

CITY OF AUSTIN  
BICYCLE ADVISORY COUNCIL (BAC)  
MEETING SUMMARY

City Hall  
301 W. 2nd Street  
AUSTIN, TX 78704  
May 17, 2012

PARTICIPANTS:

Chris LeBlanc – BAC Chair  
Jason Abels – BAC Vice Chair  
Tommy Eden – BAC  
Mike Kase – BAC

Allison Kaplan - BAC  
Richard Faidley – BAC  
Zachary Stern – Alt BAC  
Myndi Swanson – Alt BAC

Abe Dashner – Alt BAC  
Tom Wald – Alt BAC  
Tom Thayer – Alt BAC  
Elliot McFadden – Alt BAC

STAFF PRESENT:

Chad Cramer  
Annick Beaudet

Nadia Barrera  
Claude Moore

Neil Kopper  
Dennis Roberts

GUESTS:

Gonzalo Camacho  
Jessica Tunon  
Daniel Coonan  
David Stevens

Savanni D'Gerinel  
Rich Hollenbeck  
Noni Jarnagin  
Patrick Jones

Tom Linehan  
Charles Riou (TXDOT)  
Eileen Schaubert  
Adrienne White

1. Introductions – Mr. Abels begins the meeting with introductions
2. Review and Approval of April Minutes - After adding Mr. Dashner to the minutes, there is a motion to approve by Mr. Abels which is seconded by Mr. Kase and approved by the group.
3. Items from BAC –
  - Briefing: Street Sweeping: Mr. Moore and Mr. Roberts introduce themselves and give background on the street-sweeping schedule. All streets in the Central Business District are swept daily, as is Guadalupe from MLK to 27<sup>th</sup> Street. Other frequently swept streets include E. 12<sup>th</sup> Street, Burleson Road, and Shoal Creek Boulevard. When cyclists call 3-1-1, Austin Resource Recovery (ARR) tries to get to the debris as quickly as possible. They have also added portions of Southwest Parkway to their street sweeping schedule due to the high frequency of bicycle use. Their challenges include limited personnel and resources. As a rule, ARR must respond within 24 hours from receipt of service requests (SRs). Ms. Beaudet comments that if a cyclist sees debris and calls 3-1-1 there is a triage on the part of the operator. All calls go first to Eric Dusza and then he decides where the request goes. Mr. Moore has three supervisors that handle sweepers. There is one person that handles residential street cleaning that pulls SRs and distributes them dependent upon if that request is residential street or a boulevard. If there is just a bit of glass, they may decide to just use a broom as opposed to sending a \$250,000 sweeper out and pulling it off of its regular schedule. They also use discretion on whether or not to sweep a request dependent upon the existing schedule. When calling 3-1-1, leave an e-mail or phone number if you would like a response or update on your request. Boulevards are swept at least monthly, if not more frequently. There are more than 780 curb miles of boulevards. If there is a median, it is counted twice. Mr. Moore also states that there is a time constraint. Residential streets cannot be swept early in the morning. When streets are repaved or seal coated, the service requests should be routed to Street & Bridge. Austin Water also requests sweepers. When new bike lanes are added, it increases the curb miles on the route. Mr. Wilkes confirms that when bicycle lanes are added it increases the number of miles needed to clean. Mr. Moore states that ARR tries to sweep the bicycle lanes as frequently as they can. Mr. Moore states that a prime example

is Burluson Road; even when cleaned, two days later it looks bad again; they try to keep up with it as much as they can. Mr. Moore states that some bicycle lanes are located next to the parking, which makes it difficult for them to sweep. He gives Dean Keeton as an example. Mr. Moore also states that Red River is hard to clean due to low-limbs of the trees; the sweeper has to go around. Ms. Beaudet states that as we continue to modify parking, we place bike lanes next to the parking, which we now know is difficult to sweep. Ms. Beaudet asks if they would consider using hangtags to inform neighbors they are sweeping. Mr. Moore states that he can't tell people not to park on the curb, if it is legal to park there. Mr. Moore states that the sweeper cannot sweep compacted mud, or glass powder. Also they have problems with maintenance of the sweepers. Mr. LeBlanc asks about the size of the sweeper fleet. There are 22. Four of them are used for boulevards and the rest used for residential sweepers. Ms. Turon asks how old the sweepers are. They have 3 from 2012, 2 from 2011, 2 from 2010, and the rest are older. Mr. Eden asks if there are any manufactures with sweepers that can handle a street with low-hanging branches. Mr. Moore states that if you lower the height of the vehicle, you would decrease the size of the bin. Mr. Wilkes asks about how to address the height of the limbs. Mr. Moore responds that they are working on an ordinance to do that, which would require 14' tree heights. Mr. Kase asks about special events. Mr. Moore states events such as SXSW reduce the sweeper's ability to clean as many boulevards as they are scheduled to clean. Mr. Kase asks about holidays. Mr. Moore states that Christmas is the only day they take off, and that is made up in the schedule. Mr. Faidley would like to know what it would take to get the bicycle lanes on their own schedule. Mr. Roberts responds that it would mean more money, resources, and people. Mr. Faidley says he sees the street sweeper comes too frequently on residential streets. He would like to know what it would take to see the residential streets swept less frequently and bike lanes swept more frequently. Mr. Hollenbeck asks about sweeping intersections such as Airport and Aldrich. Mr. Moore states they will check it out and look at the schedule. Mr. Riou asks about Hancock and N. Loop and bands of sand. Mr. Roberts responds that it could be new sodding, or a nearby creek. Mr. Moore shares some maps that he brought to share with the group and his contact information. Mr. Wald summarizes that it has been really helpful for them to come out and explain their constraints. Ms. Beaudet would like to learn more about how to decrease the residential street sweeping and perhaps increase bicycle lane sweeping.

- Action: Bluebonnet Cycletrack: Mr. Wald introduces the project and would like to discuss the facility with the group. Mr. Wilkes outlines design options he has developed for the cycletracks on 40' wide streets. Mr. Wilkes states that these designs will be piloted on streets with low traffic volumes, fewer intersections and driveways, and restricted parking. Mr. Wilkes also lets the group know that he is working with the Watershed Department to seek permission to use more substantial separators in his designs. Mr. Jarnagin asks about problems associated with parking on Rio Grande in the cycletrack. Mr. Wilkes responds that soon there will be parking meters and added parking enforcement. Ms. Beaudet responds that the Director of the Public Works Department has contacted APD to provide enforcement. Ms. Beaudet encourages the group to continue to contact the Bicycle Program about the problem. Mr. Wald asks the group for their opinion on the option shown with a 2' buffer. Ms. Beaudet points out that the Bluebonnet cycletrack in particular is designed to feed into a brand new shared-use facility on Robert E. Lee and will accommodate "interested but concerned" cyclists. Mr. Wilkes clarifies that Bluebonnet would include a 10' wide cycletrack with a 2' buffer and that the Bicycle Program has received support from Zilker Elementary along the route and the neighborhood. Mr. Kopper states that the existing speed cushions will be relocated outside of the cycletrack. Ms. Swanson asks if there are other opportunities for traffic calming, through the use of shrubbery or landscaping. Mr. Kopper states that it is difficult to plant landscaping in 2'. Mr. Eden states that since the volumes are low and as long as the deliniators keep drivers from trying to cross the bicycle lanes he supports this design. Ms. Kaplan would like to know what the main conflicts would be. Mr. Wilkes says that previously Guadalupe had a two-way cycletrack, but two lanes of traffic each way. However, on Bluebonnet, which has only one lane of traffic in each direction, and low

traffic volumes the probability of conflict is greatly reduced. Mr. LeBlanc would like to know if there are any further concerns. Mr. Faidley would like to know about the transitions at the end of the two-way cycletrack. Mr. Wilkes explains the transitions include a traffic-calming island with a pocket left-hand turn. Mr. Wald would like to make a motion that states:

*"The BAC supports the 10' two-way cycletrack with the 2' buffer for the Bluebonnet/Melridge project."*

Mr. Kase seconds the motion. Mr. McFadden says he thinks it is important that we try new things. Mr. LeBlanc asks if there is any dissent to the motion. There is none, and it passes.

- Discussion: Bicycle Facilities and Neighborhood Coordination: Tom Linehan

Mr. Linehan would like a formalized process that street resurfacing schedules be provided to neighborhood associations. Mr. Linehan gives the example of Treadwell, which is not included in the Bike Plan, but is adjacent to an elementary school. It would have been nice to have a bicycle lane there. He is concerned with White Rock which goes straight to Burnet Middle School. He would like to know if there is a way to have a formal communication with street and bridge and the neighborhood and would also like to know about protected bicycle lanes on White Rock. Mr. Eden responds that you can request resurfacing information from Street & Bridge. Ms. Beaudet responds that the Bike Program has been working with Street and Bridge to get their resurfacing list earlier and earlier. We can also provide that list to the neighborhoods. Ms. Beaudet states also that the resurfacing is not a lost opportunity because there is not a center line on the street, and painting bicycle lanes is still possible regardless of resurfacing. Ms. Beaudet also lets the group know about the parking modification process. Mr. Linehan would rather have the Street & Bridge Division contact the neighborhood in the event that a neighborhood was not proactive; to let the neighbors know that there is an opportunity to improve their streets. Ms. Beaudet states that the Bicycle Program is happy to work with the neighborhood ahead of time if possible, but she would have to think through the process. Mr. Wilkes states that when we are dealing with schools that may not be in the Bike Plan, we may have to consider a different set of qualifications. Mr. Dashner suggests adding chloroform signs to the planned resurfaced street. Ms. Beaudet asks for the permission to wait a month and work to come up with an appropriate response. Mr. Wald states that neighborhoods generally get notices for other Capital Improvement Projects; he doesn't see why Street & Bridge couldn't do the same for street resurfacing. Mr. Wilkes states that the Street & Bridge adds 150% of the streets to the list due to the potential that not all those streets will be resurfaced. Ms. Beaudet will report back to the group next month on a potential process.

#### 4. Items from Staff – 6:50-7:55

- Briefing: Bicycle Parking Code Amendments – Ms. Beaudet begins her presentation regarding the ten proposed code amendments. These proposed amendments would improve conditions for bicycle parking and would close existing loopholes in the code. Ms. Beaudet states that she will come back to the group for a resolution as the proposed amendments move through the amendment process and will the draft amendments to the group.
- Briefing: Barton Springs 2010 Bond Project – Mr. Wilkes introduces the project. Ms. Beaudet states that she would like to see cat tracks through the intersection at Barton Springs and Lamar. Mr. Wald asks about the juice shop's inset parking. Mr. Wilkes responds that he will look into that transition. Mr. LeBlanc asks about cyclists going the wrong way on the trail through the park. Mr. Wilkes responds that there will be markings designated the appropriate direction of travel. Mr. Jarnagin asks about eastbound cyclist needed to access restaurants on the north side of the road. Mr. Wilkes asks him to contact him to discuss specific concerns.
- Briefing: Guadalupe 2010 Bond Project – Mr. Wilkes introduces the Guadalupe Bicycle Lane Project. Mr. Wald asks about sight line issues on cross-streets. Mr. Wilkes states that this should not be a problem.

5. Announcements/Adjourn –  
Mr. Kase Moves to adjourn and Mr. Abels seconds