

## Zoning and Platting Commission

### *Resolution on ATX Walk Roll Bike Draft Plans*

**Whereas**, ATX Walk Bike Roll Draft Plans have been undertaken to update the Urban Trails, Sidewalks and Bikeways Plans, with the latter not having been updated since its creation in 2014; and

**Whereas**, public outreach is explicitly stated as part of the ATX Walk Bike Roll process in crafting these updates; and

**Whereas**, one of the Bicycle Plan's main goals is to increase mobility choices through building the All Ages and Abilities Bicycle Priority Network to connect neighborhoods, nature and points of interest; and

**Whereas**, the ATX Bike Plans do not include specific criteria for choosing safe bike routes and lanes despite National Association of City Transportation Officials' (NACTO) and other entities having established criteria for selecting and implementing bike facilities to "grow bicycling as a safe, equitable mode for the majority of people"; and

**Whereas**, the Zoning and Platting Commission passed a unanimous recommendation in 2020 that included proposals to improve public engagement and specific suggestions for the Transportation Criteria Manual including determining when to employ speed humps on bicycle routes and ensuring safe intersections on bikeways including a maximum slope into an arterial; and

**Whereas**, bollards that may cause difficulties for cyclists are used to separate bike lanes from auto traffic; and

**Whereas**, bicycle lanes in Austin have been established on substandard roads that have exacerbated safety issues.

### **Now, Therefore, Be It Resolved:**

The City of Austin Zoning and Platting Commission encourages the City Council to recommend that the Bicycle Plans consider the feedback of directly affected neighbors when determining a bike route and then creating a process to evaluate the impact and safety of the route after it has been installed; and

Requests that existing bicycle use patterns such as schools' bike trains be prioritized in developing All Ages and Abilities routes; and

Asks that the Bike Plans enumerate and follow best practices in Improving Austin's All Ages and Abilities network as established by NACTO and model cities such as Seattle; and

Special attention be placed on determining minimum road widths for adding a bike lane, maximum slopes for All Ages and Abilities intersections, engineering bollards that are safe for cyclists and developing criteria for the installation of speed humps.