

**Bicycle Advisory Council (BAC) Meeting Minutes**  
**Tuesday March 19, 2019 – 6:00 p.m.**  
**Austin City Hall – Room 1027      301 W. Second St. Austin, Texas**

**Call to Order:** The meeting was called to order at 6:03 p.m. by Kathryn Flowers.

**Full Members in Attendance:**

Kathryn Flowers (Chair)	Lori Merlino	Yen Nguyen
Tristan Heinen (Vice Chair)	Patricia Schaub	Raquel Ortega
Michelle LeBlanc	James Lentz	

**Full Members Absent:**

Louis Alcorn

**Alternate Members in Attendance:**

Christopher Heathcott	Nils Brown	Daniel Alvarado	Tom Wald
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**Alternate Members Absent:**

David Barrientos	John Koonz	Curtis Rogers
Carol Fraser	Eryn Moris	Matthew McGee

**City Staff in Attendance:**

Emily Smith, ATD	Jason Redfern, ATD	Dan Brooks, ATD
Lewis Leff, ATD	Jacob Culberson, ATD	Liane Miller, ATD

**Guests in Attendance:**

Billy Fields, Texas State	Ryan Thornton, Austin Monitor	
Sarah Cook	Kelly Braun	Chris Riley
Tommy Eden	Leo Anderson	Katie Kam

**1. Introductions**

**2. Public Communication: General**

- Sarah Cook: spoke about infrastructure improvements needed for bike safety across the city and in Hyde Park
- Lori Merlino: summarized legislation that BikeTexas is focusing on during the 86th Texas Legislature

**3. Approval of February 2019 Meeting Minutes:** The February 19, 2019 [meeting minutes](#) were approved Heathcott motion, Merlino second on an 8-0 vote with Alcorn absent.

**4. Traffic Fatalities Reported Since Last BAC Meeting:** Patricia Schaub read aloud the names of the three people killed in traffic crashes on Austin streets since the BAC last met.

**5. Dockless Mobility Program update including draft responsible riding ordinance:** A [presentation](#) was made by Billy Fields, Texas State University Associate Professor of Political Science.

**6. Dockless Mobility Program update including draft responsible riding ordinance:** A [presentation](#) was made by Jason Redfern, Austin Transportation Department Parking Enterprise Division Manager, and Jacob Culberson, Mobility Services Division Manager. BAC members reviewed and discussed [draft ordinance language](#) regarding the establishment of rules for the safe operation of micro-mobility devices. BAC members collaborated to recommendation language from scratch which, after debate and amendment, read as follows:

*NOW, THEREFORE, BE IT RESOLVED that the BAC recommends this item be delayed from City Council consideration to allow engagement from all stakeholders, including the public;*

*BE IT FURTHER RESOLVED that the BAC finds several concepts problematic and requiring further review, including but not limited to:*

- *Micro-mobility devices*
- *Dismount zones*
- *Vague definition of “reasonable and prudent manner” in 12-2-16*

- Sidewalk riding prohibitions
- Micro-mobility device parking
- Arbitrary increase in fines

*BE IT FURTHER RESOLVED that the BAC recommends that a full consideration be given to the creation of low speed travel lanes or reduced car access in place of increased restrictions on vulnerable street users.*

The [recommendation](#) was approved on LeBlanc motion, Heathcott second on an 8-0 vote with Alcorn absent.

7. **Austin Strategic Mobility Plan final draft:** A [presentation](#) was made by Dan Brooks, Planner, Austin Transportation Department. Tristan Heinen proposed draft recommendation language to the BAC which, after debate and amendment, read as follows:

*NOW, THEREFORE BE IT RESOLVED that the BAC recommends adoption of the ASMP as it represents an immense step forward in the systemic focus on safety and the use of the bicycle for peoples of all ages and abilities;*

*BE IT FURTHER RESOLVED that the BAC fully endorses Chapter 3: Supplying Our Transportation Network: Section 4 Bicycle System, including all eight Bicycle System Action Items in Chapter 7: Implementation;*

*BE IT FURTHER RESOLVED that the BAC commends the inclusion of the following Action Items in Chapter 7: Implementation:*

1. **Safety Culture** Items 2: Vision Zero Curriculum and 6: Mobility and Public Safety Strategy
2. **Designing for Safety** Items 9: Speed Management Guidelines, 11: Safety guidelines for traffic signalization, 13: Right turn on red restrictions, and 15: Fire code street width requirements
3. **Safe Behaviors** Items 18: Integrate active transportation into driving curriculum and 20: Legislative safety efforts
4. **Land Use** Items 21: Land Development Code update, 22: Corridor-based land use planning and 25: Open Streets Events
5. **Parking** Items 27: Parking management and pricing and 28: Parking and Transportation Management Districts
6. **Transportation Demand Management Programming:** Items 33: Citywide TDM plan, 41: Chapter 380 TDM strategies and 51: Congestion pricing.
7. **Shared Mobility** Items 61: Shared micromobility parking
8. **Public Transportation System** Item 90: Last-mile mobility and transit information together
9. **Urban Trail System** Item 104: Urban trail access points and new connections and 106: Ongoing urban trail maintenance budget
10. **Transportation Operations** Items 133: Priority Network signals (as it relates to the Bicycle Priority Network) and 134: Mobility violation enforcement
11. **Closures and Detours** Items 138: Disruption minimization on Priority Networks, 139: Multimodal temporary traffic controls, 143: Advanced notifications and 147: Special events transportation planning

12. **Public Health** Items 159: Walkability and bikeability evaluations and 161: Encouragement programs
13. **Land and Ecology** Items 184: Street trees and 185: Green streets
14. **Equity** Item 187: Historic investment patterns analysis
15. **Public Interaction** Items 218: Improved 3-1-1 response and 219: Public Engagement Program
16. **Data** Items 225: Setting ASMP benchmarks and targets and 230: Improve data sharing
17. **Collaboration** Items 234: Transportation Criteria Manual and 247: Private development incentives
18. **Financial Strategies** Item 268: Street Impact Fee

*BE IT FURTHER RESOLVED that the BAC recommends adding a new action item to the executive summary section stating that a near term goal is advancing active transportation initiatives;*

*BE IT FURTHER RESOLVED that the BAC recommends adding an action item for regular post-implementation review of a representative sample of the all ages and abilities bicycle network to ensure that safety and mobility goals are adequately being met by current design practices;*

*BE IT FURTHER RESOLVED that the BAC recommends adding an action item for identifying possible streets as Car Free Zones such as pedestrian and bicycle malls or connectivity-focused pocket parks, particularly in areas where the road network is over capacity such as West Campus;*

*BE IT FURTHER RESOLVED that the BAC recommends adding an action item for the Aviation section to create all ages and abilities bicycle access to and between all airport terminals;*

*BE IT FURTHER RESOLVED that the BAC recommends adding a unified timeline section to the ASMP that allows for all metrics to have checkpoints with Austin Transportation and stakeholders at the same time (ASMP currently uses 2020, 2022, 2023, 2026 etc.);*

*BE IT FURTHER RESOLVED that the BAC recommends modifying Action Item 95 (Construct bicycle facilities) by adding the following sentence: "Recommit to constructing 50 percent of the short-term all ages and abilities network by 2020, and 100 percent by 2025.";*

*BE IT FURTHER RESOLVED that the BAC recommends clearer delineation within the High Injury Network to allow for mode specific viewing;*

*BE IT FURTHER RESOLVED that the BAC recommends the final draft of the ASMP be amended to include a more ambitious bicycle mode share of 10% citywide by 2039;*

*BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to the Designing for Safety section to end the practice of bike lanes terminating at intersections to allow for shared right turn lanes;*

*BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to ensure that private developments and redevelopments are required to construct all ages and abilities bike facilities on internal and private roads where automobile traffic is high;*

*BE IT FURTHER RESOLVED that the BAC recommends explicitly stating on page 120 that urban trails are an important tool to "connect the street grid" to provide additional pedestrian & bicycle connectivity and shorten walking & bicycling distances, inserting this language either in the policy subheading or the description text;*

*BE IT FURTHER RESOLVED that the BAC recommends listing pedicabs and Neighborhood Electric Vehicles within the "Emerging Mobility Solutions" section, e.g. in the introductory text on page 128;*

*BE IT FURTHER RESOLVED that the BAC recommends amending the street network table's desired condition section in the downtown area to replace all shared lanes with protected bicycle lanes. This should include but not be limited to: Colorado St, Brazos St, 9<sup>th</sup> St and 10<sup>th</sup> St;*

*BE IT FURTHER RESOLVED that the BAC recommends that all quiet streets in the downtown area be either thoroughly modified to prevent their permeability to automobile through traffic or have bicycle lanes added;*

*BE IT FURTHER RESOLVED that the BAC recommends adding W 29<sup>th</sup> St between Lamar and Rio Grande to the Bicycle Priority Network as a key link between the Shoal Creek Trail and the Rio Grande Cycle track;*

*BE IT FURTHER RESOLVED that the BAC recommends with respect to Action Item 26, update the Land Development Code related to parking to:*

- Eliminate parking minimums in all land use categories throughout the City, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors, as a means to achieving mode split and climate change goals (Consistent with Action Item 164 - Reduce Impacts of Global Warming);*
- Support any opportunity for sites to reduce parking requirements;*
- Continue to ensure adequate ADA car parking;*
- Preserve or increase the minimum required parking for bicycles.*

*BE IT FURTHER RESOLVED that the BAC recommends a connected street grid that is open, safe and accessible at all times, including night time hours without curfews for pedestrians and people on bikes;*

*BE IT FURTHER RESOLVED that the BAC commends Chapter 7: Implementation's Financial Section's Indicator & Target 1 for including all networks for full funding & implementation by 2039 or sooner except for the vehicle priority network.*

The [recommendation](#) was approved on Heinen motion, Heathcott second on an 8-0 vote with Alcorn absent.

**8. Updates/Announcements:** Staff encouraged meeting attendees to attend and/or spread the word about three [upcoming open houses](#) regarding draft alternatives for Shoal Creek Boulevard from 38th St to US 183.

#### **9. Future Agenda Items**

- Guadalupe Contraflow Lane (Staff; April)
- Bike Plan progress update (Brown; April)
- Congress Avenue bridge (Schaub; April)
- Bicycle access during special event street closures (Wald; TBD)
- Parking Districts (Heinen; TBD)
- Bike Parking (Ortega, TBD)
- Level of Service (LOS) (Lentz; TBD)
- South First Street Bridge (Flowers; TBD)
- Longhorn Dam (Flowers; TBD)
- 2016 Bond Corridors (Flowers; TBD)
- Speedway through UT campus (Lentz; TBD)
- Public Works sealcoating (Lentz; TBD)

**Adjournment:** The meeting was adjourned at 8:49 p.m. by Kathryn Flowers.