

Bicycle Advisory Council (BAC) Meeting Minutes
Tuesday August 17, 2021, 2021 – 6:00 p.m.
Via Videoconferencing

Full Members in Attendance: Jake Boone Christopher Heathcott, Patricia Schaub, Tommy Eden, Stephanie Webb **Full Members Absent:** GP Selvaggio, Kain Smith, Briana Cohen, Kelly Braun. **Alternate Members in Attendance:** Curtis Rogers, Meghan Otoupalik, Greg Go, Russel Taylor, Daniel Riegel, Leslie Case, Brian Anderson, Kathryn Flowers **Alternate Members Absent:** Alice Maz, Marsha Fatino,

Call to Order: The meeting was called to order at 6:05 p.m. by Chair Briana Cohen.

Approval of previous meeting minutes: The July 20, 2021 BAC meeting [minutes](#) were approved, as amended, on a 5-0 vote with Selvaggio, Smith, Cohen and Braun absent.

- 1. Traffic fatalities reported since previous BAC meeting:** BAC Member Brian Anderson read aloud the names of nine people whose deaths due to traffic crashes on Austin streets were reported since the BAC last met: Anthony Brown, Michael Deon Fields, Mary Rebecca Grayson, Keegan Connell Mosley, Male Driver.
- 2. TxDOT Roadway Design Manual-Bikeway Design:** TxDOT staff [presented](#) on Roadway Design Manual- Bikeway condition. BAC members offered feedback. No action taken.
- 3. Capital Metro Project Connect Light Rail Schematics:** Project Connect staff presented draft recommendation language which, after discussion, was moved by Boone seconded by Flowers and unanimously approved 5-0 vote with Selvaggio, Smith, Cohen and Braun absent. The [recommendation](#) reads, in part:

Bicycle Advisory Council Recommendation -
Project Connect Light Rail Schematics
Recommendation 20210817-001

THEREFORE, BE IT RESOLVED, that the BAC strongly supports the protected bicycle lanes proposed along the majority of the Orange (South Congress/Guad/North Lamar) and Blue (Riverside) lines;

BE IT FURTHER RESOLVED, that the BAC recommends that the design for the protected bicycle lanes be altered so that the vegetated buffer is located in between the bike lane and the car lane, with visual and tactile design choices used to delineate the sidewalk and bicycle facilities, rather than the bicycle lane being adjacent to the car lane at all stations;

BE IT FURTHER RESOLVED, that where the Orange and Blue Lines intersect with streets listed on the ASMP's Bicycle Priority Network, space be reserved in the intersection for protected bicycle lanes to cross the corridor;

BE IT FURTHER RESOLVED, that the BAC recommends that as the Orange and Blue Line designs advance, all intersections with minor roads, driveways, and slip lanes intersecting the bike lane and sidewalk be designed to have raised crossings to enhance the bicycling and walking experience and improve safety;

BE IT FURTHER RESOLVED, that the BAC supports the conversion of Guadalupe Street to a car-free street through the UT/Hemphill Park area as a preferred alternative, with strong support for maximal reduction of motor vehicle lanes if a car-free street does not move forward;

BE IT FURTHER RESOLVED, the BAC recommends that if Guadalupe Street maintains either general purpose lanes or bus only lanes through the UT/Hemphill park area, that continuous protected bicycle lanes be provided instead of parking lanes on the other West Campus streets being reconfigured;

BE IT FURTHER RESOLVED, that the BAC supports the inclusion of bicycle and pedestrian facilities on the new bridge crossing Lady Bird Lake with connections to the Hike-and-Bike trail and protected bikeways on each end;

BE IT FURTHER RESOLVED, that the BAC recommends exploration of a bike & ped underpass at Cesar Chavez St. along Trinity St;

BE IT FURTHER RESOLVED, that the BAC recommends a ramp down, from both east and west, to underground bike parking for direct access to the multiple train stations along 4th St.;

BE IT FURTHER RESOLVED, that the BAC recommends exploration of a bike & ped bridge over U.S. 183 in coordination with the Blue Line transit bridge;

BE IT FURTHER RESOLVED, the BAC endorses the reduction of car lanes as a priority when additional space is required for light rail construction, rather than the eminent domain of private residential property which can exacerbate the displacement of low-income, marginalized populations, particularly in areas that have disproportionately been impacted by historically racist planning practices and gentrification;

BE IT FURTHER RESOLVED, that the BAC specifically recommends reducing the number of road lanes to two on E. Riverside Drive and preserving the residential buildings between Congress and Montopolis Drive;

AND BE IT FURTHER RESOLVED, that the BAC advises the Austin Transit Partnership to lead transparent meetings regarding property impacts and planning developments, including impending property seizures, with representative leadership from Black, Hispanic, and Latinx communities and people engaged with unhoused communities.

- 4. 2021-2022 Member Elections** - Membership Committee was appointed consisting of members Eden, Webb, Flowers, Otoupalik, Go, Riegel, and Taylor.

5. Updates and Announcements: Heathcott provided a recommendation for Council's Mobility Committee to conduct a special called session. It was moved by Heathcott seconded by Webb and unanimously approved 5-0 vote with Selvaggio, Smith, Cohen and Braun absent. The [recommendation](#) reads in part:

Bicycle Advisory Council Recommendation:

**Requesting City of Austin Mobility Committee Special Meeting
For I-35 Capital Express Central Virtual Public Scoping Meeting #3
Recommendation 20210817-002**

NOW, THEREFORE, BE IT RESOLVED, the BAC recommends that Austin City Council call a special meeting of the Mobility Committee to participate in the third I-35 Capital Express Central project scoping comment period before the September 8, 2021 deadline.

6. Future Agenda Items -No future agenda items discussed.

Adjournment: Meeting was adjourned at 8:05 p.m. by Vice-Chair Jake Boone.