

Bicycle Advisory Council Recommendation:
Draft Transportation Criteria Manual

WHEREAS, the Bicycle Advisory Council (BAC) advises 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; and

WHEREAS, the City approved an updated city-wide transportation plan in 2019, the Austin Strategic Mobility Plan (ASMP), that expands the vision of the Imagine Austin Comprehensive Plan into actionable mobility-related goals and objectives to guide Austin's near- and long-term transportation investments; and

WHEREAS, the foremost goals of the ASMP are improving safety on our transportation network and significantly changing the City's work commute mode split to be less reliant on single-occupancy vehicle trips with a reduction in the percentage of single occupancy trips to 50% by 2039; and,

WHEREAS, the Central Texas region is anticipated to double its population and add two million residents in the next 20 years; and,

WHEREAS, the Transportation Criteria Manual defines the design requirements for transportation infrastructure within the City of Austin (City) and its Extraterritorial Jurisdiction (ETJ), when adopted by the applicable jurisdiction, including Travis County and Williamson County; and,

WHEREAS, the City has revamped its transportation review guidelines for new development and is considering adopting a Street Impact Fee Program to impart a one-time charge to new developments to contribute to capital improvement projects and roadway expansions as designated in the ASMP; and,

WHEREAS, the City intends to look at managing transportation demand with respect to vehicle travel as much as providing additional supply;

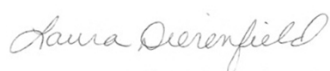
NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends that, in order to meet the goals listed in the Austin Strategic Mobility Plan, set an example for best practices in transportation, and strive to meet voters' desires as shown by the passage of Proposition A and Proposition B in 2020, the City should:

1. Prioritize design criteria that meet an all ages and abilities framework and protect vulnerable road users, regardless of whether or not design criteria may negatively impact speed of the development process.
2. Include no travel lanes with a recommended/required design width of more than 11 feet.

Date: December 15, 2020

Vote: 9-0.

Attest:



Laura Dierenfield, Staff Liaison