

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

City Hall, Staff Bullpen
301 W. 2nd
August 20, 2013
6:00PM

PARTICIPANTS:

Allison Kaplan – BAC Chair
Tommy Eden – BAC Vice Chair
Ashley Hunter - BAC
Noni Jarnagin – Alt BAC

Tom Thayer – BAC
Mike Kase – BAC
Eileen Nehme – BAC
Nick Warrenchuk - BAC

Chris LeBlanc - BAC
Tom Wald - Alt BAC
Alan Garcia – Alt BAC

GUESTS:

CM Chris Riley
Larry Murphy
Patrick Jones
Lauren Bennett
Rich Hollenbeck

David Orr
Rich Hollenbeck
Michael Cosper
Elliott McFadden
Phillip Bernard
Gwen Jewiss

Juan Wah – CapMetro
Roberto Gonzalez – CapMetro
Ken Cartwright - CapMetro
David Walker
Christopher Stanton

STAFF PRESENT:

Nadia Barrera
Nathan Wilkes
Robert Anderson
David Magana

Shannon Wisner
Eric Bollich
Neil Kopper
Pirouz Moin
Chad Crager

Aleksiiina Chapman
Alan Hughes
Pamela Larson
Leah Bojo

1. Introductions – Ms. Kaplan begins the meeting with introductions
2. Review and Approval of July Minutes – Mr. Kase made a motion to approve the minutes and Mr. Jarnagin seconded. The minutes are approved.
3. Items from BAC –
 - **Briefing** – Seal Coat Season – Mr. Magana describes the Seal Coat Season and modifications that have been made to accommodate a flatter, smoother roadway. Mr. Magana and his staff have worked with the Bicycle Program to use a smaller rock to create a smoother surface. Small rocks are size 6 and larger rocks are size 4. Street & Bridge (S&B) has tightened up their procedure in regards to sweeping. Mr. Cosper asks how S&B determines which roadway gets chip seal. Mr. Magana responds that S&B uses a consultant to determine the quality of the roadway condition on a grade-like system from A-F. Mr. Kase asks about the difference in cost between a 6 and a 4 rock. A 6 is smaller, but does not last as long. A 4 is larger, and lasts much longer. Mr. Stanton asks if S&B has ever used a 6 on one section of the roadway and a 5 on the bike lane section. Mr. Magana responds that they have. Mr. Thayer asks about how the rock affects waterways. Mr. Magana responds that the rock used is clean, comes directly from the vendor, and does not cause pollution to waterways. Mr. Magana also states that S&B relies upon citizen feedback for improvements. Every time a street is resurfaced, a door hang-tag is used that allows for feedback. Mr. Jarnagin asks where

hang-tags are used. Mr. Magana states that hang-tags are used for residences directly adjacent to the street affected. Mr. Jarnagin recommends using the Community Impact Newspaper. Mr. Cosper recommends the Neighborhood Directory e-mails and bicycle groups. Mr. Magana will work with the Public Works Department's Public Information Office to use these resources. The season starts as early as April and lasts as long as the summer heat holds.

- **Briefing and Possible Action** - City Council Action Regarding Pedestrian Advisory Council and BAC – Leah Bojo – CM Riley introduces Ms. Bojo and identifies city staff and others in the room who have been working towards the resurgence of a group called, “Walk Austin.” Ms. Bojo states that the item on the Council agenda would be to have staff work with a group to set up bylaws and a group much like the BAC. Their proposal would be that the PAC would have a direct relationship with the UTC. This could potentially also be used for the BAC. The UTC would hear items coming to Council and the BAC/PAC would hear items coming to staff. Ms. Kaplan asks about the relationship between the PAC and the UTC. Ms. Bojo states that the UTC did not want to add any seats. At each meeting the UTC could have a report on the work of the PAC/BAC. Ms. Bojo states that if the BAC is interested in having a formalized relationship, she would need to have that feedback as she is putting together the Code Amendment for the purposes of the PAC. Mr. LeBlanc agrees that the structure makes sense. Ms. Bojo states that because the UTC is formal and the BAC is not, the Code Amendment would require the UTC to participate with the BAC and the BAC would not necessarily be required to participate in the UTC. Ms. Kaplan reads a proposed resolution.

Ms. Bojo clarifies that the desire of the UTC is that these three groups should not work separately and that the transportation system would benefit from formalizing a relationship. Mr. Wald moves to pass the resolution and Mr. Thayer seconds. Mr. Kase would like to add that he is concerned that we are adding a layer of bureaucracy that would impede the motion of these concerns in a timely way. Speaking to the 4th point of the resolution, to his satisfaction, it has not been demonstrated to him how bicycle and pedestrian issues work in tandem. Mr. Wald would like to amend the resolution to say “often separate from cycling issues.” Ms. Kaplan states that she believes a PAC would be add a quality sounding board that would improve walking conditions throughout the City. CM Riley also responds that there are many issues surrounding building out the sidewalk network including but not limited to development issues, the sidewalk master plan, the sidewalk matrix, etc that could be supported by a PAC. Mr. Kase would like to know why a PBAC would not streamline the process. He states that often times when there is a cycling issue, there is also an adjacent pedestrian/sidewalk issue. CM Riley would like to remind the group that larger issues will still come to Council through the UTC. He also states that there is a diverse group of people that are passionate about walking. Mr. Anderson states that while doing his research he has found that the two groups are most often separate so as to prevent one group from overshadowing the other. Mr. LeBlanc would like to see a sentence added, “The BAC would recommend formalizing its relationship with the UTC.” Ms. Bojo states that the

Council would introduce an ordinance that would ask for a staff member to lead the PAC and formalize the relationship with the UTC. The following passes with a 9-0 vote.

WHEREAS, the Bicycle Advisory Council (BAC) gives feedback to city staff and Council on major projects affecting cyclists; and

WHEREAS, the BAC has become a useful public dialogue between cyclist citizens and City of Austin staff; and

WHEREAS, the BAC recognizes that pedestrian issues are critically important in Austin; and

WHEREAS, the BAC understands that pedestrian issues are often separate from cycling issues;

NOW, THEREFORE, LET IT BE RESOLVED that the BAC would applaud the creation of a separate citizen Pedestrian Advisory Council (PAC), similar in form to the BAC, and would work together with such a PAC. The BAC would also recommend formalizing its own relationship with the UTC.

- **Briefing and Possible Action** - Enhancements Proposals – Traffic Signals for bicycles – Ms. Barrera will include the presentation on the website. Mr. LeBlanc asks about the timing of signals. Mr. Wilkes states that it will be based on a case-by-case situation.
- **Briefing and Possible Action** - Transit Priority Lanes – Ms. Barrera will provide the presentation on the website. Mr. Stanton asks why the cyclist has to yield to the bus. He is concerned that cyclists traveling at an average pace may have to wait every 30 seconds to yield to a bus. Mr. Bollich responds that the Transportation Department did investigate other options, but found that this option was the safest and most efficient for everyone. Mr. Stanton asks what the loading time is for buses. The dwell time is between 20-30 seconds. Regarding frequency of stops on Guadalupe/Lavaca between Cesar Chavez and MLK, there will be only 4 stops. Mr. Wilkes states that there are only two or three bus platforms that actually block the bicycle lane. Those platforms are only for the rapid buses, which would be every 2-3 minutes. Other buses (local stops) would pull into former parking spots near the bulb-outs. In this case, cyclists could move into the bus lane (which is only carrying one bus per minute). Mr. Bollich also points out that the 60 buses per hour frequency only occurs during the peak. Ms. Kaplan asks why the Drag design wasn't considered for the rest of the corridor. Mr. Bollich responds that the parking will remain on the Drag and therefore is unique. Mr. Wilkes responds that in the future there may be an opportunity for a raised cycletrack behind the bus stops. Mr. Stanton asks how the design will prohibit right-hooks. Mr. Bollich states that technically a straight bike lane cannot be adjacent to a right-turn lane and will likely include appropriate signs and markings to direct cyclists through intersections. Mr. Bollich will work with Ms. Barrera to get designs incorporated on the website. Mr. Murphy states as a regular cyclist, he feels comfortable scanning, yielding, and moving into the travel lane, but for new cyclists when the green lane is there, everyone has a better understanding as to how the intersection should operate. Mr. Bollich responds that particularly at Lavaca on 5th and 7th Streets, there are right turning lanes that will need an added bicycle treatment to clarify the operation of the intersections. Mr. Cosper asks

if the #10 will be shifted to Lavaca. Mr. Gonzalez responds that it will in January. There will be an Open House on September 4th in the City Hall atrium from 4-7pm.

4. Items from staff –

- **Briefing and Possible Action** – MetroRapid Schedule – Mr. Cartwright states that the re-surfacing is starting in September and starting in October the testing of the buses will start north/south. The service will begin early next year. Bus Rapid Transit technology testing will begin next month. The second route is North Burnet to North Lamar. The construction just began a couple of weeks ago and will continue until spring of next year and service will start later in 2014. Ms. Kaplan states that the reason the BAC would like to know how the construction will impact cyclists. Mr. Cartwright states that they will be working with City staff to distribute this information. Construction will begin this weekend off of Westgate and near Brodie Lane.
- **Briefing and Possible Action** – Guadalupe Cycletracks – Mr. Wilkes states that S. 1st Street will have buffered bicycle lanes by September 2014. Mr. Wilkes states that most of the outreach for the Drag project was with the University Area Partners. He states that he anticipated that the BAC discussions had been further ahead in regards to one-way cycletracks. Mr. Wilkes states that in the future staff will bring all cycletrack projects to the BAC until the BAC asks staff to do otherwise. He also admits that the detour should have been handled more proactively. Mr. Cosper would like to know how to deal with intersections and how to deal with turning left. Mr. Wilkes will add two-stage turn-queues for left-turning cyclists. Mr. Cosper asks if the cycletrack will have signals at the intersections. Mr. Wilkes states that there will be added signals for the cycletrack. Mr. Wilkes states that the traffic engineers may consider restricting all right-turns on red lights. Mr. Wilkes states that dedicated enforcement officers will be used to enforce parking in the bike lane on Guadalupe. Mr. Stanton states that the crossing at the Co-op will mean pedestrians waiting could block the bikeway. Mr. Stanton asks that a consideration be given for pedestrians yielding to bicyclists. Mr. Jarnagin asks about drainage concerns. Mr. Wilkes responds that the bikeway provides an adequate space for the water to run. Ms. Kaplan wants to know about the City's comprehensive detour policy. Mr. Crager responds that there is a detour policy that will be implemented within the next month. Less than 3 days and 35 miles an hour or less would not trigger the detour policy. Mr. Zakes asks if a vehicle density could also be considered. Mr. Crager responds that ideally a bicycle facility will remain open during construction. Mr. Zakes states that the experience was much like running into a cliff or placing a barrier right in the middle of IH-35 without warning. Ms. Kaplan asks if the BAC would consider supporting the design. Mr. Zakes asks the group to consider riding the facility first before approving the design. Mr. Hollenbeck states that at MLK and the right-turn lane, he is concerned that motorists will not see cyclists with enough time to yield. Mr. Kase states that the design is exceptional and he trusts that the facility will work as designed.

Mr. Kase moves to “approve the current design [<http://austintexas.gov/article/guadalupe-street-mlk-24th-interim-improvement-project>] for the Guadalupe cycletracks and appreciates the Bicycle Program staff commitment to bring these types of projects to

the BAC in the solution and to handle future detours proactively.” Mr. Wald seconds the motion. Mr. Deloney asks if the design was brought to the BAC before the MetroRapid stop was installed, and if not, then this would be the issue. Ms. Kaplan states that in general the Bicycle Program has been good about bringing innovative solutions to the BAC. She also states that what Mr. Wilkes said at the beginning of the meeting was key, in that the Bicycle Program thought that the bicycling community would be okay with the design. The solution, as stated would be to bring all cycletracks to the BAC until such time as the BAC asks for them to no longer be presented. There was no dissent and the resolution passes.

- **Briefing and Possible Action** - Zach Scott Cycletracks (Mueller) – Mr. Wilkes states that Zach Scott Drive was brought to the Bicycle Program due to speeding problems. The Bicycle Program successfully convinced the development to approve a two-way cycletrack. He will bring the item back to the BAC next month. [NOTE –This will be postponed until October.]
- **Briefing and Possible Action** - South Lamar as an all-ages Facility – Eileen Nehme
POSTPONED UNTIL NEXT MONTH
- **Briefing** – 24-Hour Pilot Project - Ms. Nehme reports that people were using the trails before the curfew and after and that the response from their survey found that overall, respondents were happy that there was police protection added to the trails and that people were using the trail before the curfew was lifted and after the curfew was lifted. CM Riley states that the bulk of the budget would be removed from the 24-Hour Trail project and that APD would have to use average overtime funds to cover the trails. Mr. LeBlanc agrees that overtime use does not justify the cost. Mr. Kase asks about the legality of riding the trails at night. CM Riley states that it is currently legal to ride on the designated trails, but it is not legal to walk. CM Riley verifies that the group would like to see the 24-Hour Trail to continue whether or not APD is funded. The group agrees that is reasonable.
- **Briefing and Possible Action** - Reconnect Austin, Letter of Support – Ms. Kaplan reads her draft letter and the group provides constructive edits. A discussion regarding affordability and the BAC’s role in including language regarding affordability ensues. Mr. Walker states that the purpose of the letter is to ask TXDOT to include the Cut and Cap option as part of their analysis. Mr. LeBlanc moves to approve the letter as written with the friendly edits. Mr. Thayer seconds. The motion passes with two opposed (Ms. Nehme and Mr. Wald).

6. Proposed Items From Staff for Future Meetings:

- Language of 3’ Law
- South Lamar as an all-ages facility

7. Mr. Kase motions to adjourn and Ms. Thayer seconds.