



BOARD/COMMISSION RECOMMENDATION

Bicycle Advisory Council

Recommendation Number 20240220-007: Airport Boulevard & the Corridor Program

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, On April 26, 2018, City Council [Resolution No. 20180426-028](#), allocated \$1.5 billion Corridor Construction Program for nine major Austin corridors, including Airport Boulevard from US 183 to North Lamar Boulevard;

WHEREAS, In July 2022, the Corridor Construction Program broke ground on the Airport Boulevard segment between North Lamar Boulevard and 55th Street, which is now nearing completion;

WHEREAS, in the Spring of 2023, the Corridor Construction Program and Corridor Program Office were folded into the newly created Capital Delivery Services (CDS) Department;

WHEREAS, the BAC is seeking to develop a working relationship with CDS but has struggled to find open lines of communication;

WHEREAS, on January 20th, 2024, BAC members, along with members of the community, completed a ride-along on the corridor to inform the following recommendations to CDS;

WHEREAS, while the BAC has observed that the conditions on Airport Boulevard were vastly improved from its previous iteration, members were also concerned by many substandard design choices, including design choices that are not allowed under the current Transportation Criteria Manual (TCM) guidelines (see [Appendix](#), [Image A](#));

WHEREAS, these design options often put bicyclists and pedestrians in frequent conflicts with motor vehicles, especially at driveways for highly visited shopping and commercial centers;

NOW, THEREFORE, BE IT RESOLVED, the BAC recommends that Capital Delivery Services take immediate action to resolve safety issues on Airport Boulevard:

- Work with the Mobility Management Center to ensure all pedestrian signals are set to automatically recall and provide walk signs coordinated with green lights and leading intervals for pedestrians, including at:
 - Denson and Airport, Guadalupe and Airport
- Add signage indicating that bicyclists may use the pedestrian signal and that turning traffic must stop for bicyclists and pedestrians so that motorists are not confused by bicyclists in the crosswalk
 - Alternatively, bike signals may also be appropriate
- Use rumble strips on driveways to discourage motorists from blocking shared-use paths when waiting to turn ([Image B](#))
- Prohibit right turns on red when a bicyclist or pedestrian is present at all intersections that cross the Red Line Trail, as there is two-way bicycle traffic ([Image I](#))
- Per Section 4.1.2(H) of the TCM, all shared-use pathways should “identify pedestrian and bicycle assignments utilizing pavement markings to separate pedestrians and bicycles with a solid line in the center of the path and pedestrian and bicycle pavement markings on either side of the line
- Add signage notifying bicyclists of sharp turns ([Image C](#))
- Modify the curb leading into the intersection with Justin Ln to provide a physical barrier, as the current interaction is unsafe for eastward bicycle traffic. This is especially true further west from the intersection where only flex posts separate potential head-on collisions between motor vehicles and bicycles ([Image D](#))
- Clarify when the bike lanes and shared-use paths are one-way and two-way;

BE IT FURTHER RESOLVED, the BAC recommends that Capital Delivery Services evaluate methods of incorporating the following changes into the corridor:

- Add medians at high-conflict points, such as the Crescent Shopping Center
 - Alternatively, left turns should be prohibited out of driveways in high-conflict areas
- Work with local businesses to decrease the number of driveways, especially in areas with multiple driveways located next to each other, such as the area just north of HWY 290 ([Image E](#)) and the Crescent Shopping Center
 - If CDS is unable to close additional driveways in high-conflict areas, CDS should raise the bicycle path at as many driveway crossings as possible
- Employ a holistic approach to Corridor development by completing protected infrastructure on nearby major intersections that connect with the Corridor, including
 - Lamar between Airport Boulevard and St Johns Ave is currently an unprotected painted bike lane, and fails to connect the improved sidewalk at St Johns and North Lamar to Airport and North Lamar

- Guadalupe - Ramps missing on the west side of the street north of Airport
 - Just south of 290, by Middle Fiskville Road, prioritize completing the bicycle path along this section of Airport, as there is no current access to the southern portion of the Corridor without dismounting ([Image H](#))
 - Access to the Red Line Trail on the East Side of Lamar Boulevard at Justin Lane
- More actively monitor site plans on corridors to find opportunities to close driveways and should seek to find solutions that limit excessive driveway crossings (such as those currently under construction at a drive-through Starbucks with two driveway crossings within 10') ([Image F](#))
- Evaluate areas for additional pedestrian and bicyclist crossings to connect with neighborhood bikeways, transit, and other connections
 - Specifically, a PHB is needed for bikes to cross at Middle Fiskville Rd north of 56th Street
- Install more street trees for both shade and protection between riders and cars, including at:
 - Guadalupe and Airport; Lamar and Airport
- Install additional lighting in places where there is potential for a high degree of conflict at intersections and driveways
- Consider installing traffic signals at additional intersections, especially those where vehicles must make fast maneuvers to make a left turn and often block sidewalks, such as at Huntland and Airport ([Image E](#))
- Increase coordination with parking enforcement services, especially in areas with frequent incidents of parked vehicles blocking the sidewalk and bikeway ([Image J](#))
- Ensure that all curb cuts to protected intersections are completed ([Image K](#));

BE IT FURTHER RESOLVED, the BAC recommends that Capital Delivery Services incorporate the following changes to future Corridor Program projects and unfinished sections of the Airport Boulevard Corridor:

- Work with other departments to improve land use to diminish driveways
- Ensure all driveway crossings are raised to avoid issues with uneven slopes and to indicate to motorists that they are entering pedestrian and bicyclist facilities ([Image E](#))
- Make a greater effort to involve public feedback in designs before construction
 - Update the Corridor Program [website](#) with current information including updated project timelines, and contact information for project liaisons
 - Allow for public comment on final designs before construction
 - Publish final design schematics in a publicly available place
 - Follow the example of TPW in providing the BAC with updates regarding major bicycle projects and soliciting feedback

- Ensure that Corridor Program Projects are built to current TCM guidelines
 - For example, under no circumstances should an 8' SUP be built ([Image A](#));

BE IT FURTHER RESOLVED, that the BAC invites any and all CDS staff to present at any future BAC meeting to continue the conversation.

Date of Approval: 2/20/2024

Vote: 7-0 with Heather Buffo abstaining

Attest: Natalie Leone

Appendix



Image A.

The Airport Blvd Corridor is inconsistent in width. Here we measured shared-use paths with concurrent sections 8' wide (below the minimum required width under the TCM) to 12' wide.



Image B.

A car blocking the bike path while waiting to turn right onto Airport Blvd from Jack in the Box at 6419 Airport Blvd.



Image C.

A dangerous sharp turn for bicyclists to merge back into a shared-use path near the intersection of Airport Blvd and Jacob Fontaine Blvd.



Image D.

The intersection of Justin Ln and Lamar Blvd, facing east on Justin Ln following recent changes.



Image E.

The Northbound SUPs on Airport Blvd just north of HWY 290 feature more driveway cuts than actual curb-separated pathways.



Image F.

The intersection of Huntland Dr and Airport Blvd, facing north on Airport Blvd. Cars frequently block the path due to unsignalized left turns.



Image G.

A newly built Starbucks at 6903 Airport Blvd features two driveway cuts within 10' of each other, creating two new conflict points in an already high conflict area.



Image H.

A missing link on the south end of the corridor pictured here at Middle Fiskeville Rd and E Koenig Ln makes the project inaccessible. Riding further south on Airport requires a dismount.

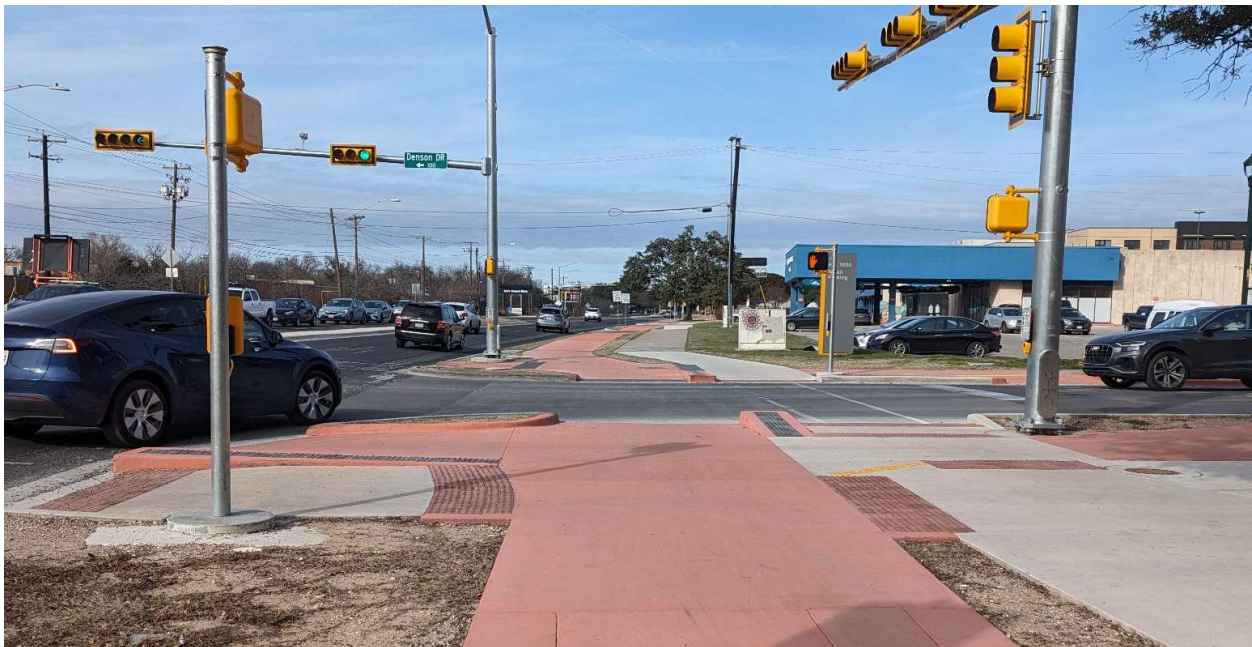


Image I.

At Denson Dr and Airport Blvd, facing north on Airport Blvd, it is unclear if bicycles can move through intersections without pressing the pedestrian walk button, and cars have unimpeded right turns on red (and on green), making it likely a right-hook will cause a collision. This issue is commonplace on the corridor.



Image J.

Sections of the path are frequently blocked by parked cars (e.g. here at Guadalupe St and Airport Blvd facing north on Airport Blvd), requiring increased parking enforcement.



Image K.

Several sections have missing curb cuts for bicycles to access protected intersections (e.g. here at Guadalupe St and Airport Blvd, facing north on Guadalupe).