



**BOARD/COMMISSION RECOMMENDATION**  
**Bicycle Advisory Council**  
**Recommendation Number 20230321-001: 2023 Austin Bicycle Plan**

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; and

WHEREAS all citizens of Austin deserve the right to walk, ride bicycles and use alternatives to motor vehicles without the risk of serious injury and death; and

WHEREAS, the City of Austin's previous Bicycle Master Plan, adopted in 2014, has been largely successful in increasing the number of people who bike to work and in improving safety for all road users; and

WHEREAS, since the adoption of the 2014 Bicycle Master Plan, the City of Austin has installed 232 miles of bike facilities, including protected bike lanes, neighborhood bikeways, and shared-use path; and

WHEREAS, a new bicycle plan is currently under development for the year 2023, which seeks to build upon and accelerate the vision from the previous plan and promote cycling as a safe, accessible, and sustainable mode of transportation in Austin; and

WHEREAS the City of Austin is committed to addressing historical inequities and using an equity framework to inform decisions related to transportation planning, recognizing the importance of ensuring that all residents, regardless of race, ethnicity, income, ability, or geographic location, have equitable access to safe, affordable, and convenient transportation options; and

WHEREAS, the goals of constructing a safe, well-connected bicycle network that effectively serves key destinations is challenging due to existing low-density land use; and can be in conflict with goals of building an extensive network in areas of lower density;

WHEREAS the implementation and maintenance of the Bicycle Plan requires significant financial investment, and the primary barrier to its implementation is the availability of funds; and a large part of funding from the City of Austin to fund the ATX Walk Bike Roll plan originates from historically large mobility bond measures.

THEREFORE BE IT RESOLVED, that the BAC endorse the 2023 City of Austin Bicycle Plan draft with the following recommendations:

- Direct the City Manager to allocate consistent funding for the Bicycle Plan from the general city budget, as is done for motor vehicle infrastructure.

BE IT FURTHER RESOLVED, that the BAC request the following changes to the plan, with respect to the prioritization and completion of the All Ages and Abilities (AAA) Network:

- Provide a single authoritative planned map of the AAA network, that is easily accessible and regularly updated;
- Provide timely updates to popular navigation apps in order to serve users of the network where they are likely to look for directions;
- Allocate resources, and define a plan to incrementally upgrade existing infrastructure of the All Ages and Abilities Network to comport with the NACTO design standards, especially critical corridors with high usage; and
- Prioritize projects that solve critical connectivity needs, especially those that facilitate connecting the AAA network safely across TxDOT right of way (e.g. I-35, MoPac, SH 71), or in places where connectivity is limited by rail or natural obstacles (e.g. Oltorf Rd).

BE IT FURTHER RESOLVED, that the BAC request the following changes to the plan, with respect to the evaluation and measurement of success of the AAA network:

- Better differentiate (i.e. in maps) elements of the AAA network that meet the highest criteria of design and safety from lower-quality or older infrastructure, and consider more difficult to achieve performance metrics such as the number of fully protected and separated miles of bicycle infrastructure;
- Enact granular measurement of success at the bikeway level, rather than at city or district levels, to identify critical bikeways that may be amenable to further improvements; and
- Revise the performance metrics in Chapter 5 (“Measuring Success”) to measure the effectiveness of promoting higher usage rates among BIPOC and low-income populations, rather than simply miles of bike lanes constructed that potentially serve those populations.

BE IT FURTHER RESOLVED, that with respect to Neighborhood Bikeways—which received criticisms from the BAC in previous sessions due to their lower safety and comfort standards—the BAC recommends to:

- Consider removing parking and implementing other low-cost safety improvements across any neighborhood bikeway that is featured on the AAA map;
- Reduce speed limits on Neighborhood Bikeways to 10 mph, similar to the target speed for a Level 0 Street;

- Adopt best practices for Neighborhood Bikeways from peer cities such as Portland, and aim to limit auto trips to 1,000 auto trips per day. The plan should direct the City to implement calming measures, lower speed limits, or find diversions when auto traffic volumes are above 1,500 auto trips per day; and
- Consider installing traffic diverters that allow bicycle and pedestrian traffic, but restrict through motor vehicle traffic, such as diagonal diverters and half closures.

BE IT FURTHER RESOLVED, that with respect to shared bicycle and pedestrian intersections the BAC make the following recommendations:

- Increase the minimum thresholds of width required to intermix pedestrians and bicycle traffic— especially at crowded protected intersections— to minimize discomfort for pedestrians and cyclists and reduce the probability of bicycle-pedestrian conflict;
- If width is not sufficient for shared pedestrian / bicycle intersection, prefer on street bicycle lanes with curb protections (e.g. Berkman Dr and Zach Scott St);
- Wherever possible, maintain straight lines for cyclists (avoiding sharp turns) and clear demarcation of separation between cyclists and pedestrians and identify existing protected intersections that don't meet such standards (e.g. Manor Rd); and
- Avoid encroachments onto shared protected infrastructure (e.g. utility poles), and if not possible to remove ensure shared path is sufficiently wide to avoid obstacles.

BE IT FURTHER RESOLVED, that with respect to the bikeway toolkit, the BAC recommends:

- Avoid the use of chip seal resurfacing from the toolkit, especially in protected lanes where gravel settlement is not speed up by motor vehicle traffic (e.g. East 5th street). If it's not possible to avoid chip seal, develop a standard to avoid loose cheap seal, such as selecting a finer-grained gravel, or using mechanical means to smooth the surface
- Avoid usage of slip lanes for vehicle traffic when they intersect with a AAA bikeway (e.g. slip lane of Cherrywood Ln at Manor Rd);
- Remove the use of diagonal back-in parking where they may conflict with bicycle lanes (e.g. Congress Ave, Dean Keeton St); and
- Consider the usage of parallel parking protected bicycle lanes in places where there is no protected bike lane, and parking will not be removed (e.g. Congress Ave).
- If chicanes or curves are used for traffic calming, ensure that bicycle lanes continue on a straightward trajectory, or include physical barriers to prevent collisions between motor vehicles and bicycle (e.g. E.M. Franklin Ave); and
- Avoid switching from a two way bikeway to one way bikeway—to avoid motor vehicle interactions— and instead consider removing parking or other obstacles to continue bikeways separately in each direction (e.g. Barton Skyway, and Shoal Creek north of Foster).

BE IT FURTHER RESOLVED, that with respect to Climate Resiliency:

- Increase shade at intersections where cyclists or pedestrians must wait for more than fifteen seconds.
- Configure intersection signals so that cyclists and pedestrians are given priority.

Date of Approval: 21 March 2023

Vote: Unanimous

Attest: Les Case, Bicycle Advisory Council Chair

A handwritten signature in black ink, appearing to read 'Les Case', written in a cursive style.