

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

City Hall, Boards and Commissions
301 W. 2nd
April 16, 2013
6:00PM

PARTICIPANTS:

Allison Kaplan – BAC Chair
Tommy Eden – BAC Vice Chair
Nick Warrenchuk - BAC
Mitchell Harrison – Alt BAC

Tom Thayer – BAC
Mike Kase – BAC
Noni Jarnagin – Alt BAC
Eileen Nehme - BAC

Chris LeBlanc - BAC
Tom Wald - Alt BAC
Jason Abels – Alt BAC
Alan Garcia – Alt BAC

GUESTS:

Rich Hollenbeck

David Richardson
David Orr

Patrick Jones
Donald Hooper

STAFF PRESENT:

Nadia Barrera

Neil Kopper

1. Introductions – Ms. Kaplan begins the meeting with introductions
2. Review and Approval of March Minutes – Mr. Wald, Mr. Kase, and Ms. Kaplan all make minor changes. Those changes are noted and the minutes are approved as amended.
3. Items from BAC –
4. Items from Staff:
 - **Briefing:** UT Civil Engineering – Stratford Drive/Barton Springs Road – Mr. LeBlanc would like to know the impact of the removal of the tree and asks if the removal of the tree aid in safety. The student notes that the tree shows evidence of being hit in the past and that its current location may allow it to be hit easily. The students also looked at a PHB, but felt that with existing speeding, a PHB would not stop traffic. Mr. Eden notes that for signalization, a traffic study would be needed. He asks if there were any existing traffic studies. The student responds that she did not find any. Ms. Kaplan recommends a further look into the crashes that have occurred at this location and how they could possibly be prevented with improvements to the design. Mr. Wall states that when the flashing 20mph light was on when he commuted this way, and he found that the flashing light helped people to slow down and improved crossing. Mr. Warenchuk asks about raised medians he also says that five crashes a year and 100 left turns out of Stratford would warrant the need for a signal. Mr. Eden reminds the students that any time you re-work roads in parkland; it requires a hearing and removal of a tree would make that process very difficult.
 - **Briefing:** UT Civil Engineering – Lansing Drive Connection – Mr. Kase asks about warning signs for trains. The student states that there could be flashing lights; installing a gate means that you would have to remove a gate somewhere else. One of the citizens asks if solar lights would work. Mr. Warrenchuk confirms that you could use solar lights. Overall the group likes the “Z” crossing and the overall design. Mr. Warrenchuk asks how far away the closest crossing is, which would facilitate hearing the horn and gates for crossing. The student responds that it is about a ½ mile away. Mr. Wald asks about the scour along the creek. The student responds that they investigated installing a trail under the tracks, but the creek bed had problems with erosion and

potential flooding. Mr. Wald states that he has heard that bollards may also be dangerous to cyclists. Mr. Wald recommends a sharper radius that would frustrate automobile use and would allow for removing the bollards. Mr. LeBlanc asks about the frequency of the train. The students respond that the train does not seem to adhere to a set schedule. Mr. Eden responds that he estimates that they may come up to once every half hour. Mr. Kase asks if the train ever stops. Mr. Eden responds that he has only seen it stop once, during an accident. Mr. Hollenbeck states that this is a great project due to the difficulty of crossing Vinson Drive. Mr. Eden also requests the City look at the feasibility of a tunnel at this exact location to prevent any potential conflicts with bicycles, pedestrians, and trains.

- **Briefing:** UT Civil Engineering – Great Northern Blvd. Urban Trail Connection – Mr. Kase asks why the students chose a steel over a concrete bridge. The student responds that concrete is heavy for the long span, steel is more feasible and easier to construct. Mr. Jones asks how much anticipated use the student can predict. The student responds that it would depend on the rider. Mr. LeBlanc asks about the functionality of the bridge, and states that a more useful connection would be to connect to Bull Creek. Mr. Wald asks about cost estimates and why the “S” shape bridge is so much cheaper. Mr. Wald also states that it would be unlikely for the City to approve 10’ lanes on 2222 due to the alignment of the roadway. Mr. Hollenbeck asks about crossing 2222 underneath near the creek. Mr. LeBlanc responds that on the north side there are residential uses.
- **Briefing:** UT Civil Engineering – Great Northern Blvd. Pedestrian and Bicycle Improvements – Ms. Kaplan mentions that connections to Foster Lane should also be addressed. Ms. Kaplan also asks about any potential issues with safety of the cyclists being located near the rail road. The student responds that there is a slight vertical grade differential between the rail and the proposed trail and that a derailment would affect the existing alignment as well. Mr. LeBlanc notes that the sound wall be installed where the students proposed to install the trail. Mr. LeBlanc also reminds the group about the potential for the connection to the bridge connection to Far West. Mr. Kopper asks why the students decided to install parking along Great Northern. The student states that during baseball games the street was overrun with parking and with the alternative provided, it would allow for both the trail and the parking. Mr. Kopper states that parking would certainly pacify some of the neighbors, but they should not provide parking over the provision of safe sidewalks.
- **Briefing:** Manchaca between South Lamar and William Cannon –Mr. Kopper updates the group about the Manchaca Preliminary Engineering Report. This project was a named 2010 Bond Project. The project does not include any money for actual design or implementation. The project is simply to determine feasibility. Mr. Kopper explains existing conditions, physical, traffic volumes, and connectivity. He also describes crash rates for the corridor. He then talks about his recommendations. A lane conversion is recommended for the northern section of Manchaca from Lamar to Ben White. Mr. Wald asks about the proposed width of the lanes. Mr. Kopper states that it is up to final approval by the Transportation Department. Mr. Wall asks if the crash rate is higher due to the increased amount of turns. Mr. Kopper states that he did not look into the cause of the crashes, but lane conversions has as one of their advantages the reduction of crashes resulting from turning movements. Mr. Kopper then goes on to discussing the options for south of Ben White. He states that roadway widening may be necessary. He then shows one option that would include designing for bicycles sharing the path behind the curb. This design would allow for keeping street trees, hydrants, and other utilities. Mr. LeBlanc asks about the pedestrian count. Mr. Kopper states that he has not counted pedestrians. The group then discusses the potential of “build it and they will come” for pedestrians in the area and the possibility that pedestrian traffic will increase when the facility is improved. Ms. Kaplan

asks about how bus stops will be accommodated. Mr. Kopper responds that we will be considering bicycle and pedestrian interactions at bus stops. Mr. Kase asks about accommodating bicycles at Manchaca and Lamar. Mr. Kopper states that the status quo will stay approximately the same. Mr. Kopper suggests a two-phased turn. Mr. Kase asks for an improved crossing at Barton Skyway/Lighsey. Mr. Eden states that at Jones Road there is a bridge and asks what Mr. Kopper plans for that section. Mr. Kopper states that the Street and Bridge Division has stated that widening the sidewalk at that location would not be difficult. Mr. Kopper presents the TXDOT section. Mr. Kase states that there is a problem here with debris. Mr. Wald mentions a bicycle fatality at this location approximately eight years ago. On Manchaca between Mathews and William Cannon is also a concern. Mr. Kopper states that he plans to ask TXDOT if that portion could be rolled into the project.

- **Briefing:** Neil's Gap Analysis – Mr. Kopper discusses his gap analysis. Mr. Eden asks for a copy. Mr. Kopper states that he can share it with the group. Mr. Eden would like to form a committee. Mr. Eden, Mr. Thayer, Mr. Wald, and Mr. Jarnagin volunteer.
- **Briefing:** Rainey Street Update – Mr. Kopper discusses Rainey Street. He mentions that there was a stakeholder meeting and the stakeholders determined that D and E were the preferred option; and it is a likely combination of the two. Ms. Kaplan proposes that the BAC looks at the options again now that they know the preferences from the stakeholders. Mr. LeBlanc would like for Ms. Barrera to include the BAC's recommendation in the minutes, the recommendation from the "stakeholders," and the recommendation from the Rainey Street Homeowners. Mr. Orr would like to know who the stakeholders were at the meeting Mr. Kopper is presenting about. Mr. Eden states that the BAC has already provided a recommendation, there is nothing further they can do.

5. Proposed Items From Staff for Future Meetings:

- Mr. Garcia would like information about Westgate. Mr. Kase remarks that there is considerable road rage in the area. Mr. Kase states that there is considerable need for some improvements. The group asks for the item to be considered in next month's meeting.
- Mr. Hopper asks about south of Koenig near Woodrow where the bicycle facility ends. Mr. Kopper states that this facility is included in the Bike Plan, but parking would have to be removed, which may require shifting the travel lanes. The City would first have to wait for the roadway to come up for routine maintenance and would have to go through the stakeholder process. He can report back at the next meeting as to when the street will be maintained.
- Ms. Nehme asks about improvements to Mary/Heather where it crosses Lamar Boulevard. Mr. Kopper responds that he can address the issue either personally, or through the BAC if she would like it to be added to the agenda. Mr. Kopper states that Ms. Nehme can just talk with him directly.
- Mr. Wall would like the BAC to discuss the 24-hour trail access and create a resolution regarding the pilot project and the concern about the high cost of policing the trails.

6. Mr. Abels motions to adjourn and Mr. Kase seconds.