



# MOBILITY COMMITTEE BIKE LANE ENFORCEMENT RECOMMENDATIONS UPDATE

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PUBLIC WORKS

# BACKGROUND ON RECOMMENDATIONS



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- **6.20.2023:** Bicycle Advisory Council (BAC) approves Bike Lane Blockage recommendation.
- **7.11.2023:** Urban Transportation Commission (UTC) approves Bike Lane Blockage recommendations in addition to the BAC.
- **8.24.2023:** Mobility Committee receives update from UTC regarding the approved 7 Bike Lane Blockage recommendations.

# UTC RECOMMENDATION 1



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*Develop and implement a program that allows bike lane parking violations to be enforced using a photo and information submitted by an Austin 3-1-1 App user or Online Service Request user, and do not require a physical confirmation from code or peace Officers, regardless of whether the person submitting the photo and information receives 25% of the revenue collected by the city for that citation;*

## **Staff Update & Recommendation: Not recommended**

- Would require State Code amendment to 707.020 & 707.021 to allow an image to issue a citation and/or complaint that result in civil or criminal penalties.
- 12-5-56 of City Code states that a citation must be issued to the person or affixed on the vehicle.
- Citation revenue is not guaranteed and goes to the general fund.

# UTC RECOMMENDATION 2



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*Develop and implement a Volunteer Bike Lane Enforcement Program either modeled off of, or as an expansion of, the existing Accessible Parking Enforcement Program where the Austin Department of Transportation and Public Works, in partnership with Austin Police Department, can train volunteers to issue citations and warnings for illegally parked vehicles in bike lanes*

**Staff Update & Recommendation: Not permitted by current State Law**

- Would require State Code amendment for appointed member of the public to write citations outside of what is already allowed in code.
- Accessible Parking program is supported by State Transportation code, section 681.0101

# UTC RECOMMENDATION 3



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*Designate multiple Transportation Mobility Service Officers (MSO) on each shift who will travel by bicycle and primarily focus on issuing citations and warnings for illegally parked vehicles in bike lanes.*

## **Staff Update & Recommendation: Implemented August 2023**

- MSO's patrol designated bike lanes and "Hot Spots" using bikes/EV vehicles
- Respond to CSR's during normal business hours with APD covering calls outside of those hours
- 1 dedicated crew per shift with other officers covering bike lanes on their designated assignment areas.
- Since August 2023
  - 323 citations have been given for blocking/parking in a bike lane
  - 9 vehicles have been towed

# UTC RECOMMENDATION 4



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*Alter any relevant ordinances requiring a posted sign explicitly making parking in the bike lane a citable offense, and instead to create as a default the reverse position of sanctioned parking in a bike lane only where it is explicitly posted as allowed*

## **Staff Update & Recommendation: In-Progress exploring code changes required**

- No current code/ordinance specific to No Parking in Bike Lane.
- MSO's are using No Parking Tow-Away designation when signs are present to cite vehicles  
**§ 12-5-40 - TOW-AWAY ZONE.**  
A person may not stop, stand, or park a vehicle in a restricted parking area that is designated as a tow-away zone.
- If no signs are present, no citation
- Amendment to change 12-5 to add language no parking in bike lanes and fee's associated is needed to enforce bike lanes with specific requirements
  - Example language: *A person may not stop, stand, or park a vehicle within a designated bike lane*

# UTC RECOMMENDATION 5



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*Direct the Austin Department of Transportation and Public Works to update city bicycle maps to indicate where parking in the bike lane is allowed, either by a lack of signage or by specific signage allowing vehicles to park in the bike lane*

## **Staff Update & Recommendation: Not recommended**

- A policy in the 2009 Bike Plan established that the City will not install bike lanes where parking exists.
- An analysis of the 2014 Bicycle Plan accounted for less than 5 miles of legacy bikeways without parking regulations.
  - Since that time, any of these streets would have been addressed to remove parking in the bike lane if they were resurfaced as part of the pavement preservation program.
  - Feedback is welcome through 311 for areas that need to be evaluated for this conflict.
- The 2014 and 2023 Bicycle Plans recommend a citywide prohibition of parking in the bike lane
  - UTC Recommendation 4 addresses this
  - Any remaining legacy streets would need to be signed to allow parking until parking modifications could be addressed through a public process

# UTC RECOMMENDATION 6



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*Expand the Commercial Vehicle Loading Permit program citywide and clearly indicate that it is the City of Austin's preference that commercial vehicles block general travel lanes, not bike lanes or sidewalks, when two or more general travel lanes in one direction are available*

## **Staff Update & Recommendation: In-Progress Exploring Code Change**

- If Tow Away No Parking signs are posted, commercial vehicles will be cited for parking in bike lane city wide.
- Ordinance 12-5-12(C)(2) states:
  - C. The owner of a commercial vehicle is in violation of this section if the owner or the owner's designee:*
    - 2. blocks any portion of a designated bike lane while conducting loading or unloading activities;*
- Code amendment required to remove the DAPCZ limit for Ord. 12-5-12, which would expand the ordinance language citywide.



# UTC RECOMMENDATION 7



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*Engage in a city-wide awareness campaign to create a general common knowledge that blocking a bike line will result in a citation, except where explicitly allowed by posted signage.*

## **Staff Update & Recommendation: Feasible; Requires Code Change and Possible Street Redesign**

- The 2014 and 2023 Bicycle Plans recommend a citywide prohibition of parking in the bike lane
  - UTC Recommendation 4 addresses this
  - Any remaining legacy streets would need to be signed to allow parking until parking modifications could be addressed through a public process and subsequent street design changes
  - A citywide awareness campaign would then be developed to highlight this change in City Code

# NEXT STEPS



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- TPW will continue its progress on required code/ ordinance amendments and will provide updates by memo with progress.



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THANK YOU

