

**Bicycle Advisory Council (BAC) Meeting Minutes**  
**Tuesday December 15, 2020 – 6:00 p.m.**  
**Via Videoconferencing**

**Full Members in Attendance:** Christopher Heathcott, Jake Boone, Kelly Braun, Tommy Edan, Stephanie Webb, Kain Smith, Briana Cohen, Patricia Schaub, G.P Selvaggio **Full Members Absent: None. Alternate Members in Attendance:** Curtis Rogers, Leslie Case, Brian Anderson, Kathryn Flowers, Megan Otoupick, Gregory Go, Daniel Rangel, Russell Taylor, Alice Maz. **Alternate Members Absent:** Marsha Fatino.

**Call to Order:** The meeting was called to order at 6:02 p.m. by Chair Briana Cohen.

1. **Approval of previous meeting minutes:** The November 2020 BAC meeting [minutes](#) were approved on a 8-0 vote, with Schaub absent for this portion of the meeting..
2. **Traffic fatalities reported since previous BAC meeting:** Cohen read aloud the names of three people whose deaths due to traffic crashes on Austin streets were reported since the BAC last met: (Linda Cadena, Ramon Caal Cho, Unidentified Female.)
3. **2021 BAC Dates:** Briana confirmed the future BAC dates for 2021, to be held on the third Tuesday of every month at 6pm, unless otherwise rescheduled or cancelled.
4. **Transportation Criterial Manual (TCM) Update:** A presentation was provided by Danielle Morin and Mike Schofield of the Austin Transportation Department. BAC Member Kathryn Flowers presented draft recommendation language which, after discussion and amendment, was approved on a 9-0 vote to read:

*NOW, THEREFORE, BE IT RESOLVED that the Bicycle Advisory Council recommends that, in order to meet the goals listed in the Austin Strategic Mobility Plan, set an example for best practices in transportation, and strive to meet voters' desires as shown by the passage of Proposition A and Proposition B in 2020, the City should:*

1. *Prioritize design criteria that meet an all ages and abilities framework and protect vulnerable road users, regardless of whether or not design criteria may negatively impact speed of the development process.*
2. *Include no travel lanes with a recommended/required design width of more than 11 feet.*

5. **TXDOT IH-35 Capital Express Central Recommendation:** BAC Chair Briana Cohen presented draft recommendation language which, after discussion, was moved by Heathcott, seconded by Webb and unanimously approved 9-0 to read:

NOW THEREFORE, BE IT RESOLVED, the PAC and the BAC recommend that safety for all road users be prioritized above all other considerations during the design and implementation of the I-35 Capital Express Central Project, and that language reflecting this be added explicitly to the Purpose and Need clearly indicated as a higher priority than congestion;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT prioritize safe, all ages and abilities east-west connectivity across and along the I-35 corridor;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend the implementation of protected all ages & abilities high comfort bikeways which are separated from both motor vehicle lanes and pedestrian sidewalks along the entire project corridor;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend project elements (aside from the controlled access facilities) should be designed and operated as multimodal city streets using target speeds, design speeds, and posted speeds of 30 mph or less in accordance with NACTO and City of Austin design guidelines, including sufficient safety lighting for all users;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend all controlled access facilities should be designed with modern design guidance, including the most recent AASHTO Green Book, using target speeds, design speeds, and posted speeds appropriate for a dense urban context and to allow seamless and safe integration with a safe, multimodal urban street grid;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend TxDOT commit to a full and honest consideration of alternatives to the current proposed design, up to and including fully burying the highway through downtown or dismantling and re-designating I-35 along another existing highway, e.g. US 183 or SH 130, to enable the City of Austin to reconnect its street grid and repair the divide that presently separates it;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend TxDOT consider alternatives proposed by Our Future 35, Reconnect Austin, and Rethink35 in furtherance of this goal;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend minimal implementation of slip lanes and that any slip lanes in this corridor should be designed with tight tolerances and clear sight lines to crossing walkways and bikeways that slow right turns to improve safety for people crossing those slip lanes, and that crossings be raised;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that any I-35 roadway lanes, i.e. both main lanes and frontage road lanes (street lanes), go below the Red Line Parkway at both Red Line crossings, i.e. next to 4th St. and near 43rd St.;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that the Airport Blvd. intersection configuration take into consideration a future Hancock transit station for the Gold Line and/or the Red Line by creating a superior pedestrian and bicycling crossing, including putting the intersection of Airport Blvd. and I-35 frontage road (street lanes) underground and providing plaza, park, and buildings opportunities on the surface;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT and the City of Austin mutually pursue an interlocal agreement for implementation of surface-level improvements that are not within the direct purview of TxDOT, e.g. caps and real estate value capture;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT consider utilizing pedestrian scramble phases at intersections with high pedestrian volumes;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend TxDOT allow 90 days of public input after the publication of technical reports and other relevant project documentation for all public comment periods for the remainder of the environmental process;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT provide \$500 million for pedestrian and bicycling improvements to local streets and trails within 3-5 miles of the project in order to mitigate the negative consequences of additional motor vehicle traffic on local streets caused by any additional motor vehicle capacity of the proposed project;

BE IT FURTHER RESOLVED, the PAC and the BAC request that Austin City Council actively engage in every phase of the TXDOT environmental process for I-35 central and incorporate these recommendations and those of other community groups into their own comments as appropriate;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT provide \$650 million for facilitating construction of affordable housing and support programs for people experiencing homelessness on I-35 and Austinites displaced, or in danger of being displaced along the corridor;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT adds to the Project Purpose and Need to align with local plans and goals, including, but not limited to, the Austin Strategic Mobility Plan, Street Design Guide, City of Austin Vision Zero goals, Imagine Austin Comprehensive Plan, and the Austin Climate Equity plan;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT design bike-ped crossings to be safe for vulnerable road users, especially in areas where a drivers' attention is primarily focused on merging with traffic;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT create effective wayfinding systems to provide well-structured directions for people walking and biking. These would have distances to key destinations, as well as estimated time to bike or walk to those destinations;

BE IT FURTHER RESOLVED, the PAC and the BAC recommend that TxDOT provide bicycle and pedestrian infrastructure like street furniture, water fountains, and tree plantings to increase economic activity, improve environmental quality, and provide shade. Trees should be between fast-moving cars and people to add safety and comfort for vulnerable road users.

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**6. Updates and Announcements:** Sophia Benner of the Austin Transportation Department provided an update on recent action taken by the Pedestrian Advisory Council, Urban Transportation Commission and Council Mobility Committee. BAC Member Kathryn Flowers informed the membership that the Vision Zero Alliance would meet Friday, December 18<sup>th</sup>, 2020.

**7. Future Agenda Items:** Chair Briana Cohen facilitated a discussion of proposed and potential future agenda items, to include the following standing items: Traffic enforcement and racial disparities in traffic stops (Cohen); Crash and injury reporting (Case); Congress Avenue Interim Mobility and Safety Improvements Update (Riegel), as well as interest items expressed by the membership, to include: Real estate appraisal, North Lamar Blvd. improvements north of Cesar Chavez St., SOCO parking policy, Land Development Code, Active Mobility and Safety Bond (Proposition B), and speed limits.

**Adjournment:** Meeting was adjourned at 8:01 p.m. by Briana Cohen.