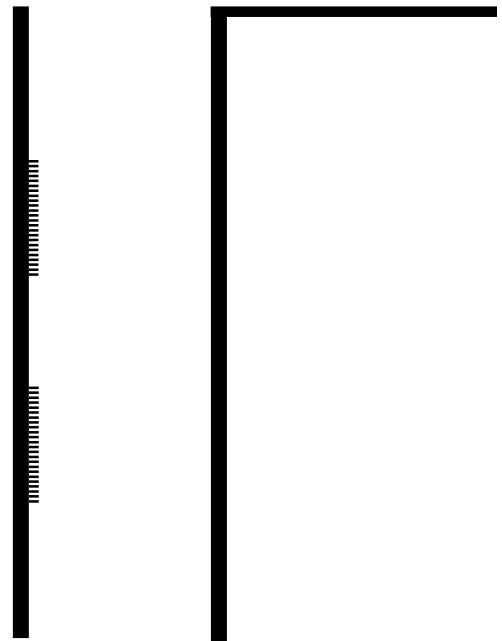
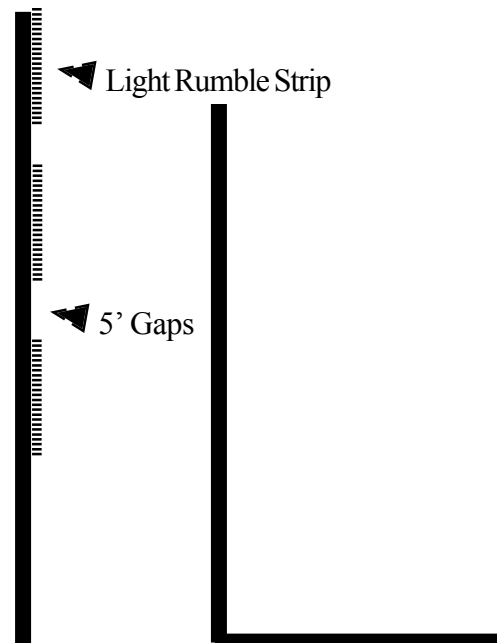


Proposal A: Light “Rumble Strips” to alert drivers who cross over onto the shoulder. Rumble Strips sometimes can be a bit of a hazard to cyclists -- very rough spots in the road can cause an inexperienced cyclist to lose control. However, if the rumble strips could be made to be fairly light -- shallow grooves, cut 6 inches wide -- that would minimize the danger to cyclists. Overall, the improved safety to cyclists by alerting automobile drivers to their “drifting” across the solid white line onto the shoulder is far, far greater than the minor dangers created by the rumble strips themselves.

We would also recommend that 5’ gaps be created in the rumble strips at regular intervals. On rare occasions, a cyclist does need to enter the flow of traffic (usually because a stalled car or some other obstacle has blocked the shoulder). For those rare occasions, these gaps would provide a smooth and safe path off and back on the shoulder.

And of course, rumble strips should not be placed in close proximity to intersections.

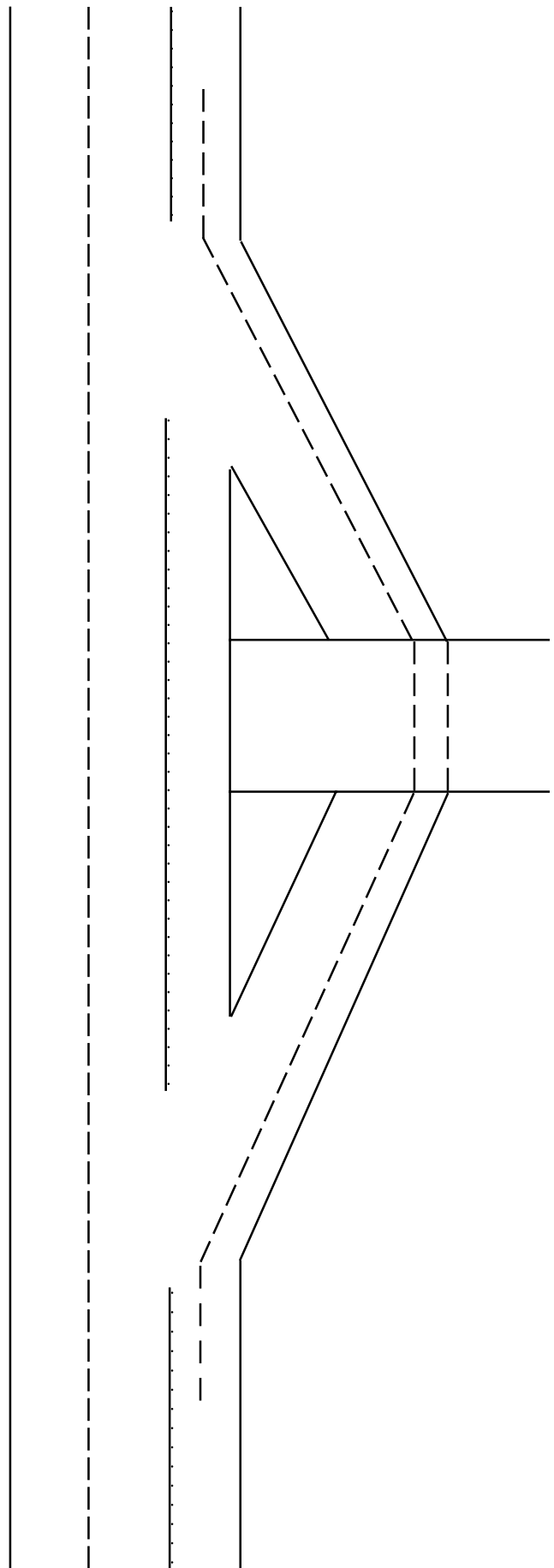


Proposal B: At the intersection of Loop 360 and Bee Cave Road (2244), and at the intersection of 360 and 2222, paint a recommended bike path encouraging cyclists to go down the exit ramp and then back up the entrance ramp. This would caution cyclists against the dangers of attempting to cross the exiting flow of automobile traffic.

What is depicted here is a dashed line that starts some distance before the exit, encouraging cyclists to move to the right of the shoulder, and travel down the exit ramp. What is not depicted here, although it is highly recommended, are painted graphics clearly indicating that this is a bike path.

The southbound entrance ramp from 2222 is somewhat more complicated than is depicted here, but the principle could still be applied.

Note: The rumble strips (Proposal A) are depicted here as well, with clear breaks where cars would be entering or exiting the flow of traffic.

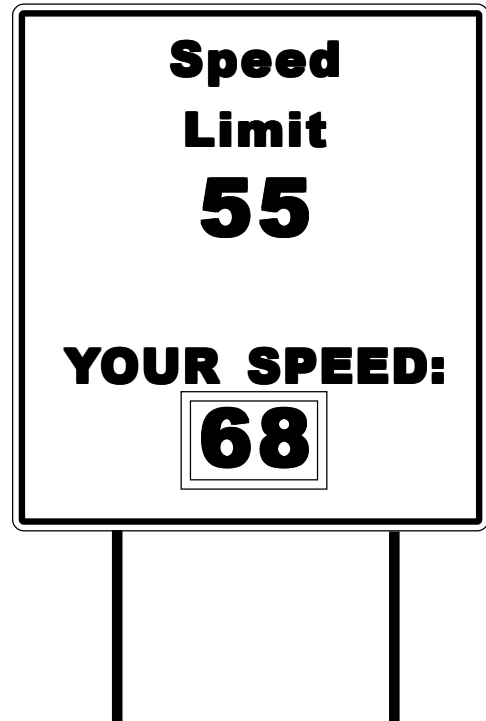


Proposal C: Improved Signage. Many people apparently believe that cyclists do not have a right to travel as lawful vehicles on Loop 360. A few well-placed signs can easily dispel that myth.

These signs should be large, and they should be placed near “hazard zones,” such as Bee Cave Road, 2222, and Mo-Pac.

Also, many motorists treat Loop 360 as though it was a limited-access expressway, instead of a high-volume highway with traffic lights and limited visibility. Better signage to control speeding would cut down on accidents.

We recommend the automated radar signs that remind people of the speed limit and provide feedback about their current speed. These signs have been shown in controlled studies to be highly effective for reducing traffic speed -- much more so than increasing the number or size of traditional speed-limit signs.



Proposal D: A Tasteful Memorial. The Austin Cycling Association would like to raise funds and coordinate an effort to commission the creation of a memorial to honor the memory of slain cyclists, and we would like to place that memorial in an appropriately visible location on Loop 360.

The ACA would work with TXDOT to determine specifications for the size, aesthetic, and placement of this memorial, and the memorial would serve to heighten public awareness of the dangers of irresponsible driving and the importance of cycling safety.