

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

City Hall
301 W. 2nd Street
AUSTIN, TX 78704
June 21, 2012

PARTICIPANTS:

Jason Abels – BAC Vice Chair
Ellen Gibbs - BAC
Tommy Eden – BAC
Mike Kase – BAC

Allison Kaplan - BAC
Richard Faidley – BAC
Shelia Molina - BAC
Myndi Swanson – Alt BAC
John Bartle – Alt BAC

Elliot McFadden – Alt BAC
Tom Wald – Alt BAC
Tom Thayer – Alt BAC
Jacob Calhoun – Alt BAC

STAFF PRESENT:

Nathan Wilkes

Annick Beaudet
Nadia Barrera

Jesse Duncan

GUESTS:

Christopher Stanton
Sam Holloway
Adrienne White
Patrick Jones

Juliana Furiioso
Rich Hollenbeck
Noni Jarnagin

Tom Linehan
Gonzalo Camacho
Jolinda Marshall (CapMetro)
John-Michael Cortez (CapMetro)

1. Introductions – Mr. Abels begins the meeting with introductions
2. Review and Approval of May Minutes - After adding a few changes, there is a motion to approve by Mr. Abels which is seconded by Mr. Kase and approved by the group.
3. Items from BAC –
 - Action: Bicycle Parking Code Amendments – Ms. Gibbs asks if code amendments refer to new developments or changes of use. Ms. Beaudet responds that the majority is for new development; however variances and changes of use are addressed as are parking reductions, end of use facility incentives, and more. A key portion of the amendments is the exclusion of cocktails bars and restaurants per the recommendation of the Codes and Ordinances Commission. Ms. Gibbs also clarifies that the underlined portions are the additions to the Code. Ms. Beaudet confirms that they are. Ms. Beaudet also mentions that staff worked with the Planning Department to coordinate with Sub-Chapter E Design Guidelines. Ms. Beaudet states that if needed, there is time for a technical subcommittee to review and improve upon the existing draft code amendments. Mr. Abels asks what the minimum requirement for bicycle parking would be. Ms. Beaudet states that the minimum bicycle parking requirement is 5% of the parking requirement for motor vehicles. Interested parties can seek an administrative or Board of Adjustment variance to ask for no bicycle parking. Mr. Bartle asks if staff could send out the existing bicycle parking requirements in Appendix A. Ms. Gibbs asks about the remainder of the Code. Ms. Beaudet states that staff will also send out all portions of the Code that applies to bicycle parking. Mr. Eden asks why the requirement for Type I and Type II racks were not mentioned in the draft code amendment. Ms. Beaudet states that the Bike/Ped Subcommittee of the UTC had the same comments, and she suggests the possibility of working together to look at the amendments; additionally, there are currently no specifications for type of parking included in the Code, but it is defined in the Transportation Criteria Manual. Specifying the type of parking is possible, i.e. perhaps requiring bicycle lockers, or some other type of parking. Mr. Eden expresses his concern over Type II (clam-shell) parking. Ms. Beaudet responds that this would

not be a Code issue, but rather a Transportation Criteria Manual issue. Mr. Wald would like to see a requirement for showers or secure bicycle parking. Ms. Beaudet states that the current amendments are pretty strong already; however, if the BAC would like to strengthen the language, that would be their decision. Ms. Gibbs asks if this is just a jumping off point, and then we can make the language stronger later. Ms. Beaudet states that in the past, developers did not use Subchapter E Design Standards, because the shower incentive was not very well thought out. However, these amendments have already been piloted with existing developers in recent Planned Unit Developments. Mr. Bartle asks if the provision of a shower is an incentive to reduce motor vehicle parking. Ms. Beaudet confirms that it is. Ms. Kaplan asks if the City has changed the minimum parking requirements to a maximum parking requirements. Ms. Beaudet confirms that maximum parking requirements exist in the Central Business District. Mr. Wald moves to have a technical subcommittee review the code amendments. Mr. Abels seconds the motion. Ms. Kaplan, Mr. Eden, Mr. Wald, and Mr. Abels express interest in being part of the technical subcommittee on July 5th and will work with Ms. Barrera to find a room. Ms. Beaudet will make herself available by phone if there are any questions.

4. Items from Staff – 6:50-7:55

- Briefing: 3rd Street, Lance Armstrong Bikeway** – Mr. Wilkes describes the project. Ms. Kaplan asks if 3rd Street is a two-way. Mr. Wilkes responds that it will be converted to a two-way with this project. He then gives the approximate schedule of the project. Mr. Kase asks about loading and un-loading along the project; where will crossings occur for hotels and other uses. Ms. Beaudet confirms that the cycletrack will have unique paving alerting pedestrians to the bicycle crossing. Mr. Wald asks if the gaps shown in the design are for drainage. Mr. Wilkes confirms that they are. Ms. Kaplan asks about the height of the curbs. Mr. Wilkes states that they will be 6” tall and non-mountable. Mr. Wilkes also explains that at Congress, due to the addition of a turn lane, there is not sufficient room for the protected cycletrack. Mr. Wald asks about using a mini curb in that area. Mr. Wilkes states that it is not possible given the turning movements. Mr. Faidley asks why staff is placing a curb on 3rd Street and did not use one on Rio Grande. Ms. Beaudet responds that since this is the Lance Armstrong Bikeway, upper management asked that safety should not be compromised through the Downtown area. Also, Rio Grande had different constraints and different stakeholders. Mr. Eden asks why the color ends west of Nueces. Mr. Wilkes states that staff can look further into that. Ms. Furioso would like to know what percentage of the project does not have curbs. Mr. Wilkes responds that only at Congress Avenue are the curbs removed. Ms. Kaplan asks how this project connects to 4th Street. Mr. Wilkes points out the planned two-way cycletrack on Trinity Street connecting from 3rd to 4th Streets. Mr. McFadden asks if there will be a barrier on Trinity Street as well. Mr. Wilkes states that one is not planned at this point. Mr. Wald asks about the potential of extending the cycletrack southbound. Mr. Wilkes responds that he has considered this option, especially in preparation for a future bike/ped/rail bridge over Lady Bird Lake at Trinity Street.
- Briefing: Rio Grande CycleTrack** – Mr. Wilkes states that staff is aware of the parking problem on Rio Grande and has been actively working to address the problem. Mr. Wilkes states that in October/November staff should be able to include curbs on the project. Mr. Wald asks why there are not bollards at the end of the facility. Mr. Wilkes states that the bollards do not meet current Austin Fire Department standards. Mr. Bartle asks the difference between a 4’ and a 2’ wide buffer shown on the cross sections. Mr. Wilkes states that in the existing project has a 4’ buffer, and a 2’ buffer is planned north of 24th Street. Mr. Bartle states that a 2’ wide buffer would give more space for bikes and that a 2’ curb might be harder to mount. Mr. Jarnagin asks if staff would add the delineators to the curb. Mr. Wilkes responds that it is not currently the plan, but if necessary, staff would consider doing so. Mr. McFadden asks if the curb would be painted. Mr. Wilkes states that painting the curb is not currently part of the plan. Mr. Wilkes did additional research and asked other cities how close delineators should be. He then chose to change the

spacing to every 20'. Staff is prepared to change the spacing to every 10' or 5' if needed. Mr. Kase suggests painting a message on the curbs themselves. Mr. Wilkes states that we could place a "no parking" sign on the curb, but that may not frustrate drivers from pulling over the curb. Mr. Faidley asks where drivers should park. Mr. Wilkes states that there are two commercial service zones at 21st and 23rd Streets and staff is working to split the two zones into more along the street. Mr. Jarnagin states that there is construction on 23rd Street and would like to know how the streetscape will look post construction. Mr. Wilkes states that the development will look like the rest of the street.

- **Response: Request for Resurfacing Schedule to Neighborhoods** –Mr. Wilkes states that staff is able to share the list of street improvements, but it includes 150% more than is possible to improve due to utility clearance and other unknown factors. Mr. Linehan thinks that neighborhoods would like to know when their streets will be maintained, to allow them the opportunity to make changes to the design. Mr. Wilkes states that he could share the list if needed. Mr. Linehan asks about how to allow neighborhoods to know ahead of time of when their streets will be maintained. Mr. Wilkes states that staff is applying for a grant to update the Bicycle Plan for potential cycletrack projects and he will follow up on a possible process. He also states that staff could potentially use the ThinkBike experience from the GreenLane Project to examine the Bike Plan's connection to schools.
- **Briefing: MetroBike** – Mr. Cortez reminds the group of the outreach and feedback they have received from the bicycle community, specifically to address barriers to cycling and riding transit. One of those priorities was more secure bicycle parking. Given that response CapMetro has found funding to construct secure bicycle parking at the Kramer Station. Ms. Marshall introduces the MetroBike shelter. Ms. Marshall reports that they received over 350 responses to their survey, and 75% responded in favor of more secure bicycle parking. Ms. Marshall states that the MetroBike swipe card will be available for \$30 a year. There will also be a work bench, tools, a bench, and 12 U-Racks. Once the demand is established, they could add a double stacked rack. Mr. Werbner asks if there is a photo of the double stack option on-line. Ms. Marshall states they will add a photo once the project is launched. Ms. Marshall states that the parking will be lit 24 hours, is fully enclosed, with surveillance cameras, and cyclists will be required to use their own bicycle lock. The other five parking cages will be located at the Highland Station, MLK Jr. Station, Plaza Saltillo Station, Tech Ridge Park and Ride, and the S. Congress Transit Station. Mr. Thayer asks if the pass will only be available on-line. Ms. Marshall states that is the plan. Mr. Cortez states that the benefit of buying one on-line allows for added security and if it is lost, CapMetro can cancel the card, and issue you a new card. Mr. McFadden asks if the card could be used at any of the stops. Mr. Cortez responds that they will be functional for all stations. Mr. Stanton asks about electrical outages. Ms. Marshall states that she is unsure; she will get back to the group. [Mr. Cortez responded on 7/5 with the following, *"If there is a power outage or network issue access will not be available, but we will do our best to get the shelter up and running ASAP should this scenario happen."*] Ms. Marshall also states that you can call security if you have a problem, they can check that the card corresponds to you, and let you into the cage. Mr. Abels ask if it would be possible to provide an alternative to the Internet. Ms. Marshall states that the Transit store does have an Internet kiosk available to the public. Mr. Linehan states that he lives near Burnet Road, where there will bus rapid transit; he asks if there will be bicycle parking at those stops. Mr. Cortez states that each MetroRapid station will have bicycle parking. Ms. Kaplan asks how closely CapMetro works with the City to have bicycle-friendly connections. Ms. Marshall states that CapMetro works closely with the City. Mr. Cortez states that the parking should be complete by August 1, 2012. Additionally, there will be public art included as part of the project. Mr. Cortez also states that they are looking for some cyclists to pilot the project and asks for volunteers. The website will be launched tentatively the 24th of July and at that point, they will sell 50 swipe cards. Mr. Kase asks if there is any physical security. Mr. Cortez states

that MetroRail police monitor the stations a couple times a day. Mr. Bartle asks how much the bicycle parking cage cost. Ms. Marshall states approximately \$100,000. Mr. Wilkes asks on which side the parking is located. Ms. Marshall responds, south of Kramer Lane, on the other side of the station. Mr. Wilkes asks if there is room for expansion. Mr. Cortez states that it is possible. Mr. Stanton asks if there are any statistics of how long people park at the station, and if they know if people will leave their bicycles overnight. Ms. Marshall states that they do expect users to park overnight. Mr. Cortez states that a possibility would be to ask users to register their bicycles with 3-1-1, or provide their serial number when registering for MetroBike. MetroTrail – Mr. Cortez gives an update on the trail from Highland Station to Crestview Station. Any overruns with the grant will be discussed with Bicycle Program staff. Mr. McFadden asks about the general rails-with-trails plan. Mr. Cortez states that much of the trail has been constructed, or is in construction. Mr. Cortez states that currently rails-with-trails is not included in their 5-year capital planning budget, but when possible they will search for funding to complete the trail. Mr. McFadden states that when this project was passed by voters, there was a promise that this trail would be built, and he would like to see a plan for completion of the trail. Mr. Cortez states that there are segments moving forward towards completion. Ms. Marshall states that CapMetro has been following the existing rails-with-trails study to implement the trail. Mr. Faidley states that since so much of the red line is outside of the City, will CapMetro will be coordinating with those jurisdictions to construct the trail. Ms. Marshall states that they did submit a grant for trails near their rail, but they did not receive the funding. Mr. Cortez also states that they have been given directives to focus in Austin because that is where the bicycle demand currently exists. Mr. Cortez states that 10 buses in their new fleet will receive new bike racks with spots for three bikes. Mr. Cortez states that there is a problem with bicycles on MetroRail with cyclists that leave their bicycle on the train to sit down. He asks that the group get the word out to stay with their bike when on the train. He updates the group on Project Connect. If anyone is interested in providing feedback they can go to connectcentraltexas.com. Mr. McFadden asks what the policy will be for bikes on BRT. Mr. Cortez responds that there are conflicting interests with those in wheelchairs and bicycles, and they are still working to solve this issue. [Mr. Cortez responded on 7/5 with the following, “Initially, standard bikes will not be allowed onboard. There will be a two-position bike rack on the front of the vehicles.”] Mr. Cortez also sent responses on the following two issues:

- Request for some sort of platform announcement reminding folks of proper train etiquette, i.e. letting passengers deboard before trying to board from the platform. *Such an announcement began playing on platforms this past week – great suggestion.*
- How often will Capital Metro be maintaining MetroRapid stations, i.e. emptying trash receptacles, etc? *Stations will be maintained daily.*

5. Announcements/Adjourn –

- Mr. Wald lets the group know that there are CAMPO regional bicycle maps and offers them to the group.
- Mr. McFadden asks for an update on the Lance Armstrong Bikeway on 4th Street and the safety concern at Waller Creek.
- Mr. Abels Moves to adjourn and Mr. Kase seconds