

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

City Hall
301 W. 2nd Street
February 19, 2013

PARTICIPANTS:

Allison Kaplan – BAC Chair
Tommy Eden – BAC Vice Chair
Chris LeBlanc - BAC
Ashley Hunter - BAC

Alan Garcia – Alt BAC
Nick Warrenchuck – BAC
Eileen Nehme – BAC
Mike Kase – BAC
Matt Tynan – Alt BAC

Noni Jarnagin – Alt BAC
Tom Wald - Alt BAC
Joe Clemens – Alt BAC
Jason Abels – Alt BAC
Mitchell Harrison – Alt BAC

GUESTS:

Eileen Schaubert
Pete Wall
Noah Sloan
Richard Faidley
Richard Hollenbeck

Bill Blome
Michael Cosper
John Donisi
Mike McHolm
Richard Graysum

Eric Beston
Patrick Jones
Christopher Stanton
Jesse Duncan
Council Member Chris Riley

STAFF PRESENT:

Nadia Barrera

Nathan Wilkes

1. Introductions – Ms. Kaplan begins the meeting with introductions
2. Review and Approval of January Minutes – Ms. Kaplan asks about the Bicycle Program planning document from the City and Mr. Wilkes states that he will have it to the BAC soon. Mr. Kase moves to approve the January minutes and Ms. Hunter seconds. The group approves the January minutes.
3. Items from BAC –
 - BAC Resolution for Riverside and Congress – Mr. Wilkes states that due to the width on Riverside there are no short-term planned bicycle improvements for E. Riverside. Mr. Wald asks about east of Pleasant Valley on Riverside, if there is potential for buffered bike lanes there. Mr. Wald also states that there is a traffic study on Riverside that would help determine if a bicycle facility is feasible. Mr. Wald would like the BAC to potentially move to make a resolution supporting bike lanes east of Pleasant Valley on Riverside. Mr. Wilkes suggests that the group wait until the East Riverside Corridor Study is made public. Mr. Eden would like to request bicycle lanes in places where there is more traffic, and would prefer taking out a lane in each direction on Riverside east of IH-35. Mr. Wilkes then updates the group regarding Congress Avenue over the bridge. Internally he is working with the City's transportation engineers to approve bicycle lanes in each direction. Ms. Kaplan expresses concern about riding so close to the high curb on the bridge. Mr. Wald asks about a buffered bike lane. Mr. Wilkes states that a buffered bike lane could be possible, but all vehicular needs will need to be considered. Mr. Eden states that when the Public Works Department expanded the Congress Avenue Bridge in 1980 they promised bicycle lanes on both sides of the roadway, and he would like to see that happen. Mr. LeBlanc moves to adopt the below and Ms. Hunter seconds:

"The Bicycle Advisory Council recommends buffered or physically protected bicycle lanes on at least a portion of the Ann Richards Bridge for the safety of bicyclists and

pedestrians. We ask the City to look for long-term solutions for the physically separated bicycle facilities on the entire length of the Ann Richards Bridge.”

It passes 6-1.

- South Lamar and Riverside redevelopment at Taco Cabana – Ms. Kaplan reads an e-mail from Ms. Bojo stating that the ATD would not feel comfortable removing a lane of traffic until the South Lamar Corridor Study is complete. The representative from the development states that the owner would be friendly to paying into a fund to implement portions of the South Lamar Corridor Study. Ms. Kaplan makes the point that a bike share kiosks would be great, but only if it is easy to get access. Mr. Wilkes states that the study will be complete soon and it would be a good opportunity to discuss bicycle improvements. The project will go to the Environmental Board on March 6th, Planning Commission March 12th, and City Council on March 28th. Mr. Cosper asks about the South Manchaca Study. Mr. Wilkes responds that Mr. Kopper will come to the BAC next month.
- Design for Rio Grande north of 24th Street – Mr. Wilkes states that he has just received an extended scope of services from the engineer and the scope will be approved soon. Next month the schematics will be reviewed and he can speak more about it next month.
- Seek approval for the design for Rainey Street – Ms. Kaplan asks when Council will be hearing the options again. Mr. Wilkes responds that he does not know. Discussion about the options ensues. Ms. Schaubert states at UTC there was mention that neighbors preferred the two-way roadway. Mr. Clemens states that he lives on Rainey Street and states that his Rainey Neighborhood Association, which is a core group of people that represent the buildings, does not mind a one-way street. Mr. Clemens also states that there are safety concerns on Cummings and that he prefers going southbound on East and northbound on Rainey and that it makes sense for traffic flow, especially with all of the construction on the roadway. Mr. Clemens asks if the businesses are demanding parking. Mr. Wilkes states that it is likely that they prefer parking. Ms. Kaplan asks if this plan is long-term. She states that she heard Mr. Lazarus state during the briefing that it is a short-term solution. Mr. Wilkes responds that Mr. Lazarus was likely referring to the impending redevelopment of the area. Mr. Warrenchuk states that as a cyclist, the raised barrier may cause difficulties in accessing businesses on the other side of the street. Mr. Wilkes states that there will be breaks in the barrier at driveways. Mr. Eden would like to know the ADT for the street. Mr. Wilkes does not know. Mr. Wall asks if we removed parking from the design, would there be room for wider sidewalks. Mr. Wilkes responds that there would be sufficient room. Mr. Clemson states that downtown should be the easiest place to get around by bicycle and he is heavily in favor of a physically separated bicycle facility. Rainey Street is a destination and people will get there whether they have parking or not. Mr. LeBlanc asks that if the road is converted to a one-way whether or not the speed will increase, thereby making it more dangerous for pedestrians. Mr. Wilkes states that the option with a one-way street includes several people and static elements on the roadway which may discourage speeding. Mr. Eden states that the perceived safety for pedestrians is low and therefore discourages walking. Mr. Wald states he likes the curb buffer at the speed bumps, he also thinks that the cycletracks would work for the pedicabbers. Mr. LeBlanc notes that a cycletrack would be full of pedestrians, even with improved sidewalks. Mr. Tynan states that per City of Austin data, the ADT for Rainey is 2200. Mr. Clemens asks if there is an opportunity to use delineators instead of curbs to pilot the separation for the cycletrack. Mr. Wilkes states that a pilot would be

possible. Ms. Kaplan states that she appreciates parking on the roadway and the traffic calming it provides. She prefers A, D, and E. Mr. Warechuk likes A and E. Mr. Wilkes would like to know what the sentiment of the BAC is on the status quo plus sharrows and sidewalks would be acceptable. Ms. Schaubert states that if we could take the parking off of one side of the street, we should take this opportunity to do so. Mr. Eden moves that the BAC:

“Strongly recommends Option A. The BAC finds B and C unacceptable and D or E acceptable.” Mr. Wald seconds the motion. The motion passes.

- Bicycle Parking Code Amendment – Planning Commission is 2/26 and 3/21 is Council.
- Bike Lane parking for Car-2-Go – The driver still gets the ticket. Mr. Eden states that this problem should be communicated to Car2Go. Mr. Jarnigan states that on Woodward there was a frequent occurrence of Car2Go parking in the bike lane there.
- Signage in bike lanes. What are the requirements/guidelines for installation? – In general any time a bike lane is installed there is a no parking sign added. If there is a problem with parking, citizens can report the problem and request a no parking sign.

4. Items from Staff – 6:50-7:55

- Pedernales 2-way Cycletrack Design – Mr. Wilkes states that there will be a Pedernales 2-way cycletrack meeting on March 4th at Metz Recreation Center. Mr. Jones states that he is concerned about Zaragosa and Webberville due to cars pulling up to see around the grade. Mr. Stanton asks about turning onto Webberville. Mr. Wilkes shows an alternate drawing in which cyclists could turn to 90 degrees and easily make the turn with a slight bulb out of the cycletrack. Mr. Wald asks for physical barriers at 7th and Pedernales. Mr. Wilkes states that it would be a nice thing to add. The Holly Shores meeting is Monday, February 25th.

5. Proposed Items From Staff for Future Meetings:

- Manchaca between South Lamar and William Cannon
- 24 Hour Trail Access

6. Announcements/Adjourn –

- March 21st Chat with the Chief

7. Mr. LeBlanc motions to adjourn and Mr. Thayer seconds.