

**Bicycle and Pedestrian Advisory Council  
Robert Dedman Drive Recommendation  
Recommendation 20230221**

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 the purpose of the Pedestrian Advisory Council (PAC) is to advise the City of Austin and other jurisdictions on all matters relating to pedestrians, pedestrian infrastructure and individuals of all ages and abilities who walk;

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

WHEREAS January 28, 2019, Anthony John Diaz was killed while riding his bike on the University of Texas (UT) Campus on San Jacinto Blvd, which now runs parallel to Robert Dedman Drive;

WHEREAS, On August 30, 2019 the City of Austin and UT executed an Interlocal Cooperation Agreement regarding the realignment of a portion of the existing Red River Street and construction of the new Robert Dedman Drive, to be built by UT;

WHEREAS, Robert Dedman Drive was the first private road in Austin to be built according to the updated Transportation Criteria Manual standards for pedestrian and cyclist infrastructure;

WHEREAS, UT maintained pedestrian and cyclist access on Red River Street or a nearby detour throughout the construction process of the Moody Center and Robert Dedman Drive;

WHEREAS, UT used their discretion to include a number of safety enhancements for pedestrians and cyclists including the placement of Pedestrian Hybrid Beacons (PHB), on curb loading zones, bollards, and additional separation between the sidewalk and bike lanes;

THEREFORE, BE IT RESOLVED, that the BAC and the PAC commend UT on the completion of the Robert Dedman project and their willingness to improve pedestrian and cyclist safety in and around the UT Campus;

BE IT BE FURTHER RESOLVED the BAC and the PAC request that the City of Austin use the Interlocal Cooperation Agreement signed with UT as a model for developing pedestrian and cyclist connections through private developments;

BE IT BE FURTHER RESOLVED the BAC and the PAC request that UT make the following improvements to Robert Deadmean Drive:

- I. Install signage to ensure cyclists and pedestrians are protected during the double green turn signals at the intersection of Robert Dedman Drive and Clyde Littlefield Drive;
- II. Ensure cyclist access to Robert Dedman is maintained during special event closures of Clyde Littlefield and Manor at the I-35 crossing;
- III. Develop policies to ensure university vehicles do not obstruct the bike lane and sidewalk, and designate detours when university events require the blockage of a bike lane or sidewalk; and
- IV. Work with the City of Austin to improve connections to the Robert Dedman Bike Lane to the All Ages and Abilities Network;

BE IT BE FURTHER RESOLVED the BAC and the PAC request that the City of Austin consider the following improvements to improve connectivity with the Robert Dedman Bike Lane:

1. Remove back-angle parking on Dean Keeton in favor of protected bike lanes and an extended sidewalk;
2. Improve the bike lanes on City of Austin's alignment of Red River Street to match the quality of the bike lanes on Robert Dedman Drive; and
3. Prioritize building connecting routes to Robert Dedman Drive on City of Austin Right of Way to the North of Robert Dedman Drive, including Medical Arts Street and North Red River Street.

Date of Approval: March 21<sup>st</sup>, 2023

Record of the vote: 7-0 with members Kathryn Johanson and Ali Sobhani absent

Attest: Les Case, Chair, Bicycle Advisory Council and Spencer Schumacher, Vice Chair

