CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

City Hall, Staff Bull Pen, Room 1029
301 W 2nd Street
November 18, 2014
6:00 p.m.

PARTICIPANTS:

Christopher Stanton – BAC Chair	Mike Kase – BAC	Tom Hilde – Alt BAC
Tom Thayer – BAC Vice Chair	Sophia Benner – BAC	Tom Wald – Alt BAC
Erin Katribe – BAC	Jeanie Donovan – BAC	Kathryn Flowers – Alt BAC
Tommy Eden – BAC	Pete Wall – Alt BAC	Rebecca Brenneman – Alt BAC
David Orr – BAC	Samuel Day-Woodruff – Alt BAC	Stanton Truxillo – Alt BAC
Tomasita Louviere-Ligons – BAC		

GUESTS:

John Woodley	Zack Lofton	Sam Lundquist
Michael Cosper	Ellen Ray – Cap Metro	Peter Baird – PAC
Michael Riley		

STAFF PRESENT:

Aleksiina Chapman	Laura Dierenfield	Marissa Monroy
Robert Anderson – PAC	Gordon Derr	

1. Introductions – Mr. Stanton begins the meeting with introductions.

2. Review and Approval of September Minutes – **Mr. Kase moves to approve the minutes with amendments. Mr. Truxillo seconds. No dissent. The minutes are approved.**

3. Items from Other Organizations –

Briefing: Bicycle-Transit Integration Workshop – Ellen Ray, Cap Metro

Ms. Ray introduces the Bicycle-Transit Integration Workshop. Cap Metro has made a strong commitment to improving first and last mile connections to their transit system. The importance of the first and last mile may not be apparent to the general public. They would like to have a workshop to determine what the biggest barriers are to taking transit. Similar workshops have been held in the past and safety was the biggest cited concern. These concerns culminated in the purchase of the Metro Bike shelters to provide safe bicycle storage. They are looking at a few dates for the workshop. The week of the 12th will work well for the BAC. Mr. Stanton asks if there is a general outline for the workshop that could be shared beforehand.

Briefing: Right of Way Obstructions from Construction Sites – Peter Baird, PAC

Mr. Baird is from the Pedestrian Advisory Council. They are working on barriers imposed on pedestrians by construction sites. The PAC has two working subcommittees, one is technical

DRAFT

and one is project. Mr. Baird is the chair of the technical subcommittee and they are working on researching this issue. Mr. Baird starts his presentation. The ROW management division within the City of Austin is responsible for what happens to construction barriers in the right of way. The ROW management division is working on a certification program that all construction contractors need to enroll in related to barriers from construction sites. The PAC is working with the ROW management division. Examples of good sites and bad sites can be submitted through 311. Mr. Anderson said that the 311 app may be the less fleshed out of the three submission options: calling, email, and the app. There is a PAC subcommittee meeting on Thursday of this week and they would like to support a certification process. Anybody who is interested in attending is welcome.

4. Items from BAC –

Briefing and Possible Action: Bike Lanes of Substandard Width – Christopher Stanton

Mr. Stanton has been contacted by members of the bicycling community about riding in bike lanes next to parallel parking. The BAC has not come out with any type of general recommendation related to this type of treatment. Ms. Louviere-Ligons asks for clarification. Mr. Stanton shows different types of treatments such as hash marks and extended parking T's which give cyclists some kind of indication that they should be positioned farther away from the parked cars. Mr. Truxillo thinks that a treatment could be on all bike lanes next to parking. On Exposition, there are hash marks and the legends and positioned slightly to the left in the bike lane. Ms. Benner thinks it would be good to look for best practices related to this topic nationwide. Mr. Kase asks how many lanes we have throughout the city. Mr. Eden asks if we could figure out how much hash marks cost in terms of labor and materials. Mr. Bastidas asks about signage. Mr. Kase asks about maintenance on striping and thinks there needs to be a maintenance plan for all striping. Mr. Orr agrees in general but that committing to a budget of on-going maintenance can make projects hard to be implemented in the first place. Mr. Stanton would like to set up a technical subcommittee meeting to look at this. Mr. Stanton clarifies that the topic is related to special treatments for bike lanes next to parallel parking and not generally about bike lanes of substandard width.

Mr. Kase moves that the topic of bike lanes markings in bike lanes next to parking be sent to technical subcommittee for further discussion and for additional information from the City. Mr. Orr seconds. No dissent. Mr. Orr will set up the technical subcommittee.

Briefing and Possible Action: APD Officer Reporting Requirements – Christopher Stanton

Mr. Stanton explains that there is a desire to have a decision tree with respect to incident reporting by APD for cyclists. There are cases where incidents are not reported which may be standard procedure by APD but there are also instances where cases could be going unreported which should be reported. Mr. Stanton wants to know if an incident of a certain type occurs what is the expected outcome of the on-scene reporting by APD. With no clear guidelines, there is confusion on both sides: for APD and for cyclists. There are also incidents where police

reports are filed which are not necessary. A clear reporting system would allow cyclists to have clear expectation. Mr. Malanka says that everything that is being discussed is already in place. Every citizen has the right to file a report. For class 3 violations, unless the officer saw the incident themselves, there is nothing that they can report. There are cases where folks feel the officer should do more but legally there is no other action the officer can take. Mr. Stanton says that there are instances where a police report should have been filed and it was not. Mr. Stanton says that this is not to place blame on APD but to figure out what the standard procedure is. Mr. Stanton thinks there needs to be a general community understanding on when citizens should be demanding reports and when they should be going to municipal court. Mr. Kase says that from his own experience he was right-hooked and only had bruises and bike damage. Police and EMS were called and the driver was ticketed on the spot for failing to yield the ROW. What seems to be missing is consistency. Mr. Kase applauds APD for ticketing the driver on the spot. Mr. Anderson says that the number of possible incidents and the degree of severity and the level of individual discretion is somewhat confusion. A flow chart which would define the terms that individuals have available to them would be helpful. Mr. Stanton gives an example with and accident at a stop sign and different alternative reporting outcomes which could be worked through on a flowchart. Mr. Truxillo asks if it would be useful to ask APD to put together a public information document. Mr. Malanka says that he will look into it. Ms. Flowers says that this is more of a translational problem. If it does exist in the police department then an informational document needs to be created. Mr. Woodley asks about right of way rules at stop signs. Mr. Woodley can see where a conflict could arise. Ms. Brenneman asks if pedestrians are also going to be considered in this and if bicycle-pedestrian collisions are included. Mr. Bastidas says that he will be releasing a video on December 9th related to this topic and the first problem is that the general public does not always understand the law. Many cyclists don't know what the law is. Ms. Louviere-Ligons thinks this is an education issue. Ms. Benner thinks that we are gaining traction on this topic but the question is who is going to produce an educational flyer. Mr. Kase thinks he heard that APD would be willing to do this. Mr. Malanka would prefer to participate than be tasked with this. Mr. Stanton would like to figure out the most common situations that face all cyclists and use those topics to approach the police department on these very specific situations. Mr. Wall agrees with Ms. Benner that we need to find a system for this.

Mr. Kase moves that the BAC form a technical subcommittee including the appropriate representatives from APD and any other groups that may be interested for the expressed purpose of coming up with a flow chart to share with the bicycling community as a whole. Mr. Truxillo seconds. No dissent. Motion passes unanimously.

Mr. Orr thinks that Bike Austin should be involved in these conversations.

5. Items from Staff –

Briefing and Possible Action: Bike Box Treatments – Aleksiina Chapman

DRAFT

The BAC recently discussed circumstances and treatments of when there is no receiving bike lane on the opposing side of an intersection, forcing a merge with vehicles through an intersection. There is an opportunity on Annie at S Congress to try using a bike box to improve positioning for a cyclist crossing the intersection. The bike box will give cyclists an opportunity to position themselves in front of the vehicles before the intersection. Bike boxes have been used in other places around Austin, but not for this specific purpose. They are in the NACTO bikeway design guide. The bike box on 38th and Speedway provides additional queueing room for cyclists but there is a receiving bike lane on that route. The right turning traffic is not a particular consideration in this case because the purpose is to position yourself ahead of all traffic movements. This bike box will not preclude right turns on red. Mr. Kase is concerned that this will impede drivers from turning right on red. Ms. Benner asks if there are signage standards for dropping the bike lane. Ms. Chapman says that there is a "Bike Lane Ends" sign that is used. Mr. Bastidas thinks that many drivers and cyclists say they do not know what a bike box is. In his video Nathan explains what a bike box is and how to use them. We need to tell drivers and bicyclists how to use a bike box. Mr. Hilde thinks that it stinks when the bike lane ends. This seems like a pro-bike solution. Mr. Woodley doesn't see the need for a bike box. The bike lane should be merged in traffic. Ms. Chapman says that there are two advantages to the bike lane over merging into traffic 1) merging with traffic is not a maneuver that people of all ages and abilities feel comfortable making and the bike box would better serve that population and 2) the bike box allows cyclists to jump to the front of the queue to save time on their trip. Mr. Truxillo would rather see a sign that says bike lane ends and have vehicles and bikes merge. Mr. Truxillo doesn't want an irate motorist behind him. Mr. Wald thinks it's great. He doesn't think it's perfect but it shouldn't be understated that bicyclists can get to the front of the line. Ms. Brenneman likes this solution, but thinks that a bike should be painted in the bike box to provide more clarification on who that space is intended for. Mr. Baird says that this solution has proved very successful in Europe. It works really well as far as positioning.

Briefing and Possible Action: Justin Lane Cycle Track – Aleksiina Chapman

There is a planned water utility project taking place next year that will resurface the entire street. The bike program has an opportunity to change the striping at no cost and Justin Lane is part of the City's all ages and abilities bicycle network. The street is 40 feet wide and there is space for a two way cycle track on one side of the street. The primary tradeoff is that parking is being lost on one side of the street. The proposal was brought to the public last month and the primary concern from the neighborhood was slowing traffic speeds. We see this as a traffic calming device. Mr. Wald asked if City would consider using extra-large sharrows in the portion west of Burnet; this project might warrant it. Mr. Wald asks about the connection to the red line trail at Lamar. Ms. Chapman says that the City does not own the right of way at that location which is why that connection hasn't been improved already. Tom asked for special traffic considerations at Burnet. Ms. Chapman said we would be running a dedicated left turn going East on Justin Lane to remove conflicts when entering the bike lane. Al asked about pedestrians crossing and whether they would pose a problem. Kathryn Flowers said that shouldn't be a concern. Mr. Eden requested that when the City makes a determination about how the City will handle the rail tracks that we present to the BAC.

DRAFT

Briefing: Pressler Extension Update – Aleksiina Chapman

Austin High Principal has been sending out 'Save the Children' email about project to David Orr. Right now, a consultant company has been hired to simulate what traffic impacts this project would have on the area. City staff is going to the public to get feedback. In terms of design, nothing has changed. The BAC did not have any problems with this project. Mr. Orr said if nothing else, there should be a route for bicyclists and pedestrians along this route.

Announcements/Adjourn –

Mr. Wald: In conjunction with the Thursday Night Social Ride, Bike Texas has invited all the candidates up for election out on Thursday, November 20th ride. It's a great opportunity to get out and meet the candidates.

Mr. Anderson: The BAC passed a resolution to establish a vision zero task force. It is an initiative that started in Sweden. This recommendation will be discussed on this Thursday's agenda. The BAC did submit a resolution of support on this resolution.

Mr. Bastidas: December 9th is the video premiere of Please Be Kind to Cyclists educational video which will be included in the driver education course. It will be aired at the Alamo Drafthouse for free from 6 p.m. to 9 p.m. It is called Drive Kind, Ride Kind. There are only 82 seats at the Alamo Drafthouse. The video is 15 minutes long and has 8 sections.

Mr. Wall: The Yellow Bike Project got a love your block grant from the city and will be showcasing their improvements on Saturday, November 22 from 2 p.m. to 4 p.m.

Mr. Orr motions to adjourn. Mr. Louviere-Ligons seconds. Meeting adjourns.

DRAFT