples of bikes, pedicabs, scooters, and pedestrians coexisting in car-free spaces with few problems, such as on Barton Springs Boulevard during major events in Zilker Park, at the Circuit of the Americas, and the Speedway Mall on the UT campus, and worldwide in cities with shared streets;

NOW, THEREFORE, BE IT RESOLVED the Bicycle Advisory Council (BAC) supports initiating a shared streets pilot program on Rainey Street based on the Council resolution of June 19, 2019;

BE IT FURTHER RESOLVED, the BAC recommends the following:

- People walking and riding bicycles, pedicabs, and scooters have continued, uninterrupted access at all times to the Rainey Street district including Rainey, Red River, Driskill, Davis, and River Streets and the connecting alleyways;
- The City Manager and ATD use the NACTO Urban Street Design Guide as a resource for the Rainey shared street pilot program and the development of all streets in Austin;

BE IT FURTHER RESOLVED, the BAC recommends that the City Council direct the City Manager to:

- Convert the regular weekend safety closure of Sixth Street between Red River and Brazos Streets to a car-free shared street treatment;
- Initiate similar shared street pilots in the entertainment areas on W. 6th Street and 6th Street east of I-35, on Red River, Congress Avenue, the Warehouse District, and in all areas with high pedestrian volumes.
- Include convenient and safe solutions for people walking and riding bikes, pedicabs, and scooters in all street closures and detours.

Date:

Vote:

Attest:

[Chair, Vice Chair or Staff Liaison signature]