



BOARD/COMMISSION RECOMMENDATION
Bicycle Advisory Council
Recommendation Number 20230418-005: Mokan Trail Preliminary Engineering Phase
Virtual Open House

WHEREAS, the City of Austin has set a goal to build a world-class urban trail system that equitably connects all of Austin so that people of all ages, abilities, and backgrounds can travel from one end of the city to another in a safe and healthy way, and;

WHEREAS, the Austin Strategic Mobility Plan aims to achieve a 50-50 modal split by 2039, with 50% of trips made by modes other than driving alone, such as biking and walking, and;

WHEREAS, urban trails are defined in the ATX Walk Bike Roll plan as "physically separated from motor vehicles" and should provide a "comfortable way to walk, bike, and roll separate from cars," and;

WHEREAS, the Mokan trail is a 1.5-mile urban trail that will connect an existing protected bike path on Pedernales Street to the Southern Walnut Creek Trail system, and;

WHEREAS, the Mokan trail is a key connector from the two of the highest quality trails that exist in the city of Austin: the Lance Armstrong Bikeway and the Southern Walnut Creek Trail, and;

WHEREAS, the Mokan trail is envisioned to be part of a 30-mile "Big Loop" that circumnavigates the City of Austin, and;

WHEREAS, the City Council designated the project as a Tier 1 (high priority) trail in 2021 following advocacy and support from neighborhood groups, local environmental organizations, and community leaders, and;

WHEREAS, Austin Public Works is developing a .75-mile section of the trail and has asked for community feedback via a Preliminary Engineering Phase Virtual Open House.

THEREFORE, BE IT RESOLVED, that the Bicycle Advisory Council (BAC) recognizes the importance of the Mokan Trail, and urges Austin Public Works to prioritize the following recommendations to ensure that the Mokan trail project meets the standards of a world-class urban trail system, Tier 1 trail standards as set forth the 2023 Urban Trail plan.

BE IT BE FURTHER RESOLVED that the BAC makes the following recommendations for Section 1, near the CapMetro Maintenance Facility—which requires a temporary route on the north side of the railroad tracks due to upcoming coordination with CapMetro on the Green Line project:

- Ensure that safe railroad crossings, as close to 90 degrees as possible for the safety of cyclists;

- Ensure a safe—preferably signalized crossing—at North Pleasant Valley Road, that is well marked and includes traffic calming measures as it approaches the trail crossing;
- Along the temporary section of the trail that must run along N Pleasant Valley Rd, construct a fully protected bikeway (with flex posts) that separates pedestrian, bicycle and motor vehicle traffic.

BE IT BE FURTHER RESOLVED that for Section 2, from CapMetro Rail Line to Tillery Street the BAC does not find a Neighborhood Bikeway treatment to be acceptable for a Tier 1 trail. Instead, we strongly recommend that the city provide:

- A fully protected bikeway (using flex posts or concrete barriers) that separates bicycle from motor vehicle traffic
- Traffic diversion methods which only allow local traffic (ideally in only one direction), to minimize through vehicular traffic as much as possible.

BE IT BE FURTHER RESOLVED that for Section 3 from Tillery Street to Cherico Street, the BAC does not find a Neighborhood Bikeway treatment to be sufficient along Sellers St, and therefore we recommend:

- A fully protected bikeway, that is separate from all vehicular traffic;
- Closing Sellers St to non-local traffic, possibly by reducing the street to one direction, which may allow sufficient space for a fully protected and separate bikeway.

BE IT BE FURTHER RESOLVED that for Section 6 from Boggy Creek to Bolm Road we recommend:

- A signalized crossing with traffic calming measures that ensure a safe crossing across Springdale Rd

Date of Approval: 18 April 2023

Vote: Unanimous

Attest: Les Case, Bicycle Advisory Council Chair

