



**DRAFT MEETING NOTES**  
**Bicycle Advisory Council Meeting Agenda**  
**December 15, 2015 – 6:00 p.m.**  
**301 W. 2<sup>nd</sup> Street City Hall, Staff Bull Pen, Room 1029**

**PARTICIPANTS:**

Stanton Truxillo, BAC Alternate  
Rebecca Brenneman, BAC Member  
Kathryn Flowers, BAC Alternate  
Tom Wald, BAC Alternate  
Patricia Schaub, BAC Alternate  
Tom Thayer, Chair, BAC

Tomasita Louviere-Lignons, BAC Member  
David Orr, BAC Member  
Peter Wall, BAC Member  
Tommy Eden, BAC Member  
Miller Nuttle, BAC Member

**GUESTS:**

Michael Sledge  
Jesse Adler  
Paul Despres  
Bruce Byron, TxDOT

Bonnie Lister, TxDOT  
Rich Hollenbeck  
Alex Kone, CAMPO

**STAFF PRESENT:**

Laura Dierenfield, ATD  
Nathan Wilkes, ATD

Jesse Duncan, ATD  
Marissa Monroy, ATD

- 1. Introductions – 6:00 to 6:05**
- 2. Citizen Communication – 6:05 to 6:15**
- 3. Review and Approval of August Minutes – 6:15 to 6:20**

Several corrections were requested to the minutes. On Item 5 regarding the E-Bike discussion, there was a request to add Rich Hollenbeck to the list of 'other stakeholders.' In the last paragraph on that page, it should read: "The current regulations is that e-bike is not allowed on parkland but *are* allowed on right of way land." Finally, the BAC chair Tom Thayer was asked to check and see if the BAC resolution typed out in the minutes is what was submitted as a comment to the project website. With these changes in mind,

Stanton Truxillo made a motion, with David Orr seconding the motion, to approve the minutes. If necessary, minutes will be amended at January meeting to reflect what comment was submitted in regards to the 183 project.

#### **4. Items from BAC: Presentation – Presentation and Possible Action**

- Discussion and Possible Action: CTRMA 183 N Project

Presenter: Sean Beal, CTRMA

Mr. Beal explained the purpose of the Central Texas Regional Mobility Authority (CTRMA) and how members are appointed to the board. CTRMA will invest more than \$50 million in 85 lane miles of bicycle and pedestrian improvements in the region, including: 183A – 7 miles; 290E – 10 miles; MoPac North – 7 miles; 183 South – 24 miles; MoPac South – 10 miles; 183 North – 9.5 miles; 45 SW – 4.5 miles, Oak Hill Parkway – 13 miles. There was a request to more clearly define the bike and pedestrian improvements (i.e. shared paths, bike paths, pedestrian paths, sidewalks, etc.)

There was also a question about the maintenance plan. Mr. Beal said there is a plan in place to provide maintenance along these routes.

Mr. Beal went into further detail about the 183 N. Mobility Project. There will be two express lanes in each direction from 45 North to MoPac. There will also be direct connects at the SH 45 North interchanges and the MoPac interchange. There will be four general lanes. For this project, there will be \$5 million in bicycle and pedestrian accommodations. An environmental decision is expected early next year.

Additionally, Mr. Beal said he is committed to provide safe crossings at various intersections along 183, including areas near Anderson Mill and Jollyville. All of these improvements are proposed to be at grade of the frontage roads.

Mr. Beal said he was concerned about putting a shared use path next to a lot of driveway cuts, but that CTRMA is doing its best to handle these concerns.

CTRMA pledged to do a better job of communicating with bicycle stakeholders in the future. Mr. Beal said he would be happy to present to a technical subcommittee. A technical subcommittee meeting will be scheduled in the future.

- Discussion and Possible Action: 360 and 620 Feasibility Studies

Presenter: Bruce Byron, TxDOT

Mr. Byron discussed short- and long-term improvements along 360 and 620 with the bicycle community and how they will fit into future scenarios.

620 between US 183 to SH 71: There is limited right of way along 620 and it's still designed as a rural roadway. There are some major safety, as well as congested areas along the stretch. From surveys: about 19% of the people that responded had a crash in the last five years. Most people use 620 to run daily errands. About 10% use the road for recreational bicycling/jogging/walking. 360 peaks out at about 80,000 trips per day. Mr. Byron presented a couple of different options for improvements.

Loop 360: Sees about 20% of road users use it for recreational biking and pedestrian usage. There are 6 scenarios for the Loop 360 project. 1)No build; 2)Intersection improvements; 3)Add two lanes, keep existing traffic signals; 4) Grade-separate existing four lanes; 5)Add four grade separated tolled/HOV/Transit lanes; and 6)Add four grade separated non-tolled lanes.

TxDOT staff will develop a draft study report by Jan. 2016. The draft study report will be released for public review and comment from February - March 2016. The final study report will be prepared and presented in May 2016. Mr. Byron requested a list of bike stakeholders who would be interested in seeing a draft of the report.

There was a request for TxDOT to return to the BAC once recommendations have been made.

There was also a request for improvements along the existing "dam loop" along the 360 route.

David Orr proposed the BAC strongly request TxDOT look at bicycle safety and access for the different scenarios related to the 360 and 620 projects. Stanton Truxillo seconded the motion.

David Orr agreed to table his motion until a subcommittee has taken a closer look at the project. The subcommittee will be set up in January.

- Discussion and Possible Action: 360 Profile Pavement Markers & Shoulder Maintenance Project Update

Presenter: Bonnie Lister

On Loop 360, there was a resurfacing project that was recently completed. With the resurfacing, there were bike lanes striped through signalized intersections where there were right turn lanes and the through lanes, similar to what's at Parmer Lane. TxDOT also added profile pavement markers that are a type of bumpy paint stripe to alert drivers that they are traveling out of their lane and encroaching on the shoulder. The profile pavement marker was not supposed to run the length of the ramps of 2222 and 2244. At the request of the BAC, however, they will be removing a 250 foot swath at ramps and putting a pavement reflector instead.

Mr. Orr said the markers put in were very different than what he thought was going to be put in. Mr. Orr is concerned about thin tires running over those markers. Mr. Orr said his preference would be not round, but flat markers.

Mr. Wald requested TxDOT return to the BAC with additional options for future improvements.

## **5. Items from Staff**

- Options on Guadalupe at MLK, South Bound crossing

ATD staff member Jesse Duncan pointed out the following issues for this intersection:

- Path for right turning cars allows drivers to hold speed as they enter the right turn lane;
- Bicycles did not have a good place to wait until traffic cleared if they were not comfortable merging left onto the straight bike lane continuing south on Guadalupe.

ATD staff proposed the following design improvements to:

- More clearly define car travel path for traffic continuing southbound on Guadalupe;
- Make the right turn movements visually more deliberate;
- Provide a better space for cyclists who are uncomfortable merging left onto Guadalupe southbound to wait for traffic to clear.

Mr. Duncan mentioned that this design change is in contrast to recent changes on Dean Keeton at IH 35, in which the size of potential conflict zones where cars cross over the bike lane are minimized and

the angles at which the two path meet were brought closer to 90°. In the context of this location, the proposed design made more sense.

- Elections for a new BAC alternate member.

Rick Schwertfeger, Mike Sledge and Jesse Adler were nominated for the position. Mike Sledge was voted in as the new alternate member of the BAC.

## **6. Announcements/Adjourn – 7:50-8:00**

The meeting was adjourned at 8:30pm.