

Bicycle Advisory Council (BAC) Meeting Minutes
Tuesday May 21, 2019 – 6:00 p.m.
Austin City Hall – Room 1027 301 W. Second St. Austin, Texas

Call to Order: The meeting was called to order at 6:00 p.m. by Kathryn Flowers.

Full Members in Attendance:	Lori Merlino	Patricia Schaub
Kathryn Flowers (Chair)	James Lentz	Raquel Marie Ortega

Full Members Absent:	Louis Alcorn	Michelle LeBlanc
Tristan Heinen (Vice Chair)	Yen Nguyen	

Alternate Members in Attendance:		
Carol Fraser	Tom Wald	Christopher Heathcott
Daniel Alvarado	Curtis Rogers	John Koonz

Alternate Members Absent:			
David Barrientos	Nils Brown	Matthew McGee	Eryn Moris

City Staff in Attendance:	
Cheyenne Krause, Austin Transportation	Jason Redfern, Austin Transportation
Laura Dierenfield, Austin Transportation	Jason JonMichael, Austin Transportation
Jacob Culberson, Austin Transportation	

Guests in Attendance:		
Charlie Watts, Travis County	Tommy Eden	Chris Riley
Cathy Stephens, Travis County	Tom Thayer	
Joe Deshotel, Lime	Jason VanFickell	

1. Introductions

2. Public Communication: None

3. Approval of April 2019 Meeting Minutes: The March 16, 2019 [meeting minutes](#) were approved on Lentz motion, Rogers second on a 6-0 vote with Alcorn, Nguyen, Heinen, and LeBlanc absent and Koonz voting in Heinen's place.

4. Traffic Fatalities Reported Since Last BAC Meeting: Patricia Schaub read aloud the names of the 14 people killed in traffic crashes on Austin streets since the BAC last met: John Monroe Gulling, James Taylor Bourgeois, Michael Cannatti, Elvira Cadena Trujillo, Aric Maxwell, Leon Rogelio Andres Salmeron, Michael Mayes, Christian Barrios, Cheyanne Sage Serrano, Patrick Leonard Ervin, Victor Carr, Cesar Saunders, and two unknown males.

5. Travis County Transportation Blueprint: Charlie Watts and Cathy Stephen, Travis County Transportation and Natural Resources Department, gave a [presentation](#) and addressed questions. BAC members will draft a recommendation regarding the draft plan for the full BAC's consideration at their regular July meeting. Staff encouraged meeting attendees to spread the word about the [project survey](#), which will be open through mid-June.

6. Shared Micro-Mobility Policy and Ordinance Changes: Jason JonMichael, Jason Redfern, and Jacob Culberson, Austin Transportation Department, gave a [presentation](#) and addressed questions. Lori Merlino presented draft recommendation language which, after debate and amendment, read as follows:

NOW, THEREFORE BE IT RESOLVED that the Bicycle Advisory Council (BAC) supports amendments to city ordinance to address micro-mobility devices, and recommends the following ordinance language and revisions based on city staff's draft proposal of March 2019 (where the Part number below refers to that draft):

PART 1, Subsection (3) of City Code Section 12-1-1 (Definitions):

Bicycles and electric bicycles should be defined separately from micro-mobility devices.

PART 2 Section 12-1-32 *The BAC recommends removing the entirety of City Code section 12-1-32 (Use of Skateboards, Bicycle Motocross Bicycles, and Toy Vehicles on Public Right-of-Way or Property).*

PART 3 Section 12-1-34 *Remove bicyclist from this section. The BAC recommended in July 2014 not including bicyclists in this ordinance, especially since there was no demonstrated or evidence-based reasoning presented that this ordinance addressed an existing or future safety problem.*

PART 4 Section 12-1-35 (3) and (4) *Add passenger language to these categories.*

PART 6 Section 12-2-1 *Definitions:*

- *Delete “Dismount Zone” term and replace it with “Pedestrian Only Zone”.*
- *Delete the definition of child.*
- *MICRO-MOBILITY DEVICE OPERATOR means a person operating a scooter or other micro-mobility device.*
NOTE: Bicyclist is already defined under this section in existing code.
- *SHARED MOBILITY SERVICE means a publicly offered transportation service that enables a person to obtain short term access to*
micro-mobility devices and bicycles on an as-needed basis.

PART 10 Section 12-2-13 (B) *Change “marked as a ‘dismount zone’ to “officially marked by the City of Austin as a ‘pedestrian-only zone’”.*

PART 10 Section 12-2-13 (C) *Clarify that riders shall yield to pedestrians in crosswalks, but only when the pedestrian has the right of way. (The concern is that the proposed language could mistakenly be applied to people riding in the street as a vehicle approaching a green traffic light.)*

PART 10 Section 12-2-13 (D) *The BAC supports a sidewalk speed limit in principle, however the details would need to be discussed further.*

PART 10 Section 12-2-15 (C) (1) *The BAC recommends leaving the ability to park a bicycle or micro-mobility device against a street curb. The BAC supports the city staff draft language to add that parking is also allowed in designated spaces marked for such use.*

PART 10 Section 12-2-15 (C) (3) *It is not clear what is meant by “against a building”. It appears to be an editing error.*

PART 10 Section 12-2-15 (C) (5) *This language can be problematic in practice. For example, if the city is assuming that a destination shall provide bike parking for that destination’s visitors, then it should also be required to allow visitors to park at that parking. Also, if a destination is required to provide car parking, then presumably it should not be able to restrict bicycles or micro-mobility devices to park on the premises.*

PART 12 Section 12-2-16 *The BAC recommends removing 12-2-16 (A) and (B) for bicyclists, since they are already required by state law to generally follow motor vehicle traffic regulations. The BAC recommends micro-mobility device riders should be required to follow traffic law as bicyclists are. (Especially troublesome is the “reasonable and prudent manner” language which is arbitrary and open to interpretation).*

PART 12 Section 12-2-17 *The BAC recommends removing Section 12-2-17. The BAC supports freedom of movement for people bicycling and riding micro-mobility devices.*

PART 13 Section 12-2-18 *The BAC recommends not spelling out specific requirements here, but rather stating that bicyclists and micro-mobility device users are required to follow the same duties required by state law for motor vehicle operators. (For example, the BAC does not support an additional requirement to leave information that may endanger the rider’s privacy.)*

PART 14 Article 3 *The BAC recommends removing the entirety of Article 3, which regards helmets because of the lack of*

demonstrated or data-supported reasoning that this ordinance is an effective solution for an existing or future safety problem.

BE IT FURTHER RESOLVED that the BAC recommends that a pedestrian-only zone can be recommended by the city engineer, but the approval process should include a public process and be subject to approval by City Council. Pedestrian-only zones should be used only as a tool of last resort.

BE IT FURTHER RESOLVED that the PAC supports City staff's draft Sidewalk Mobility Management Process, as presented at the April 2019 BAC meeting, that includes a hierarchy of solutions ranging from signage, education, enforcement, fleet management, to pedestrian-only zones;

BE IT FURTHER RESOLVED that the BAC recommends the immediate funding and rapid buildout of the Bicycle Master Plan and the Sidewalk Master Plan/ ADA Transition Plan to provide more space for people walking, bicycling, scooting, and other low-speed modes;

BE IT FURTHER RESOLVED that the BAC recommends immediate conversion of on-street motor vehicle parking spaces to dedicated bicycle and micro-mobility parking;

BE IT FURTHER RESOLVED that the BAC recommends a study on best practices for micro-mobility parking options and their implementation;

BE IT FURTHER RESOLVED that the BAC supports lowering the speed limit for all vehicles (including bicycles, micro-mobility devices, automobiles, trucks, buses, etc.) in downtown (Central Business District) to 20 mph.

BE IT FURTHER RESOLVED that the BAC recommends that all City policies governing street and site design include pedestrian safety and comfort as the most principal considerations, as stated in the Austin Pedestrian Safety Action Plan.

The amended [recommendation](#) was adopted on Merlino motion, Fraser second on a 6-0 vote with Alcorn, Nguyen, Heinen, and LeBlanc absent and Koonz voting in Heinen's place.

7. Recommendation Regarding Parking Districts: Lori Merlino presented draft recommendation language which read as follows:

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council recommends that all meetings of PBD and PTMD fund administration boards have agendas posted two or more weeks prior to meetings including time and location, and that these meetings be open to the public;

BE IT FURTHER RESOLVED, the BAC recommends that the boards of PBDs and PTMDs include area residents and other stakeholders (such as people who walk, ride bikes, or take transit) beyond business owners;

BE IT FURTHER RESOLVED, the BAC recommends that all parking meters be dynamically priced in the City of Austin based at least on parking demand and congestion within the area, in order to maximize both utilization and revenue from parking spaces;

BE IT FURTHER RESOLVED, the BAC recommends that PBDs be prioritized for implementation over PTMDs as they focus funding on multi-modal transportation options, while PTMD funding can be used on improvements for automobile travel;

BE IT FURTHER RESOLVED, the BAC recommends that PTMDs be used only when off-street parking is to be included in the district, and that the Director use discretion to focus PTMD projects towards active transportation and safety;

BE IT FURTHER RESOLVED, the BAC recommends the cessation of the Neighborhood Parking Permit program, to be replaced with Parking Benefit Districts, potentially with a discount rate available for district residents;

BE IT FURTHER RESOLVED, the BAC requests that the Parking Enterprise Department publish an annual report on the state of PBDs and PTMDs across the city, to disclose at least a list of projects completed, potential projects for the upcoming year, current fund balances, and current board members for each district;

BE IT FURTHER RESOLVED, the BAC requests that a stream-lined process be developed for converting automobile parking spaces to parking for dockless mobility units, bicycles, or for utilization in placemaking such as street café seating, pocket parks, bus stop curb extensions, or green stormwater infrastructure, particularly in areas where on street parking supply is high.

The [recommendation](#) was adopted on Alvarado motion, Schaub second on a 6-0 vote with Alcorn, Nguyen, Heinen, and LeBlanc absent and Koonz voting in Heinen's place.

8. Updates/Announcements:

- Yen Nguyen is resigning from her BAC full member seat due to work scheduling conflicts
- UT Austin representatives met with Bike Austin and BAC representatives regarding San Jacinto Blvd and intend to visit the full BAC in July or August

9. Future Agenda Items: Capital Metro Downtown Station, TxDOT projects, and San Jacinto Blvd through UT Austin were added to the BAC's running list of future items.

Adjournment: The meeting was adjourned at 8:00 p.m. by Kathryn Flowers.