



DRAFT MEETING NOTES
Bicycle Advisory Council Meeting Agenda
February 16, 2016 – 6:00 p.m.
301 W. 2nd Street City Hall, Staff Bull Pen, Room 1029

PARTICIPANTS:

Tom Thayer, BAC Chair
Tommy Eden, BAC
Hilary Andersen, BAC
Patricia Schaub, BAC Alt.
Tom Wald, BAC

Sophia Benner, BAC Vice Chair
David Orr, BAC
Peter Wall, BAC Alt.
Stanton Truxillo, BAC Alt.

GUESTS:

Mark Guerrero, Cap Metro (CMTA)
Ken Cartwright, Cap Metro (CMTA)

John Woodley
Carine Choubassi

STAFF PRESENT:

Laura Dierenfield, ATD
Lizzie Welch, ATD

Francis Reilly, PAZ
Nadia Barrera, PWD

1. Introductions

Chair Thayer called the meeting to order at 6:10pm.

2. Citizen Communication – None.

3. Review and Approval of January Minutes

Several corrections were requested to the minutes. On Item 4 under "Vision Zero Briefing," the creation of a technical subcommittee for the Vision Zero draft plan should also include that Tomasita Louviere-Ligons was selected as the chair. Also on Item 4 under "Northern Walnut Creek Trail Phase 1A Crossing Design," the second and third paragraphs are missing final words. The second paragraph should conclude: "the difference is the construction along low water crossing." The third paragraph should conclude: "slots will likely fill up with debris and cause more flooding." The last paragraph of Item 4 contains a typo stating that

David Orr “mad an amendment” and should be updated to “made an amendment.” Sophia Benner’s last name is misspelled as “Sophia Brenner” twice in the last paragraph of Item 4. The final bullet of Item 5 states that David Orr was selected as “Technical Subcommittee Chair.” His title should be “Technical Subcommittee Coordinator.” **Stanton Truxillo made a motion to approve the minutes with the requested changes. Hilary Andersen seconded. Motion approved.**

4. Presentation for Discussion and Possible Action

- Capital Metro Downtown Station

Presenter: Mark Guerrero, CMTA with Ken Cartwright, CMTA

Back Up Materials: See PowerPoint presentation provided.

Mr. Guerrero provided an update on the Capital Metro Downtown Station (“Station”) design and potential impacts on travel through 4th Street. A permanent Station is being constructed using \$22M of grant funds from TxDOT. The Project will span from Trinity to the I-35 service road on E. 4th Street. The Station will have three bays, allowing the capacity and frequency of the Red Line to increase significantly with potential headways as short as 5 minutes.

Two concept designs were presented. Concept 1 would close off 4th Street to vehicle traffic between Red River and Trinity. The Lance Armstrong Bikeway (LAB) would continue to be routed on the south side of 4th Street. Vehicles traveling west on 4th Street would be forced to turn left or right onto Red River. Concept 2 would permit a single lane of westbound vehicle traffic on the north side of 4th Street. The LAB would be routed on the north side as well going against vehicle traffic in the same lane. Mr. Guerrero shared the results of preliminary outreach that indicates community preference for Concept 1. Concept 2 has been abandoned.

A question was raised about LAB connectivity traveling east-west under I-35 in light of Mobility 35 activities examining these crossings. Mr. Guerrero said that Capital Metro has been in coordination with TxDOT and the City of Austin, and he expressed that the decisions made in that effort will not affect the LAB placement along the Station.

A question was raised about a possible pinch point at the westernmost edge of the train bays. Mr. Guerrero stated that the bike lane would narrow at this point, and it would also be a mixed zone for pedestrians and bicyclists due to its proximity to

the Austin Convention Center. Capital Metro is working with the Austin Transportation Department (ATD) to identify safe options for bicyclists and pedestrians at this pinch point. There will be no curbs on 4th Street as the entire Station plaza will be on one level. Mr. Guerrero added that a guard rail or other physical barrier will be added to protect LAB users from falling into the train bays. In general, Capital Metro and ATD are planning to design for slower bicycle speeds in this short segment of the LAB to accommodate multiple coexisting modes. Examples of possible treatments included tactile or textured pedestrian crossings, painted warnings on the pavement, and signage. The Pfluger Bridge will likely serve as an example of a shared space.

General concerns about the conversion to a plaza were raised. The placement of ticket kiosks and queueing lines (expected to be located south of Neches, which will dead-end into the plaza) need to be designed in consideration of the pedicabs which frequently use that route. Drainage concerns were raised, and Mr. Guerrero stated that he did not anticipate water pooling to be an issue. Excavation during construction was also discussed. Excavation should be minimal due to the existing grade, and as a result the LAB will be less impacted than if excavation were anticipated. The plans for operating both the Red Line and the LAB during construction are not finalized, and Capital Metro was not yet prepared to discuss those details.

There was a discussion about the current safety of the Downtown Station after a pedicab was involved in an accident. Suggestions from the BAC were made including angling the train's light at the pavement so a cyclist would see it and providing physical protection, similar to the train arms used to stop vehicle traffic. Mr. Cartwright stated that he would take this concern to Capital Metro.

David Orr made a motion to pass the following resolution: "The BAC generally supports design concept 1 and supports closing 4th Street to automobile traffic from Red River to Trinity." The motion was seconded by Stanton Truxillo. The motion was approved.

5. Items from BAC

- I-35 Aesthetics Overview

Presenter: Hilary Andersen

Hilary Andersen provided an update from TxDOT's I-35 Aesthetics Working Group. Results from an online survey conducted by TxDOT with over 2,000 participants were shared. Participants came from the transportation advocacy groups as well as from random participants. One concern about the survey design was raised quickly: Question 8 asks participants to rate whether walkability should be incorporated into the I-35 corridor design, but it does not ask about bikeability. Questions 5 and 6 were also found to be incomplete, as they only ask about current travel behavior and do not ask about desired travel behavior.

Overall, TxDOT extracted three themes from the survey: Connectivity, Nature, and Art. The group identified that there may be a gap between how participants view connectivity and aesthetics and how TxDOT views the responses. TxDOT is looking for visual aesthetics, and the BAC is looking for a more functional aesthetic. Within the BAC, there was also a comment that frontage road aesthetics and limited access roadway aesthetics should be at a different scale.

In general, the BAC expressed support for Hilary Andersen's continued involvement and requested representation of their concerns about functionality for bicycles and pedestrians. Sophia Benner suggested that the Working Group present TxDOT with a menu of scenarios, rather than a list of recommendations, to align participant and agency understanding of recommendations.

- Technical Sub-Committee Report: Vision Zero Action Plan

Presenter: Tom Thayer

Tom Thayer presented a list of eight recommendations for the Vision Zero Action Plan. City staff confirmed that all received comments will be addressed, and an appendix will include all public feedback and the location where it was incorporated. The list is paraphrased below with approved amendments:

1. Identify a high-level action plan for reaching out to vulnerable populations.
2. Establish short, medium, and long term benchmarks to track progress.
 - a. Amendment: Ensure that metrics are statistically significant. For example, fatalities provide too small of a sample size, but injuries or crashes would be more likely to provide a significant sample size.

3. Identify rough, order-of-magnitude costs to implement the plan.
4. Evaluate future infrastructure investments and improvements based on crash data.
5. Ensure that vulnerable populations do not bear a disproportionate brunt of the enforcement program.
 - a. Following a discussion of whether pedestrians should be ticketed, the following amendment: Update language to state that the program should “de-emphasize punitive measures for pedestrians.”
6. Establish a general principle that the most powerful transportation mode has the greatest responsibility in interactions.
 - a. Following a discussion of whether modes should be treated differently and what power different modes hold, the following amendment: Remove or clarify the language regarding “failure to yield” and change “responsibility” to “ability in terms of behavior to contribute to crashes that result in serious injury or death.”
7. Increase the priority of speed limit reduction in the Plan and add an action to make it more difficult to increase speed limits.
8. Include a required training for those regulated under Chapter 13.2 of City Code (TNCs, taxis, charter vans, limos, etc)

Tom Thayer made a motion to adopt the recommendations with the three amendments noted above. The motion was seconded by Sophia Benner. Motion approved.

6. Items from Staff (8:25-8:30)

- 183N Subcommittee Postponed, Date TBD
Presenter: Laura Dierenfield

Laura Dierenfield announced that the 183N subcommittee meeting is postponed at the request of CTRMA.

- Smart Trips 2.0 Launch
Presenter: Laura Dierenfield

Laura Dierenfield presented Smart Trips Austin, a transportation options program that encourages citizens to use sustainable modes of transportation. The priority community is contained within the boundaries of IH-35 and MoPac and 38th to Koenig.

- TTI Forum: Safety and Autonomous Vehicles

Presenter: Laura Dierenfield

Laura Dierenfield announced an opportunity for one person to attend TTI's upcoming forum on safety and autonomous vehicles on March 8, 2016 from 10am – 2pm in College Station, Texas.

7. Announcements/Adjourn – No announcements were made. The meeting adjourned at 8:30 pm.