

CITY OF AUSTIN
BICYCLE ADVISORY COUNCIL (BAC)
MEETING SUMMARY

City Hall, Staff Bull Pen, Room 1029
301 W 2nd Street
April 21st, 2015
6:00 p.m.

PARTICIPANTS:

Christopher Stanton – BAC Chair
Tom Thayer – BAC Vice Chair
Erin Katribe – BAC
David Orr – BAC
Tommy Eden – BAC

Sophia Benner – BAC
Samuel Day-Woodruff – BAC
Tomasita Louviere-Lignons – BAC
Thom Hilde – Alt BAC
Pete Wall – Alt BAC

Tom Wald – Alt BAC
Stanton Truxillo – Alt BAC, UTC
Liaison
Rebecca Brenneman – Alt BAC

GUESTS:

John Woodley
Christian Malanka, APD
Richard Maness
John Simmerman, Active Towns
Gonzalo Camacho

Michael Sledge, PAC
Sounthaly Outhavong, SRCC NA
Patricia Schaub, Bike Austin
Jason Fialkoff
John Hagar

Sam Lundquist
Mike Melanson, Austin On A Bike
Robert Anderson, PAC
Malcolm Yeatts, EROC
Noni Jarnagin

STAFF PRESENT:

Nathan Wilkes
Nadia Barrera

Laura Dierenfield
Neil Kopper

Aleksiina Chapman
Marissa Monroy

1. Introductions – Chair Stanton begins the meeting with introductions. Ms. Brenneman and Mr. Truxillo will serve as voting members.

2. Review and Approval of January and February Minutes – Mr. Orr moves approval of the January minutes with corrections. Mr. Truxillo seconds. Mr. Truxillo moves approval of the February minutes with corrections. Ms. Louviere-Lignons seconds. No dissent. The minutes are approved.

3. Items from BAC

Briefing and Possible Action: Overview of the Capital Metro Quarter Cent Fund – James Snow

James Snow, assistant director of Public Works, gives an overview and background of the quarter cent program (see slideshow).

Ms. Snow says that as an advisory council, the BAC can recommend projects to City Council to be considered for funding by the quarter cent fund. Mr. Thayer asks if this is an ongoing funding source. Mr. Snow says that this tax is not ongoing. There is about 21 million left that is unspent. Mr. Stanton asks if the 21 million was earmarked prior to being re-appropriated to urban rail. Mr. Snow says that before the money was re-allocated it was divided into categories and one of those was bicycle projects. After it got re-allocated, the previously funded projects were either funded with other sources or shelved. Mr. Truxillo clarifies that there is an unobligated pot of money that needs a way to be spent. Mr. Eden wouldn't be surprised if the City of Austin Bike Program has a long list of prioritized bicycle projects and they could pick the first ones off the list. Mr. Stanton thinks that the BAC would need to make the recommendation to council, rather than staff sending a recommendation. Mr. Stanton proposes a technical subcommittee meeting. Mr. Stanton thinks that the BAC could look at previously funded projects with this money. Mr. Snow thinks that the May meeting would be an appropriate time to make a recommendation for council to consider projects. Mr. Truxillo says that it is tempting for everyone to want to throw in their pet projects to the list to be funded but thinks that we ought to do this in a systematic fashion. Mr. Stanton thinks we should work with the bike program in a subcommittee. Mr. Orr says that we could make a list of projects which includes a funding line and we could see which priorities make it above the line. Mr. Snow says that the Mobility Committee will discuss the quarter cent fund and may develop further selection criteria. Mr. Snow says that as this matter goes through the Mobility Committee he can forward any project selection criteria to the BAC. Mr. Anderson asks if there is some funding that will be allocated to bicycle projects and some that will be allocated to pedestrian projects. Mr. Snow says that they are directed to work with council but that there are no certain monies that have been set aside for any specific type of projects (ie. bike, ped). Mr. Snow says that looking at shovel-ready projects or projects that leverage additional money as match funding would be recommended. Mr. Truxillo asks if the projects have to be in the City of Austin or if they can be in Travis County or other jurisdictions. Mr. Snow suggests projects within the City of Austin since council members are likely to be looking for projects with the highest impacts to their areas. Ms. Brenneman asks about using this funding for AISD schools that are outside of the City limits. Mr. Woodley asks what the source of the quarter cent funding is. Mr. Snow says that it was a quarter cent tax that was passed in 2001; it was a sales tax. Mr. Stanton proposes a technical subcommittee with the Urban Trails Program and the Bike Program to identify priorities that utilize the full \$21 million with the idea that it's better to ask for all of it and get less than to ask for less and get less than possibly would have been considered.

Mr. Orr says the next meeting is on the 19th of May. The first week in May would be best. He will work with the BAC on a date.

Ms. Benner confirms that this sales tax was passed in 2001 and that it was bumping the sales tax from 0.75% to 1%. Ms. Benner asks if any of this money has been spent before or if this is the first time it's being spent. Mr. Snow says that \$113.4 has been spent and \$4.3 is already allocated and \$21.8 million remain. Ms. Benner assumes that there were previous ways to prioritize projects. Ms. Brenneman asks if there is a way that we can get a list of the projects that are already completed or funded to get an idea of what type of projects these funds

typically go towards. Mr. Snow says that because lots of the old projects have been either shelved for years or already paid for with other funding sources they want to bring this funding source back to council to best determine allocation. Ms. Louviere-Lignons asks about the \$4.3 million that's already committed and when those projects have been priced. Were they priced 5 years ago? Will they need more money for the contingencies of these projects? Mr. Snow says that these are current estimate and include contingencies. Mr. Orr wants to clarify that everything goes through council twice. The big funding source gets approved and then you go back for each individual projects.

Mr. Stanton moves that we have a subcommittee the first week of May. Ms. Louviere-Lignons volunteers to Chair the Subcommittee and will work with Mr. Orr on dates. Mr. Truxillo seconds. Mr. Wald points out that that's the first week of bike month. Is there a reason to not do it earlier? Mr. Wald would leave the date open as an option. Ms. Dierenfield says we should proceed with the first week of May to allow staff time to prepare.

Mr. Snow suggests that the list of projects submitted be prioritized and that the BAC should be ready to answer which one project or two projects are the choice projects.

4. Items from Staff (Mr. Wilkes will present his items now as he has another obligation after the BAC)

Announcement from Mr. Wilkes – Pedernales Protected Bicycle Lanes:

Most of the striping on Pedernales was completed last month. South of second was not striped because a signal is to be installed at Pedernales and Cesar Chavez to improve the crossing. Mr. Wilkes sent out an update email to the BAC but would like to know if there are any outstanding questions. Mr. Wilkes is open to have a general discussion about Pedernales if the BAC would like to.

Announcement from Mr. Wilkes – Pleasant Valley:

There has been an online conversation about the crossing at the Longhorn Dam. Because of the staffing shortage over the last couple years, City staff haven't brought proposals to the public to look at this. There will be discussion about long- and short-term options. One option that has been brought up online is the option of the railing. Street and bridge is currently looking for ways to upgrade this.

Briefing and Possible Action: Parking in 3rd Street Protected Bike Lane and Overview of Parking in Bicycle Lane Policy – Nathan Wilkes

3rd Street is a phased project that is currently under construction. They do the south side of the block and then the north side of the block so that they aren't closing the whole street at one time. As they have been completing the project staff has identified a need to clarify signage for parking next to a protected bicycle lane. The project manager is addressing this currently and

over the next couple weeks there should be signage. One thing is that the City needed to find a way to say was “no parking in the bike lane” even though there is parking on the street. We had the same issue on Guadalupe but the problem resolved itself. Mr. Wilkes thinks that in downtown there are much higher parking pressures than on Guadalupe. The new signage will allow for parking enforcement. Both APD and ATD have directed additional enforcement along 3rd Street. Staff will be working with the downtown stakeholders to spread the word on the importance of keeping these facilities clear. When submitting requests for enforcement, if you want to have a record and track the request go through 311. Social media is also checked as much as possible but is not the preferred method of reporting issues. As phases are completed 3rd Street is being converted from a one-way to a two-way street.

There is also a question about the city-wide parking policies. Mr. Stanton says that there are issues with loading and parking in general in bike lanes city-wide. Mr. Wilkes says that no parking is no parking for anybody including City of Austin vehicles. Mr. Stanton says that he calls 911 non-emergency line and reports a vehicle parking in travel lane and has been successful with that reporting method. Lt. Malenka says that this is an acceptable reporting method however calls are prioritized. If it's downtown, the downtown rangers can also issue tickets. Lt. Malenka noticed that there were some hateful posts about police cars parked in the 3rd Street bike lanes. The reality is that if there is an emergency the emergency vehicles are probably going to stage in the bike lanes. Ms. Dierenfield thanks Lt. Malenka for encouraging his team to be especially careful in addressing this issue. Mr. Wilkes says there will be barriers separating the bike lanes from the travel lanes on every section of 3rd Street once the bike lanes are complete. Mr. Orr asks where bicycle program emails go. Ms. Dierenfield says that they are routed depending on the nature of the request. Lt. Malenka adds that there is another advantage to reporting through the 911 non-emergency line which is that these reports are geographically coded so APD can track the hot spots. Mr. Woodley says he has run into situations where he has asked a police officer directly for parking enforcement assistance and they said that he should call parking enforcement instead. Mr. Malenka says that the police officer should assist you and you should get their name if they don't but also that police officers, especially downtown can have competing priorities.

3. Items from BAC (return to regular agenda order)

Briefing and Possible Action: 4th and Red River Bicycle Signal Phasing – Kathryn Flowers

This item has been tabled until May so that Ms. Flowers can participate in the discussion.

Discussion and Possible Action: Feasibility of a connector across the Capital Metropolitan Transportation Authority (CMTA) railroad tracks to enable neighborhood connection to Eastside Memorial High School and other destinations – Christopher Stanton

This agenda item is being driven by a large amount of discussion by a film that was made by high school students at Eastside Memorial High School. There are two neighborhoods near

Govalle Park that have no way to access each other without crossing basically un-crossable land.

Ms. Barrera shows the location that we are discussing on a map. There is an elementary school on one side of the railroad tracks and a high school on the other side but students from both sides of the tracks go to both schools. There is a large 22 acre development referred to as the “Think East” site in the area. Ms. Barrera is looking at ways for a trail to go underneath the railroad tracks. Much of the surrounding property is owned by the City and Cap Metro owns the tracks themselves. Ms. Barrera and Mr. Kopper are attending a workshop at the high school to talk about this connection on Friday May 1st, 2015. There are existing trails on the city land and Ms. Barrera is investigating who maintains them. Mr. Eden says that it looks like there’s a second creek. One is the Boggy Creek and the other is the Tannehill Branch. Mr. Comacho asks if there is freight traffic. The answer is yes. Freight also stages there because the tracks are double tracked. There have been significant investments in sidewalks on both sides of the tracks. The City is also working with TxDOT, who owns MLK from Shady to Bolm, to get sidewalks on that section. The school district’s stance is that there is a safe route to school, it’s just much longer. Mr. Comacho asks if there are any reported accidents. Ms. Barrera says that there aren’t. Ms. Louviere-Lignons asks if there is a utilization report on how many kids are using the long route. What is the utilization of each way? Mr. Stanton points out the geography of this area and that it’s much shorter to use the shortcut under the tracks. Ms. Louviere-Lignons asks how City staff determines what areas or projects to devote time and work to. Mr. Jarnagin asks if these students are within the busing radius. AISD provides buses for kids that live on both sides. Ms. Barrera assumes that the bus takes longer than walking.

4. Items from Staff

Briefing and Possible Action: Update on 360 ramp treatments – Neil Kopper

Mr. Kopper says that we have talked about the 360 ramps a number of times. This is an update. They are putting in the profile pavement markings on the shoulder. The bigger discussion has been crossing the ramps at 2222 and 2244. Today there’s roughly a 2’ wide shoulder. TxDOT is doing a resurfacing project on 360. Everything north of the Pennybacker Bridge is being resurfaced and as part of that they are able to add a small amount of asphalt bringing the 2’ shoulder up to a 4’ shoulder. Mr. Orr asks if it disappears and goes back down to 2’ at any point. Mr. Kopper does not know the details but the idea is that those 4’ shoulders would continue until the wide shoulder opens up again. Mr. Eden asks why they can’t improve the ramp. Mr. Kopper says that it’s an issue of funding. They were able to get a bit more funding to add pavement but that this project was limited to a resurfacing. Mr. Camacho asks how cyclists on the main lanes cross the on-ramp. Mr. Kopper says that today you essentially have to ride in the on-ramp but in the future there will be a shoulder to catch you at whichever point you choose to cross. Mr. Camacho asks about 12’ wide lanes and if we can suggest 11’ lanes instead. Mr. Kopper says that City staff suggested that to TxDOT. Mr. Camacho says that there are many examples where TxDOT uses 11’ wide lanes. Mr. Kopper agrees.

Briefing and Possible Action: Arroyo Seco Protected Lanes – Aleksiiina Chapman

Ms. Chapman gives a brief project overview describing project location and existing street conditions (Arroyo Seco between Koenig and Woodrow). This project came forward through the Neighborhood Partnering Program (NPP). The neighborhood wanted a trail along the street's median, the proposed design would add two-way bike/pedestrian facilities on each side of the median without removing parking or travel lanes. BAC requests investigation of using green to indicate crossings of the bicycle lanes at St Johns. BAC asks what type of barrier will be used – delineator posts for initial install to be replaced by more permanent solution later. BAC asks how it will be swept – the facility is wide enough for the City's sweepers. How does the funding work for this project – NPP leverages private funds to match City funds. Often the City pays for initial construction and private match can come in the form of volunteer maintenance hours, grants, or cash from an organization. Total project cost expected to be low because it's primarily striping implementation. Staff to send link to more info about the Neighborhood Partnering Program to the BAC.

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

- **East 51st Street Improvement Project Public and Stakeholder Meeting** – Thursday, April 23rd 6:30 to 8pm, 1320 E. 51st Street, Austin, TX 78723
- **Mobility ATX** – Austin Traffic Solutions Forum seeking input on mobility solutions for Austin. Learn more at <https://mobilityatx.com>
- **Austin's Yellow Bike Project** is celebrating its birthday and bike month on May 16th with a party and a double feature with movies Wadjda and Road Warrior. There will be a bike ride to the party.
- **Black Girls Do Bike** is partnering with Bike Austin, Carver Branch of Austin Public Library and City of Austin Active Transportation and Public Works Departments and Ghisallo Foundation is kicking off bike month with a community bicycle education fair on May 2nd from 1 pm to 3 pm at Carver Branch Library.
- On May 10 **Black Girls Do Bike** is hosting a Cyclofemme 2015 ride. Cyclofemme is a global women's ride. This year's Cyclofemme is on Mother's Day. Mothers and families are welcome. Come join us for a ride along the Brushy Creek Trail ending in a picnic under the Live Oak Pavilion.
- **National Bike to School Day** is Wednesday, May 6th. If you have a child in school or even if you have a school in your neighborhood, mentors may be needed to ride along with kids that day – check in with your local school.
- **Bike to Work Day is May 15th.** Fueling stations are planned and there will be a central station at City Hall. There will be a Bike to Work Day after party at Cheer Up Charlies with a bike ride from City Hall to the party. Bike Austin has more information on Bike to Work Day activities on their website. www.biketoworkaustin.org
- **Lt. Malenka:** Crash reporting for bicyclists has come up at past BAC meetings. The reporting of bicycle incidents for anything that constitutes a crash by current standards will be reported as usual. If someone is in a bicycle collision where there is bodily injury

it should now be reported under Title 43.11. The police chief still needs to sign off on this. When this is done the word will be distributed.

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

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