

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

Austin City Hall, Room 1029
301 W. 2nd
May 20, 2014
6:00 p.m.

PARTICIPANTS:

Mike Kase – BAC Chair
Christopher Stanton - BAC Vice Chair
Tommy Eden – BAC
Sophia Benner – BAC

David Orr – BAC
Tom Thayer – BAC
Pete Wall – Alt BAC

Tom Wald – Alt BAC
Tom Hilde – Alt BAC
Alison Kaplan – Alt BAC

GUESTS:

Lt. Christian Malanka – APD
Lt. Gary Hanna – APD
Luke Urie – PAC
R Wheeler – JJSNA
Steven Gallaway

Stanton Truxillo – UTC
Dayton Crites – DW
Michael Sledge – PAC, SRCC
Joel Meyer

Michael Cospes
David Tucker
Sounthaly Outhavong
Malcolm Yeatts – EROCNP

STAFF PRESENT:

Aleksiina Chapman
Robert Anderson - PAC

Nathan Wilkes
Francis Reilly – PDRD

Nadia Barrera

1. Introductions – Mr. Kase begins the meeting with introductions.
2. Review and Approval of April Minutes – Mr. Kase moves to approve the minutes with amendments and Mr. Stanton seconds. The minutes are approved.
3. Items from BAC –

Briefing and Possible Action: Review of APD Relations with Cyclists – David Orr

Mr. Orr introduces the review of APD Relations with Cyclists.

The San Jacinto intersection sting puts to question the general relationship between people who bike and APD. The Great Northern attempted assault with the dispatcher who declined to dispatch a vehicle unless somebody was hurt or injured was disturbing. Mr. Orr would like to know the official APD dispatch policy in the case of an attempted assault with a vehicle against a cyclist.

Lt. Hanna introduces himself as the supervisor of the detective investigating the Great Northern incident. Lt. Hanna says if somebody is trying to hit another person with a vehicle it is considered an assault with a deadly weapon. The Great Northern event had no records of a call to 911 connected to the incident and there were no records of a 311 call being submitted either. The detective put his contact information on the internet and could not find first hand witnesses or victims. Eventually, one report which was submitted over the internet was found related to the case. Internet reporting has some built in lag-time and the report had not made it through the system by the time they were

searching for it. APD is still trying to contact the person who submitted the report and have not connected. Mr. Orr asks if all calls to 911 are recorded. Lt. Hanna replies that they are, but that 311 calls are not always recorded. Though, Lt. Hanna would have expected multiple calls given the amount of people who had been affected. The incident is still being tracked and the vehicle is trying to be found. Mr. Orr asks if they had tracked down the person who posted that they tried to call 911. Lt. Hanna said that he believes that the poster was posting 2nd hand information. Lt. Hanna does not think that the incident is as it sounds on social media. Mr. Kase wants to confirm that in a scenario of this magnitude an officer would normally be dispatched, regardless of what happened in this case. Lt. Hanna emphasizes that the wording of the emergency phone call makes a huge difference. Mr. Anderson describes a personal incident where a police officer refused to respond even with first hand witnesses present. Lt. Malanka says that if this incident happened within the past couple years it can be traced with a case number unless the officer decided not to list the incident. Mr. Stanton asks theoretically what the proper response would be if an officer refuses to report an incident, and if the proper response is to take the case to municipal court. Lt. Malanka replies that you have rights as a citizen that you can use outside of a negative situation. In Mr. Anderson's case, the officer was correct that he cannot issue a citation without having been a firsthand witness himself. It seems to Mr. Anderson that there are a huge range of possible responses. Lt. Hanna says that the response is very dependent on how the incident is explained to the officer and whether or not the officer believes you. Ultimately it is up to the district attorney's office to decide if they believe that there is a case to move forward with. Mr. Stanton asks what would be the minimum response an officer is expected to perform- not in an extreme case, but case similar to the incident Mr. Anderson described- and if there should absolutely be a report filed so that civil action can be taken by the individual following the incident. Lt. Malanka says that the officer is expected to act based on what he believed occurred. Mr. Stanton would like to know what wording is needed for an incident report to get filed. Lt. Malanka says that you should ask the officer to file an incident report. Mr. Cospers describes an incident where a beer bottle was thrown at him and a license plate number was recorded. APD arrived at the scene and Mr. Cospers requested a report be written and APD did not want to write a report. Lt. Hanna says that if you ask for a supervisor they have to call them on the scene. Mr. Kase says that the BAC would certainly like some clarification on what kind of information is needed to get an officer there.

Lt. Hanna changes topics to the traffic enforcement initiating on San Jacinto and Speedway. This was not a bicycle specific initiative; it was a traffic initiative that looked at bicycle, vehicles, and pedestrians. This was a bottom-up operation initiated by officers. The officers spent three hours per week for three months on the initiative. Each week was a different focus: bikes, pedestrians, or vehicles- and it rotated every three weeks. The first half of the initiative issued mainly warning tickets and the second half, mainly citations. The initiative took place in February, March, and April. The citations were split as follows:

	Warnings	Citations	Arrests
Pedestrians	76	10	1
Bicycles	176	131	1
Vehicles	61	41	0

Lt. Hanna says that once the operation was completed an analyst found 25 per cent fewer crashes reported in this area compared to 2013. There were 133 crashes in 2013, 100 crashes over same period in 2014. Ms. Kaplan asks if there were any fatalities. Ms. Kaplan believes there are intersections identified in Austin where there are pedestrian fatalities and sting operations could better be used to prevent people from being killed. Lt. Malanka says that this year there have been 32794 moving

violations for cars and 315 moving violations for bikes. Last year: 106180 moving violations for cars and 914 moving violations for bikes. Lt. Hanna said that the operation at San Jacinto was planned 3 months prior and that the officers did not know that it was bike to UT day. UT police department had received a memo about the operation. A formal bike to UT day is also not a carte-blanche to ignore traffic laws and if anything on days like this it's more important to obey traffic laws. An officer who participated in the operation said that there were so many violations that if a cyclist even remotely slowed down they let them go. Mr. Stanton asks what was the timeline was of the whole operation. April 29th was the last day. Bike to UT day was May 1st. Mr. Stanton emphasizes that this is a day when lots of people would be biking and explains that the perception is that APD could make a lot of money off of tickets on a day where there will be lots of cyclists. Lt. Malanka says that if they had known about it in advance they would not have done it. Lt. Malanka explains that the city clerk is angry because they are not writing enough tickets but that they are not interested in writing tickets and that they are interested in people staying alive. Mr. Kase thinks the timing was strange. Ms. Kaplan compares this operation with the 3-foot passing law operation. When they started the education and enforcement for bicyclists with the 3-foot passing law, APD called a stakeholder meeting and the BAC was invited. There was advance communication. Lt. Fletcher was transparent on the plan and asked for BAC feedback. In this case, the BAC did not hear about the operation until after the fact and it felt like there was a lack of communication. Ms. Kaplan wants to hear from APD that they are still committed to keeping those lines of communication open. Mr. Stanton says that kid bike to school day is treated very differently. San Jacinto and Speedway is a bad intersection and APD could have done a special traffic operation to improve traffic behavior instead. Mr. Kase thinks that days like this are opportunities for teachable moments and that this might not have been taken fully advantage of.

4. Items from Staff –

Briefing: Bicycle Plan and Urban Trails Plan Status Update – Nathan Wilkes and Nadia Barrera

Ms. Barrera updates the BAC on the status of the Urban Trails Master Plan.

Mr. Orr asks how the complete streets plan, the bike plan, and the urban trails plan intersect. Mr. Wilkes is doing an analysis to quantify the benefits of urban trails and all ages and abilities bike network. Ms. Kaplan asks if opposition to the plan is expected. Ms. Barrera says that she expects to get opposition and that she has been getting opposition. Mr. Thayer asks what the opposition is. People think that trails will be built in creeks or people are pushing for narrower trails or pushing for granite surfaces. Mr. Orr says that the first thing to go with budgeting is maintenance. Ms. Barrera says that there will be specific crews responsible for trail maintenance. Mr. Wald asks what is not covered by the watershed protection ordinance. Ms. Barrera says that there are variances in the watershed protection ordinance. Mr. Wald thinks that people who are speaking in support could just point out that the watershed protection ordinance covers everything. Mr. Cosper asks if we have to purchase ROW for these plans. Ms. Barrera confirms that we would have to. There is an optimization protocol for finding the most beneficial place for trails considering private property and where there will be the most demand. Mr. Wilkes says that there are mobility considerations to overcome barriers. Urban trails can make connections that can't be made with on street facilities.

Mr. Wilkes updates the BAC on the status of the Bicycle Plan Update.

Mr. Wilkes says that there is an internal draft of the plan ready. Mr. Wilkes does not have a date when it will be ready for public release. Trails plan and bike plan are both shooting for June 21 council hearing but it could potentially bump back beyond that. Mr. Wilkes is looking at the mobility options with a combined priority urban trails and bicycle all ages network and is looking at the cost-benefit of implementing a combined urban trails.

Briefing and Possible Action: Complete Streets Policy Update – Katherine Gregor

Ms. Gregor introduces herself. She has been with sustainability office with the city for 3 years and recently moved to transportation. Since the draft was last presented they have consulted with the national complete streets coalition and the policy has been looked at carefully by staff. The policy is not a plan but lays out a vision and principles. The policy speaks to things that have been going on for a long time but the missing piece was a guiding vision. There was a workshop with department directors across the city and asked for support from each department to make sure that all parties were supportive. The policy includes an initial to-do list to city staff. They are in the process of developing more detailed implementation of next steps after the initial to-do list is carried out. June 12th is the council hearing date. It is not a given that this will pass on the council date, even though council had asked for it. There has been some non-support from the development community. Ms. Gregor notes that they didn't have to have the policy adopted by council but thought it would be stronger if they gave it their seal of approval on the final product. Mr. Orr asks about number seven and whether it includes the urban trails master plan and bike plan. Ms. Gregor says that this is the policy piece that helps and guides plans. Mr. Gallaway asks if developers have been spoken to. Ms. Gregor says it a lot more about training staff to look for these things, which mostly already exist. Ms. Gregor says that if we get city projects right and get our own staff trained it will be a success and that this does not change the city code for developers. Mr. Wald asks if this will change how intersections will be built and points to four way intersections that don't have crosswalks on all sides. Ms. Gregor says that those issues can be solved in the transportation criteria manual and that the complete streets policy will inform the re-write of the transportation criteria manual. Point 7 on page 9 also points specifically to the NACTO Urban Street Design Guide and the ITE Context Sensitive Design. Mr. Orr says that he does not like the 85th percentile to determine the best speed of a road and that this is a good step forward. Mr. Kase thinks that this would be a fine guideline to approach the project from. Mr. Wald asks if anyone from the PAC has reviewed it. Mr. Anderson says yes. Ms. Kaplan suggests adding two whereas's that are specific to bicycling to the proposed template set forth by Ms. Gregor. Ms. Kaplan reads the proposed recommendation.

Mr. Kase moves to accept the amendments set forth by Ms. Kaplan and support the recommendation of the complete streets policy. Mr. Stanton seconds the motion. No dissention. Motion passes.

Briefing and Possible Action: Land Development Code Recommendations – Robert Anderson

Mr. Anderson presents the land development code recommendations. Draft code will be written before the end of the summer and Mr. Anderson would like to bring recommendations before them as quickly as possible at this point.

There will be a technical subcommittee meeting/BAC working group. Mr. Stanton asks if there will be input by Bike Austin. Mr. Anderson says that he is considering dropping Walk Austin and have the recommendations come from the council based bodies only. Ms. Gregor says that it is a land based code. It speaks to land use issues and these recommendations are making sure that the lens is on there

that the code will work well for bicyclists and pedestrians. Mr. Anderson will return at the June meeting for approval.

Briefing: Proposed Guadalupe Cycle Track Signage – Pedestrian Warning and Speed Advisory – Nathan Wilkes

Mr. Wilkes explains that we have had a couple comments about the Guadalupe cycle track. There was a particular incident with a woman who was walking from her parked car to the sidewalk and she was hit by a cyclist that she didn't see coming. She asked for clarification on the rules of the road as they apply to the cycle track. One option considered would be watch for bikes signs. These would need to be put everywhere. There is also a safe way to bike down the cycle track and an unsafe way which will set the tone for what kind of interactions will happen there. A speed advisory sign could be the best solution. It is not a regulatory sign and will show a bike on a yellow diamond with a 10 mph advisory speed. Mr. Wald asks if 10 mph is deliberate. Mr. Wilkes pushed for 13 mph but the code requires 5 mph increments. Mr. Wilkes thought that 15 mph would be too fast and if the warning sign is lower than it doesn't hurt anything. Mr. Kase likes the idea in principle but not every cyclist has a computer on his bike where he can monitor his speed. Mr. Kase sees it more of an educational tool and Mr. Wilkes agrees that that is the spirit of it. The point of the sign is not to resolve a lawsuit but to set expectations for speeds on the cycle track. Mr. Kase thinks that there is a certain practicality of the sign that is disturbing, though he agrees with the sentiment. Mr. Wald asks if we have talked to anybody at NACTO about addressing this issue. Mr. Wald suggests a dashed line on the ground to suggest motion and the other possibility is arrows. Mr. Wald thinks that 10 mph is too low and suggests asking for 15 mph. Mr. Wilkes thinks that the difference between 15 and 20 is too subtle and which is why he falls on the 10 side instead of the 15 side. Mr. Orr thinks that sending the message that this is not a bike space to rush down is appropriate.

Briefing: Bike Lanes and Parking, Notice of Substandard Width – Aleksina Chapman

Ms. Chapman introduces three bike projects where bike lane/parking combinations of less than 14' are being considered.

Dean Keeton, just west of San Jacinto: 8' parking, 5' bike lane proposed. Mr. Wald notes that speeds at this location may still be quick. Mr. Stanton agrees. Ms. Kaplan asks what the alternative is. Mr. Wald asks if the dashed line could be moved 1' closer to the parking. Mr. Wilkes suggests having a buffer between the bike lane and the parking. Mr. Stanton asks if parking could be restricted to compact parking. Mr. Kase suggests some warning marking for the door zone and BAC agrees.

Annie-Woodland Corridor – There is no sidewalks and there is a desire to get them installed and to do so would need to push the curb into the street by 2'. In one section proposes 8' parking 5' bicycle lane. Mr. Eden agrees that the parking is safer on the uphill side. Mr. Thayer clarifies that the parking is single family and turnover should be low. BAC agrees to 7' parking line and hash marks.

Live Oak – High parking demand from apartments overnight. 8' parking and 5' bike lane uphill and a 7' parking area on the downhill side. Mr. Thayer asks if we can do the door zone markings again. Hash marks are suggested. Mr. Wald brings up Contigo example. Various BAC members discuss pros or cons of a resolution in support or against this proposal. There is no strong opposition to the proposed

striping plans. Mr. Stanton suggests that that we add the hash marks to Anchor Lane. BAC did not see need for resolution but agreement was noted on the record. Ms. Chapman shows two-way cycle track connection to Oltoft. Mr. Eden asks if cyclists can enter Oltoft. Ms. Chapman says she will give this further thought.

5. Announcements/Adjourn –

Mr. Kase asks the BAC to look at possible wording for changes to the bylaws about the technical subcommittee.

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