

CITY OF AUSTIN  
BICYCLE ADVISORY COUNCIL (BAC)  
MEETING SUMMARY

City Hall, Boards and Commission Room  
301 W. 2<sup>nd</sup>  
February 18, 2014  
6:00PM

PARTICIPANTS:

Mike Kase – BAC Chair	Tom Thayer – BAC	Chris LeBlanc – Alt BAC
Christopher Stanton – BAC Vice Chair	Nick Warrenchuk – BAC	Tom Wald - Alt BAC
Tommy Eden – BAC	Eileen Nehme – BAC	Tom Hilde – Alt BAC
Sophia Benner – BAC	David Orr – BAC	Bill Blome – Alt BAC
Noni Jarnagin – Alt BAC	Alison Kaplan – Alt BAC	

GUESTS:

Joel Myer	Stanton Truxillo – UTC	Alex Kone – CAMPO
Robin Stallings – Bike Texas	Michael Cosper	Council Member Chris Riley
Matt Beard	Dayton Crites	

STAFF PRESENT:

Aleksiina Chapman	Nadia Barrera	Robert Anderson
Nathan Wilkes		Shannon Wisner

1. Introductions – Mr. Kase begins the meeting with introductions. Ms. Kaplan and Mr. Blome will serve as full standing members.

- Review and Approval of January Minutes – Mr. Stanton moves to approve the minutes and Mr. Thayer seconds. Ms. Kaplan abstained. The minutes are approved.
- Items from BAC –
  - Vulnerable User Law – Ms. Benson from the City’s attorney’s office will attend the March meeting to discuss the vulnerable user law. Mr. Stanton asked if there were still an APD liaison. Staff will invite them to the March meeting. Mr. Stallings reports that San Marcos is the 23<sup>rd</sup> local government to pass the vulnerable user law. Mr. Stanton asks about clarification of the ordinance; if a bike and a car are not sharing the lane, they may pass within three feet. However, they must pass safely. Mr. Truxillo asks which other cities have done sting operations. Mr. Stallings states that only San Antonio and Austin. Both will be presenting at the Texas Trails and Active Transportation (TTAT) Conference. Ms. Benner clarifies that a state law would allow for prosecution which would include jail time.
  - Texas Trails and Active Transportation Conference – Ms. Barrera states that staff will be attending the conference. Ms. Kaplan asks if staff would mind giving a short presentation in April about what they learned in the conference. Ms. Barrera and Mr. Wilkes states that they will. Mr. Kase will also be attending the National Bike Conference and will also report back. Mr. Stallings introduces the TTAT. TTAT is in the

league of Pro-walk/Pro-bike and there will be 70 presentation sessions. Mr. Wald endorses the conference as a good experience. There are a variety of professional attendees and advocates that attend the conference. Mr. Stallings explains the history of the conference and that the conference is essentially a statewide bicycle summit. Mr. Stallings also states that there will be representatives from other southern states to create a southern regional meet-up of advocates.

- Mr. Stalling encourages the group to check out the Bike Texas Strategic Plan on their website.

#### 4. Items from staff – 7:30-8:00

- CapMetro Updates – Mr. Cortez updates the group on MetroBike Shelters. They are located at high-capacity transit stations: MLK, Lakeline, Highland, S. Congress Transit, TechRidge, and Plaza Saltillo. They now have 60, 3-bike racks on regular buses and all MetroRapid buses have 3-bike racks. They are working to complete the MetroRail Trail. Currently, they are also working to move the Lance Armstrong Bikeway off the roadway and onto the property near Plaza Saltillo by including the bikeway in the design for the re-routing of the rail line through their property. Mr. Cortez proposes a bicycling and transit workshop to help CapMetro continue to improve their integration of bicycling and transit. Mr. Cortez then updates the group on Project. CapMetro did receive a TIGER grant last year and will be double-tracking at strategic locations along the Red Line. Mr. Cospers asks about regional bus service. Mr. Cortez states that MetroRapid and Mopac Express Lanes are under construction. Currently, they are executing a study of the north corridor (Georgetown, Round Rock, Pflugerville) and the central core. The results show that a mixture of solutions is needed: express busses, transit-only streets, MetroRapid extensions, and more. In Central Austin, high-capacity transit is needed to connect downtown to the University of Texas and all around. Check out [centralcorridor.metroquest.com](http://centralcorridor.metroquest.com) to give input on what kind of transit is preferred, the alignment, the service, frequency, stops, etc. Mr. Wald says roll-on bike access is important. Mr. Stanton would like to know the usage numbers for the shelters and rail line. Mr. Cortez states that since there is only one shelter, they project there will be more users when there are more shelters. Ms. Kaplan states that a transit-only road should have bicycle and pedestrian accommodations. Mr. Stalling asks CapMetro to apply for TIGER funding to complete the red-line trail. Mr. Cortez states that he thinks that is a good idea, but would likely necessitate partnerships to make the application more viable. Mr. Wald mentions that there are ROW constraints when the rail line is double-tracked, potentially frustrating the construction of a trail at those locations.
- Bike Plan Recommendations on TXDOT roadways – Mr. Wilkes states that the Bicycle Program in coordination with CAMPO is preparing to approach TXDOT with preferences for bicycle and pedestrian facilities for their roadways. These include shared use paths on both sides of controlled access freeways, shared use paths on one side of highways, protected lanes on urban arterial streets, and wide shoulders on rural lower volume roadways. A discussion ensues about the ideal width of a wide shoulder. Mr. Truxillo states that a shoulder 10' or wider shoulder may encourage some to drive in the shoulder. Mr. Wald recommends referencing the

FHWA standard for wide shoulders. Ms. Kaplan asks if TXDOT has a standard for wide shoulders. The group generally agrees that a 4' shoulder is not acceptable. Mr. Eden clarifies that none of the recommendations include wide outside lanes. Mr. Wilkes confirms that they do not. Ms. Kaplan asks what the impetus is for the recommendations. Mr. Wilkes states that the purpose is to seek TXDOT's approval to include the recommendations in the amendment to the Bike Plan. Mr. Wald confirms that the language will include access to adjacent destinations and to preserve right of way. Mr. Wilkes states that other considerations will need to be taken into account, i.e. driveway cuts, access points, etc. Mr. Hilde reminds the group that in the future e-bikes will be a lot more common. Mr. Wald also states that in the past, bicycle advocates asked for wide outside lanes and that was what they got. This should encourage cyclists to ask for shared use paths on both sides of the road so as not to preclude their construction in the future. Mr. Cospers asks about projects that include great bicycle and pedestrian overpasses. Mr. Wilkes responds that those are generally included on a project by project basis. Mr. Truxillo asks when Mr. Wilkes will be taking this to TXDOT. Mr. Wilkes states that in early March, he will meet with TXDOT and will report back at the March meeting.

- Recommendations of best bicycle facility on frontage roads with varying width – Mr. Wilkes reminds the group that at the last meeting the group discussed a series of recommendations by width available. Mr. Eden states that all of the paths that are 8' are okay. Everything less than 8' could undergo discussion. Mr. Wilkes states that the curbs are likely not going to be moving and that 11' is the minimum allowable for the motor vehicle travel lane. Mr. Kase states that everything below an 8' shared use path depends upon pedestrian density. When reviewing the context, Mr. Wilkes is referring to TXDOT roadways, which generally have lower pedestrian densities. Ms. Benner asks if markings on the paths less than 8' would be appropriate. Also below 8', contingencies would be included to state that it is appropriate only where constrained. Mr. Wald states that separation of cyclists and pedestrians should also be an option. Mr. Stanton agrees that a separated bike/ped path should also be a consideration. Mr. Eden proposes the following resolution and Mr. Kase seconds. The item passes without dissent.

The Bicycle Advisory Council endorses the presented "guidance for bicycle facility recommendations along high-speed roadways with limited access" as vastly superior to a wide curb lanes with the following discussion points incorporated: including text for high pedestrian densities and when the path is below 8' consider the option of a bicycle lane.

- **Announcements/Adjourn –**

- Mr. Wald announces that the Austin Cycling Association and Bike Austin have merged and are putting together a strategic plan. They will be working on it over the next couple of months. Please save the date the first weekend of May for a local bike summit.
- Mr. Wald reminds the groups that there is a primary election going on and that Sarah Eckhardt has been a fantastic advocate for cyclists and he invites everyone to attend a Happy Hour for her at Star Bar after the meeting.
- A discussion ensues about SXSW and the March meeting, but there does not seem to be conflict.
- Mr. Wilkes would like to convene another technical subcommittee about Loop 360 and a prioritized list for TXDOT. Mr. Wald recommends Thursday the 27<sup>th</sup> from 6-

8PM. Mr. Eden, Mr. Warrenchuk, Mr. Myer, and Mr. Wald will attend. Mr. Wilkes will also put it out to the Google Group for interest. Mr. Eden will Chair the committee and make sure it happens.

- Mr. Truxillo asks to have someone from the BAC present to the UTC in March. The BAC will search for a willing party.

Ms. Kaplan motions to adjourn and Mr. Stanton seconds.