

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

City Hall, Staff Bull Pen, Room 1029
301 W 2nd Street
February 17th, 2015
6:00 p.m.

PARTICIPANTS:

Christopher Stanton – BAC Chair	Mike Kase – BAC	Tom Wald – BAC
Tom Thayer – BAC Vice Chair	Sophia Benner – BAC	Stanton Truxillo – Alt
Erin Katribe – BAC	Samuel Day-Woodruff – BAC	BAC, UTC Liaison
Kathryn Flowers – BAC	Tomasita Louviere-Ligons – BAC	Tommy Eden – BAC
David Orr – BAC		Rebecca Brenneman – Alt BAC
		Chris LeBlanc - BAC

GUESTS:

Mike Cospier	Michael Sledge, Pedestrian Advisory Council (PAC)	Doug Ballew, Austin/Travis County
John Woodley	Sounthaly Outhavong, SRCC NA	Health and Human Services Department (A/TCHHSD)
Christian Malanka, Austin Police Department (APD)	Patricia Shaub, Bike Austin	Robert Anderson, PAC
Preston Tyree, Bike Austin	Morgan Moody, Guest	Pete Wall
John Simmerman, Active Towns	John Hagar, Guest	Thomas Butler, Downtown Austin Association (DAA)

STAFF PRESENT:

Laura Dierenfield
Neil Kopper
Marissa Monroy

1. Introductions – Attendees introduced themselves.

2. Review and Approval of January Minutes – An electronic version of the minutes were posted and distributed prior to the meeting, however it is customary to provide paper copies of the minutes to BAC members at the following meeting. Chair Stanton proposes deferring review and approval of January minutes to the next meeting when paper copies may be provided to BAC members for review.

3. Items from Other Organizations

- **Briefing on Newly Formed APD Bicycle Working Group** – Lt. Christian Malanka introduces the newly formed APD Bicycle Group consisting of 5 officers, one from each of the 5 APD regions of the City. Officers will be available to respond to public concerns within their district. The group will meet for the first time in mid-March. Mr. Truxillo suggests that the bicycle community work with APD to schedule another “Chat with the Chief”. Mr. Orr suggests that a Technical Subcommittee be formed to work with the newly formed group to organize the development of a flow chart for incident reports. Mr. Kase suggests that this Subcommittee wait until the APD Bicycle Group meetings occurs, then schedule the Subcommittee meeting with APD. Lt. Malanka offers support for convening this forthcoming meeting. Group discussion reflects consensus on this direction.
- **Briefing NACTO 2015 Designing Cities Update** – Corinne Kisner, Designing Cities Program Manager with the National Association of City Transportation Officials (NACTO) provides an update on the 2015 NACTO Designing Cities conference scheduled for October 28th to 31st, 2015 in Austin. The conference is an opportunity for transportation professionals to come together and exchange best practices. The 2014 conference attracted over 90 cities, including the Directors of Transportation of many large American cities.

4. Items from BAC

- **Briefing and Possible Action on Request to Discuss Protected Bike Lanes on W 5th and W 6th** – Patricia Shaub requested the BAC open discussion on the feasibility of protected bicycle lanes on west 5th and 6th streets from Lamar to MoPac. Ms. Shaub explains that pedicab drivers use this route at night and frequently use the protected eastbound bicycle lane as a two way route. Ms. Shaub reports west 6th is not well lit at night and she observes drivers speeding westbound, often impaired. Her primary concern is between the hours of 2am and 4am. Her primary questions are: (1) Could a two-way protected bicycle lane be installed on West 5th street? and (2) How can 6th street be improved? Mr. Truxillo remarks that 5th and 6th street are two very different streets. He feels that 6th street is the main problem and that a two-way protected bicycle lane on 5th street may be an answer. Mr. Tyree expresses concern for the use of two-way protected bicycle lanes. Neil Kopper, staff with the City of Austin Active Transportation Program explained that the City has no active or planned projects in the area and that a more detailed study would be necessary to fully understand what types of solutions are

possible for these streets. Mr. Kopper explains that any study of protected bicycle facilities would need to include an assessment of traffic volume and intersection operations. Discussion follows on the concept, optimal design and use of a two-way protected bicycle lane. Tom Thayer asks what would precipitate further study of a project? Mr. Kopper explains that the most common trigger is anticipated resurfacing and that any proposed facility would go through extensive public outreach of area stakeholders, including the BAC.

- **Briefing and Possible Action on Recommended Pedicab Route at Neches and 4th** – Patricia Shaub requested that the BAC open discussion on the intersection of 4th street and Neches following recent pedicab crash with the Metro Rail train on New Year's Eve 2014. Laura Dierenfield, staff with the City's Active Transportation Program explained that the intersection of 4th and Neches at the downtown Red Line Metro Rail station is one frequently used by pedicab drivers, pedestrians, and cyclists to access the Lance Armstrong Bikeway (LAB). The intersection includes two crosswalks, one on the west side of the MetroRail pay station and one on the east side. When crossing 4th street to access the LAB, southbound from Neches, it is best to use the westside crosswalk. When crossing 4th street from the LAB, northbound to Neches, it is best to use the eastside crosswalk. However, due to the lack of corner clearances caused by the train platform itself, crossing these areas should be done with extreme caution.

3. Items from Staff

- **Briefing and Possible Action on West St Elmo Bicycle Facilities** – Mr. Kopper provides an update on the opportunity to consider bicycle facilities on West St. Elmo as it may be resurfaced in 2016. City staff is beginning to study this street and there will be future opportunity to discuss it in more depth with the school, area residents and other stakeholders. The street is not wide enough to provide a bike lane and parking lane. There are no homes that access the street and there does not appear to be great demand for parking other than that used by the school. School parking is consistently needed during arrival and dismissal times. Doug Ballew reported that this was a school that participated in the Safe Routes to School program and that most of the kids come from St. Elmo east of S. 1st street. One potential solution for allowing parking and bicycle lanes is to allow parking on the side of the street where children would not be riding towards school in the morning. Similarly, in the afternoon, parking would be allowed on the opposite side of the street to allow for children to ride in the homeward bound direction.

It was asked if bike lanes can be installed on Mt. Vernon since Redd Street will be getting bicycle lanes. Mr. Kopper responded that parking demands on Mt. Vernon and road width limit the ability to install bicycle lanes but sharrows may be possible.

- **Briefing and Possible Action: Bike Signal and Detection Grant Update** – Ms. Dierenfield provides an update on bicycle signal and detection grant which was recently accepted

by the City Council. A total of \$200,000 in federal Transportation Enhancement grant funds will be matched with \$95,000 in city funds to improve safety and operations at 32 locations throughout the city determined through a public outreach and technical assessment process that included a community-based survey, customer service request from citizens as well as safety and operational deficiencies. Link to the map and list of locations: <http://www.austintexas.gov/edims/document.cfm?id=226215>. Mr. Eden asks if feedback such as the blue light at MLK & Rio Grande will be included. It is not part of the grant scope at this time. Mr. Wald asks about how signals will be installed at locations like on Airport Boulevard. Ms. Dierenfield explains that now that funds are available, design will proceed on the signals and detection loops for all areas. Mr. Truxilo asks how the detection can better detect cyclists. In some cases, the loop size and shape is optimized to detect a bicycle. In other cases, a camera focused on location of cyclist.

- **Briefing: Update from TxDOT on 360 textured profile markers** – Mr. Kopper provides an update on the textured profile markers that will be installed by TxDOT on Route 360. Textured profile markers are not rumble strips. Rather, they are the thickness of about 3-4 credit cards and positioned in the lane stripe. TxDOT will put the project out for bid in March. The strip will be in the same place it is now but TxDOT's design calls for gaps at the ramp crossings.

4. Announcements/Adjourn – 7:50 – 8:00

- Pedernales protected bike lane striping scheduled to begin February 23rd, weather permitting.
- MoPac South Environmental Study Open House – Hill Country Middle School 1300 Walsh Tarlton Lane 78746 – 4:30-7:30pm on February 26th.
- 183 North Mobility Project Open House – Westwood High School – 12400 Mellow Meadow Drive 78750 – 5 to 8pm on March 5th.
- Mr. Tyree announces the formation of the Travis County Bicycle Safety Task Force. This group is tasked with advising Travis County Transportation and Natural Resources with guidance on how best to spend \$3.3 million.

Mr. Thayer moves to adjourn. Mr. Kase seconds. Meeting adjourns.