

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

One Texas Center, 8th Floor Large Conference Room
505 Barton Springs Road
September 16, 2014
6:00 p.m.

PARTICIPANTS:

Mike Kase – BAC Chair
Christopher Stanton - BAC Vice Chair
Tommy Eden – BAC
Eileen Nehme – BAC

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

Tom Wald – Alt BAC
Noni Jarnagin – Alt BAC
Larry Murphy – Alt BAC

GUESTS:

Sounthaly Outhavong
Michael Sledge
Dayton Crites

John Woodley
Sam Day-Woodruff

Stanton Truxillo – UTC
Chris Wilkinson

STAFF PRESENT:

Aleksiina Chapman
Marissa Monroy

Nathan Wilkes

Robert Anderson – PAC

1. Introductions – Mr. Kase begins the meeting with introductions.
2. Review and Approval of June Minutes – **Mr. Stanton moves to approve the minutes with amendments. Mr. Orr seconds. No dissent. The minutes are approved.**
3. Items from BAC –

Briefing and Possible Action: BAC Elections Update – Tommy Eden

The BAC is on schedule for elections next month. Applications for membership were posted on the Google group and Bike Austin has circulated amongst their group. Sunday, October 12th is the deadline to apply for membership. Elections will take place at the regular meeting on October 21st.

Briefing and Possible Action: Bike Lane Design with Right Turn Lanes – Tommy Eden

Mr. Eden introduces the discussion. In cases where one is approaching a traffic light and the street configuration changes – there is an issue trying to figure out which lane to be in. Mr. Eden says that naturally if you want to go straight, you position yourself in the right-most lane that is not the right turn lane. Mr. Eden thinks that we can do a better job of designing these intersections so that people have a better idea of where they should be. Another issue is where you are in the bike lane which becomes a right turn lane- and you are on the left side of the right turn lane. The example is Barton Springs and Riverside. Mr. Kase asks if there is a concern with signage. Mr. Eden thinks it's more the striping. Mr. Wilkes goes through the different types of configurations for bikes and right turn lanes. Mr. Truxillo likes when the bike lane dashes out before the intersection and a cyclist can position themselves wherever is

appropriate. Mr. Leblanc says that a flaw with a configuration where the bike lane dashes out before the intersection is that the asset of being able to scoot up to the front of the intersection is lost. Mr. Wilkes says that most people ride a bike because it's fast. If queue jumping is legal that is a huge deal in terms of time savings. Mr. Thayer says that he understands the continuity, but in cases where the bike lane doesn't continue need to be assessed differently. Mr. Woodley says that he thinks bollards can be used up to the intersection to not need the conflict markings. Mr. Stanton asks about the configuration with the dashed bike lane to the left of the right turn lane and if legally if cars can pass because of the 3 foot passing rule. Mr. Orr says that in this configuration he could get to the front with cars to his right with no nasty looks. Mr. Stanton says that he is okay with this configuration but that he doesn't think that novice riders would be comfortable.

4. Items from Staff –

Briefing and Possible Action: Bylaws Change Related to Elections – Aleksina Chapman

Ms. Chapman introduces a potential bylaw change. This is being presented to try to eliminate issues with BAC members who are up for re-election participating in the discussion on who should be elected. Mr. LeBlanc thinks that the current system works fine. Mr. Kase thinks that not allowing a current member to vote for themselves is undemocratic and wrong. Mr. Wilkes says that traditional elections don't involve discussion to determine who should be elected. Mr. LeBlanc sees an issue with the voting pool being too small if current members can't vote. Mr. Truxillo wonders if the voting members up for re-election could leave the room and not participate in the discussion. Mr. Kase thinks that this could be a procedural change and not a bylaw change.

Briefing and Possible Action: Austin Bicycle Plan Update – Nathan Wilkes

Mr. Wilkes said that the executive summary has been released to the public and that he is currently working to release the full draft. Mr. Orr says that the document that was released seems very different than the presentations that Mr. Wilkes has been giving. Mr. Wilkes says that the presentations he has been giving are primarily the changes from the previous version of the bike plan. The majority of what is being changed in the plan is the engineering section. Chapter two, the infrastructure chapter, has been entirely re-written. The implementation of the bike plan is a new chapter. The majority of the rest of the plan is re-formatting and references to best practices. Mr. Orr thinks that the executive summary could be shorter and that the return on investment should lead the document. Mr. Wilkes says that he has compressed the executive summary down to a three page document- and that document works but has almost no detail in it. The new format of the bike plan is modeled off Seattle's bike plan which also has a 10 page executive summary. Mr. Wilkes says that the bike plan didn't get a planning commission recommendation. They will be back at the Urban Transportation Commission next Thursday and they will ask for a resolution encouraging the planning commission to see the plan again. The planning commission has nine members and they need a majority of their full body- five votes- regardless of how many members are present. When the bike plan went to the planning commission the first time there were only five members present. There was one member who voted against the plan and four that voted in favor but that still didn't give them enough votes for the majority of the full body. Three of the other four members had very positive responses to the plan. After planning commission, the plan will hope to be at City Council in November. Mr. Wilkes says that they are committed to getting the vote through before the council turns over. Mr. Kase suggests revisiting the vision statement. It's hard to understand what is trying to be said. Mr. Wald says that the green bar graph, which compares the all

ages and abilities network to the Mopac improvement project, doesn't capture all the other benefits of the all ages and abilities network that the Mopac project doesn't provide. Mr. Wilkes says that this is a very one dimensional comparison: cost effectiveness vs. getting people into downtown. Mr. Wilkes feels comfortable that it is stated tastefully for people who think that the Mopac improvement project is a good investment but it also gets to the point. Mr. Wald thinks that the benefits of the all ages and abilities network are being understated. Mr. Wilkes says that there are many ways to look at the benefits but this is a simple way to speak to this specific benefit. Mr. Orr says that this is powerful data and if we can pull more data that was presented in the presentation would be powerful. Mr. Wilkes says that this is a teaser and that if people want more information it will be in the full chapter. Mr. Eden says that it doesn't sound like there is any way for them to see the whole plan before it goes to Council. Mr. Murphy suggests referring to Imagine Austin and connecting the bike plan directly to Imagine Austin would appeal to Council. Mr. Truxillo's problem with the cost benefit is that it makes the bike network seem only a little bit better than the Mopac project. Mr. Wald asks what concerns have been heard about the plan from council members. Mr. Wilkes says that the bike plan has not had any of the difficulty that the Urban Trails Master Plan has had. In general, people have been very supportive of the bike plan. Ms. Stanton and Ms. Nehme ask about adding capacity into downtown instead of framing it terms of reducing trips. Mr. Murphy likes how Portland frames their vehicle miles travelled in terms of cost savings to the local economy. The \$155 million estimate includes funding for trails. The cost benefit case could have been done without trails but those are crucial to have the network benefits. Ms. Nehme asks about S Lamar being called out as a corridor plan which includes an all ages and abilities facility. The indicated corridor plans include all ages and abilities bicycle facilities but are not included in the cost estimate because they are part of larger projects. Mr. Wald asks if the five years term applies to urban trails as well. Mr. Wilkes says that if these projects were all given funding it is likely that they could be built in five years. Mr. Wilkes is hesitant to schedule a technical subcommittee meeting.

6. Announcements/Adjourn –

Mr. Wall: The yellow bike project is holding a district one candidates forum. It's district one candidates because the yellow bike project is in district one. It will be Sunday September 28th at 1:00 p.m. It will be one of the only forums where candidates will have to talk about bicycles.

Mr. Wald is helping out Bike Texas to put on Austin Bike Fest. The event will be on October 25th. It will be reminiscent of tour de fat and there will be a ribbon cutting for the Southern Walnut Creek Trail. There will be costumes, activities for kids, bands, and three bike rides as part of the event.

Mr. Anderson spent the last couple of days talking about complete streets in different workshops. They are working on the implementation of the complete streets policy. Mr. Anderson will not be at next month's meeting but there will be a PAC member presenting on vision zero.

Mr. Stanton asks for an update on the profile pavement markings. The latest update from TxDOT was for installation of the profile pavement markings on Loop 360 in February of next year in conjunction with a planned overlay.

Mr. Orr asks if there is any movement on the bicycles may use full lane signs for the Pleasant Valley Bridge. Mr. Wilkes is not inclined to put the signs back because if the bicycle program touches the bridge they want to make real and significant improvements.

Mr. LeBlanc reminds members who are up for re-election that they need to submit an application.

Mr. Truxillo: Bike Austin has a big get-out-to-vote campaign. There are 89 candidates for 11 positions. Any help that can be given towards the campaign will go a long way for Bike Austin.

Mr. Wilkes: Construction on Pedernales is about to begin. Mr. Jarnagin asks if there will be a change to the barriers that are out there now. Mr. Jarnagin thinks it looks like a car lane. The barriers are going to be pulled back slightly.

Mr. Wilkes: UTMP goes to council next week.

Mr. Stanton motions to adjourn. Mr. Thayer seconds. Meeting is adjourned.