

## **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 directed the city manager to immediately initiate a shared streets pilot program on Rainey Street;

WHEREAS, according the briefing by the Austin Transportation Department (ATD) to the Bicycle Advisory Council on November 19, the Rainey Shared Street Pilot is being launched as a “safety closure” open to people walking and people using bicycles, scooters, pedicabs, and electric low-speed vehicles and closed to motor vehicles;

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 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 Manager and ATD make the data gathered during the pilot project available to the public.

BE IT FURTHER RESOLVED, the BAC requests another briefing at the conclusion of the pilot program in spring 2020.

Date: November 19, 2019

Vote: 7-0 with Flowers and LeBlanc absent

Attest:

A handwritten signature in cursive script that reads "Emily Smith".

Emily Smith, staff liaison