PEDESTRIAN ADVISORY COUNCIL MINUTES **REGULAR MEETING** ***March 2, 2015***

The Pedestrian Advisory convened in a regular meeting on March 2, 2015 at Austin Energy Town Lake Center, 721 Barton Springs Road, 1st floor assembly room.

Elected Members in Attendance

Joe Almazan	Joel Meyer	Kathy Rock
Peter Baird	Carmen de la Morena-Chu	Mike Sledge
Janet Beinke	Marva Overton	Luke Urie
Valerie Fruge	Emily Risinger	Heyden Walker
Girard Kinney		

Guests in Attendance

Hatty Bogucki	Matthew Cramer	Sara Torres
Julio Carrillo	Sounthaly Outhavong	Tom Wald

Staff and Agency Representatives in Attendance:

Robert Anderson	Jim Dale	Lawrence Deeter
Caitlin D'Alton	Laura Dierenfield	Renee Orr

CALL TO ORDER

1. INTRODUCTIONS (6:00 – 6:05)

2. CITIZEN COMMUNICATION: GENERAL (6:05 – 6:08)

No citizen communication

3. APPROVAL OF MINUTES (6:08 – 6:10)

Ms. Beinke asked for there to be consistency in how the names appear in the minutes.

Mr. Kinney moves. Ms. Risinger seconded. No opposition.

4. STAFF AND COMMISSION BRIEFINGS (6:10 – 6:15)

A. Bicycle Advisory Council / Urban Transportation Commission

Mr. Wald mentioned at a previous meeting the BAC approved a concept of the Capital Metro downtown station design to not include traffic on 4th Street.

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5. **STAFF ITEMS (6:15 – 6:45)**

A. Pedestrian Hybrid Beacons and Other Traffic Calming Solutions – Briefing and Possible Action
Presentation by: Renee Orr, Transportation Department

Mr. Dale said he and Ms. Orr presented to the PAC about a year ago.

The PHB Program was receiving a lot of requests and has limited resources. Therefore, they needed criteria to rank where they would be built. He said with 10-1 Council District, the priority within the criteria still emphasis need more than focusing on geographic distribution.

He mentioned the PAC provided input to the criteria last year.

The Arterial Management Division is planning for the mobility of all modes. The audible pedestrian beacons, the countdown timers, bicycle detection with app and concrete loops, transit signal prioritization for the Rapid Bus at about 150 signals, signal pre-emption for emergency vehicles, general vehicle signal timing. Mr. Dale said the pedestrian timing was reduced from 4 feet per crossing second to 3.5 feet per crossing second for those with reduced mobility.

The Public Works Department handles the Urban Trails Program and Sidewalk Program. The Transportation Department now has an Active Transportation Program for pedestrians and bicyclists. The Transportation Department also handles traffic engineering (pedestrian/vehicle interactions, studies) and Arterial Management (signalization – pedestrian & traffic).

Ms. Orr indicated there are 38 PHBs currently operational. Two others around the UT Medical School are currently non-operational but will be re-deployed. Another is currently being installed on S. Lamar and Oltorf.

Currently there is a backlog of 105 PHBs. The second set of rankings were released in December 2014 and are available online: (http://austintexas.gov/sites/default/files/files/Transportation/projects/PHB_Posted_List_12_2014.pdf). The main page (http://austintexas.gov/page/pedestrian-hybrid-beacons) also describes the process for scoring and studying. They are working to include a description for the full life cycle of the process from submitting request through to installation.

Mr. Rodriguez asked what was the origin of currently installed devices? He asked if they were initiated through 311 requests or if they were staff-initiated. Ms. Orr said the requests have come from multiple sources, but the bulk have come from citizens through 311. She clarified that if they come from another source (a community meeting, for example) staff submits a 311 request for tracking purposes.

Mr. Rodriguez noted a previously listed signal is no longer on the list. Ms. Orr indicated that it has been advanced to a study phase. Therefore, it was removed from the 'to be studied' list.

Ms. Sounthaly asked how long a study takes. Ms. Orr said the goal is 5 or 6 months.

Mr. Rodriguez asked about the geographic location for environmental justice. He said the fact that low-income individuals don't have a choice to walk suggests environmental justice should be a higher ranking.

Mr. Dale said there is a weight for the environmental justice component to the criteria list. He said if the weight needs to change, they can do that.

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Ms. Walker pointed out, too, that some roadways are owned and operated by TXDOT. Mr. Dale said they will coordinate with TXDOT if a recommendation is within a TXDOT right of way. But, installation of a PHB in TXDOT right of way is ultimately TXDOT's decision.

Mr. Wald said there have been previous asks of TXDOT from the city on some bicycle issues and the city did not receive permission.

Mr. Almazan said the city does have a requirement for a sidewalk for new development on a TXDOT facility.

Ms. Orr said there are four eligibility criteria for advancing a PHB request. 1.) Be within the city limits; 2.) Be farther than 300 feet from an existing signal; 3.) Be over 2 years since evaluated or studied previously; 4.) Be located on a roadway that is at least 3 travel lanes wide.

If a request meets the 4-criteria it is scored and ranked. The top requests are advanced for a study.

Ms. Orr discussed the scoring criteria (http://austintexas.gov/sites/default/files/files/Transportation/PHB_Ranking_for_Study_Evaluation_and_Descriptions.pdf):

1.) Distance to nearest signalized crossing;
2.) Speed limit;
3.) Number of motor vehicle lanes required to be crossed;
4.) If a median exists, if it is accessible, etc.

Ms. Orr said the PAC provided specific recommendations on the accessibility for medians. Ms. Morena-Chu said she is uncomfortable with the particular criteria because accessibility isn't ranked as important as no median. She suggested a more refined scoring, 70, 80, or 90 rather than a blanket 50 points for all conditions in the middle of the two extremes.

5.) Pedestrian crash history over the last 3 years;
6.) Special needs pedestrian generators;
7.) Pedestrian generators (where people want to cross) within 300 ft.;

Ms. Orr said they work with Capital Metro for ridership numbers. This is one of the biggest point generators – that and distance to a controlled crossing.

8.) Alignment with small area plan recommendations;

Recently a PHB was installed by Garrison Park. Ms. Orr said they want to do pedestrian counts after installation of a PHB, too. Ms. Orr said the PAC offered recommendation to include Imagine Austin Centers. Mr. Reyes asked about whether a corridor study would be included in this. Mr. Dale said yes.

9.) Will the location facilitate a school route plan as recommended by the Child Safety Division.

Ms. Orr said they work with staff for safe routes to school;

10.) In a CAMPO defined Environmental Justice Area;
11.) Engineering judgment.

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Ms. Renee said she does the scoring and may modify the specific citizen request to consider engineering judgment for placement, etc. Mr. Dale said there needs to be a clear reason to invoke engineering judgment which otherwise circumvents the established process.

Ms. Morena Chu asked how the PAC can help ATD get more resources to install more devices if they are proven effective, particularly in light of Vision Zero. Mr. Dale clarified there is staff assigned to the Vision Zero Task Force. And, he said they can't advocate for funding. He said they are out of funding. He said most money comes through bond programs. He said there are other instruments to pay for but that is up to the community. He said average cost for a PHB is about $60k.

Mr. Baird asked if they had considered safety being the top scoring criteria. Ms. Renee said sometimes history of a crash is the result of a pedestrian mistake, so they didn't want that to alter the score outcomes. She said, also, that pedestrian crashes haven't been too frequent in the scoring of the requests received thus far. Ms. Orr also said that every pedestrian fatality is studied, too, that could result in a recommendation for street improvements.

Mr. Reyes asked why a device was installed on Lake Austin Boulevard. Ms. Orr said that recollection of other engineer was that it was a new tool and at the time there were no criteria for installing PHB.

Ms. Orr said they don't have funding for new devices but looking for funding sources. She said the city also has a data portal and is interested in receiving input for what the public would like to see on that. She asked staff to receive that input.

Ms. Orr presented on alternative devices. Rectangular Rapid Flashing Beacons (the city participated in a study with TTI). They may start using these devices. She said these might be more appropriate on smaller streets. Currently there are no criteria for these devices. They are less expensive than PHBs ($10-$15 each). They are currently researching where they would be deployed.

Ms. Morena Chu said a PHB is more effective because the red light stops traffic. They could be used in different areas - they don't meet the same need. Ms. Orr said there is an article on these within ITE's journal. She said because they aren't in the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). Therefore, municipalities might still need to seek permission to use them.

Ms. Rock asked if cost is a factor at looking at this device. Ms. Orr said any device would still have to be effective.

Ms. Rock asked about how long a pedestrian would have to wait once the Rectangular Rapid Flashion Beacon is activated. Mr. Dale said these should activate immediately, whereas with a PHB a pedestrian might have to wait a little bit due to need to coordinate with other traffic signals (because they stop traffic). He said they said a pedestrian may have to wait 25 seconds for a PHB.

Mr. Wald asked if PHBs are allowed for roundabouts? Mr. Dale said they are valid locations for PHBs.

Citizen asked about alternate funding sources from new development. Ms. Orr said that sometimes if a developer is requesting variances a neighborhood might negotiate that with the developer. Citizen asked what the process would be if there is no neighborhood contact team. Mr. Almazan said with zoning cases there is an opportunity for negotiation but site plans are more difficult due to issues of rough proportionality. The Neighborhood Partnering Program is an opportunity – they partner with neighborhoods

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for such things as sidewalks and are open to considering PHBs. The Neighborhood Partnering Program website is here: http://www.austintexas.gov/neighborhoodpartnering.

Mr. Sledge said the key takeaway is there is no more funding and everyone agrees they are needed. He asked the PAC members, how do we coordinate these efforts with Sidewalk Master Plan, safety given funding deficiencies, etc.?

6. VISION ZERO SUBCOMMITTEE (6:45 – 7:00)

A. Vision Zero Update – Briefing

Presentation by: Nic Moe, Vision Zero Subcommittee Chair

Because Mr. Moe was not present, staff gave an update on Vision Zero Task Force. Mr. Anderson reported that the Task Force met for a second time. The Task Force received an update on the request for additional Task Force members from underrepresented stakeholder groups. The Task Force also received an update on the revised process plan, established three Committees (Land Use/Transportation/Infrastructure, Enforcement/Prosecution, Education/Culture) and began to identify current initiatives that address safety.

7. TECHNICAL SUBCOMMITTEE (7:00 – 7:15)

A. Sidewalk Master Plan – Briefing

Presentation by: Peter Baird, Technical Subcommittee Chair

Mr. Baird said there was a very productive Technical Subcommittee meeting with John Eastman of the Sidewalk Program. He said the first phase is a review of peer cities which will contain a funding emphasis. The Sidewalk Program is aiming to have a report by mid-April. The second phase is updating the maps starting in mid-March. Mr. Eastman will be presenting to the PAC at the May PAC Regular Meeting.

Mr. Baird said his key takeaway was a need for greater clarity for the role of the missing sidewalk network maps for how that informs the sidewalk construction process. He said staff considers other elements such as development trends, etc. Mr. Baird was hoping this process could be clarified in the Sidewalk Master Plan update.

Mr. Baird said the meeting discussed a city based application called CIVIC (http://austintexas.gov/civic), which is a GIS based projects platform viewable by the community. He said there was a recommendation for more live updates on construction projects rather than a static map.

Mr. Baird said there are opportunities for the PAC to be involved in funding, shared streets, relationship to the LDC and TCM, GIS overlaps with CIVIC, and coordination with other city efforts.

Mr. Baird said he will schedule another Technical Subcommittee meeting. He said SXSW presents a challenge for the 3rd week of March. He said it is likely he will move it to the 4th week of March.

8. OTHER BUSINESS (7:20 – 7:50)

A. Guadalupe Corridor Update – Briefing

Presentation by: Heyden Walker, Chair

Ms. Walker said there is current corridor study going on being led by the Transportation Department. She said she was invited to sit in a focus group and that the participants were very much in agreement regarding

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their recommendations. For instance, everyone recognized the density of development in West Campus means that a lot of people are walking across Guadalupe to get to campus. She said the narrow right of way was observed, too.

She said there was a proposal by staff to move the transit off of Guadalupe but that the participants disagreed with that strongly. There were also thoughts that priority lanes were becoming more important and some thoughts about possibly removing parking along the narrower stretches.

There was also discussion about bicycling. The thought to remove bicycle lanes was not received well as bicyclists' destinations are along the corridor.

Ms. Walker also conveyed PAC concerns about auto-orientation, absence of trees on west side of Guadalupe, lack of business activation on west side. City should revisit past removal of food trailers.

Mr. Baird asked if they had a timeline for the process. Ms. Walker said that the initial timeline was for the summer but Ms. Walker cautioned the staff and consultants that this didn't align with the school calendar for student input. But, she thought there might still be a draft by summer.

Ms. Morena-Chu asked if Mr. Moe's comments regarding land uses around state facilities were raised. Ms. Walker said those issues were not discussed in that meeting.

There has not been an origin-destination study performed yet for this process.

Ms. Morena-Chu asked what the priorities were for the others involved in the focus group. Ms. Walker said the consultants' priorities aligned with the PAC's priorities but it's a matter of tradeoffs.

Mr. Kinney asked if the role of Guadalupe relative other north-south streets was discussed. Ms. Walker said Center for Transportation Research is looking at larger model for road systems.

B. Bylaw Amendments – Discussion and Possible Action
Presentation by: Robert Anderson, PAC Staff

Staff said the proposed amendments to the bylaws were finalized at last month's meeting and that the bylaws require a month before a vote to approve. He said the origin of the bylaw changes proposed go back to the October elections with the elections subcommittee. The elections subcommittee discussed requiring attendance of full members on subcommittees since that is where work is performed. Staff said the discuss over the last several months focused on how to record attendance and whether alternative attendance (at other community meetings, for instance) would count. Staff said the current language is written to make attendance at the subcommittee level the responsibility of the committee chairs. Staff said he would like to establish a common understanding to ensure consistency but that he will only record attendance for the regular meetings.

There was no discussion.

Mr. Kinney moved to approve. Mr. Baird seconded. Unanimously adopted.

Staff said he will send email to full members for their preference for which subcommittee they want to serve on.

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C. Alternate Member Elections

Ms. Walker said there were some vacancies and alternate members who moved or took jobs.

Ms. Walker allowed applicants to address the group.

Ms. Schaub is involved in Vision Zero and said she wants to help make Austin more walkable. She said she has a liberal arts education and works at UT. She said she has been attending these meetings and BAC for the last few months.

Mr. Carrillo said he has also attended a few of the meetings. He said he knows some of the full members and likes the work that is coming out of the PAC. He said he is an architect and involved in urban design and very interested in creating a more walkable Austin and wants to be a part of the PAC.

Ms. Beinke moved to accept all applicants. Mr. Kinney seconded. No opposition.

9. FUTURE BUSINESS (7:50 – 7:55)

A. First Annual Report

Ms. Walker said a small group has been working on the first annual report and that Ms. Risinger did the layout. Ms. Walker said if there are groups that have been attending that haven't been included in the draft, let us know.

Ms. Walker said there are hyperlinks that will show up.

Ms. Risinger said the goal was to keep it short but to list accomplishments and work programs.

Other information to include was contact information, earned media, etc. Ms. Risinger said if there are additional comments, let her know.

Staff advised placing it on next month's agenda for formal adoption. Ms. Walker asked for final comments to be sent to Ms. Risinger and Mr. Anderson.

10. ANNOUNCEMENTS / UPDATES (7:55 – 8:00)

- Urban Transportation Commission meets on March 10, 6pm. The meeting is held in Board and Commissions at City Hall.

- Bicycle Advisory Council meets March 17, 6pm. Location to be determined.

- Drive Safe Austin KEYE-TV Distracted Driving Open House
  http://www.keyetv.com/news/features/town-hall/
  What: "Distracted Driving" a Your Voice, Your Future Town Hall Meeting
  When: March 5, 2016 6:00 -7:00
  Where: Highland Mall, 6001 Airport Boulevard, Austin, TX 78752

- The National Safety Council is holding its 2015 Community Safety Summit in Austin, March 30-31 and will include some sessions on driver's education. For more information or to register, go to their website.

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- **CNU 23: Meeting the Demand for Walkable Places.** The 23rd annual Congress comes to Dallas-Fort Worth Texas this spring to address the tremendous pent-up demand for walkable, people-oriented places. The conference is located in Dallas/Fort Worth, April 29 – May 2, 2015. To learn more and to register, visit their website.

- **2015 Designing Cities Conference.** The National Association of City Transportation Officials (NACTO) – considered one of the country's most innovative transportation organizations – has selected Austin as the site of its 2015 Designing Cities **Conference.** The Designing Cities Conference will be held at the JW Marriott hotel in Downtown Austin on October 28 – 31, 2015. Registration will begin in early June.

  Public agencies interested in participating in the conference should contact the City of Austin Transportation Department at (512) 974-1150. Private sector firms with an interest in sponsoring the conference should contact NACTO Program Manager Corinne Kisner at (646) 324-8351 or corinne@nacto.org.

Mr. Sledge recommended that CAMPO meetings and Mobility Committee of Council be included in announcements.

Mr. Urie said a 183 open house is set for Thursday.

Ms. Risinger said it is My Parks Day Saturday and encouraged individuals to sign up.

ADJOURNMENT

Meeting adjourned at 8:17.

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Pedestrian Advisory Council – 2014/2015 Regular Meeting Attendance

	Name	Oct 6	Nov 3	Dec 1	Jan 12	Feb	Mar	April	May	June	July	Aug	Sept
F	Joe Almazan	o	•	•	•	•	•						
F	Peter Baird	•	•	•	•	•	•						
F	Nancy Crowther	•	•	•	•	•	✓						
F	Valerie Fruge	•	•	o	•	•	•						
F	Girard Kinney	•	•	•	•	•	•						
F	Ramah Leith	•	•	•	•	•	o						
F	Nic Moe	•	•	•	•	•	✓						
F	Emily Risinger (Vice-Chair)	•	•	•	•	•	•						
F	Heyden Walker (Chair)	•	•	•	•	•	•						
A	Janet Beinke	•	•	•	•	•	•						
A	Ken Craig (resigned 1.12.2015)	•	•	•	•	--	--	--	--	--	--	--	--
A	Dan Keshet (informed of resignation 2.02.2015)	✓	✓	✓	✓	--	--	--	--	--	--	--	--
A	Jessica Lemann (informed of resignation 2.27.2014)	✓	✓	✓	✓	✓	--	--	--	--	--	--	--
A	Nathan Lynch (informed of resignation 2.02.2015)	✓	✓	✓	✓	--	--	--	--	--	--	--	--
A	Joel Meyer	✓	✓	✓	✓	✓	•						
A	Carmen de la Morena-Chu	✓	•	•	✓	✓	•						
A	Marva Overton	✓	•	•	•	✓	•						
A	Kathy Rock	•	•	•	•	✓	•						
A	Mike Sledge	o	•	•	•	•	•						
A	Luke Urie	✓	•	•	✓	•	•						
A	Virginia Wilkinson (resigned 1.12.2015)	•	•	•	•	--	--	--	--	--	--	--	--

F = Full Member, A = Alternate Member

- • Present
- o Excused Absence
- ✓ Unexcused Absence

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Pedestrian Advisory Council – 2014/2015 Technical Subcommittee Attendance

	Name	Oct 15	Nov 20	Dec	Jan	Feb 19	Mar	April	May	June	July	Aug	Sept
F	Peter Baird (Chair)	•	•	NA	NA	•							
F	Girard Kinney	•	•	NA	NA	•							
F	Nic Moe	•	•	NA		•							
F	Emily Risinger	•	•	NA	NA	✓							
F	Heyden Walker	•	✓	NA	NA	•							
A	Carmen de la Morena-Chu	•	✓	NA	NA	✓							
A	Kathy Rock	•	•	NA	NA	•							
A	Luke Urie	✓	✓	NA	NA	•							
C	Gwen Jewiss	•	✓	NA	NA	✓							
C	Alix Scarborough	•	✓	NA	NA	✓							

F = Full Member, A = Alternate Member, C = Community Member

- • Present
- o Excused Absence
- ✓ Unexcused Absence

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Pedestrian Advisory Council – 2014/2015 Project Subcommittee Attendance

	Name	Oct 6	Nov	Dec 9	Jan	Feb	Mar	April	May	June	July	Aug	Sept
F	Ramah Leith	•	NA	•	NA	NA							
F	Nic Moe (Chair)	•	NA	•	NA	NA							
A	Janet Beinke	•	NA	•	NA	NA							
A	Virginia Wilkinson	•	NA	✓	NA	NA							
C	Hatty Bogucki	•	NA	o	NA	NA							
C	Capital Metro (Lawrence Deeter or Caitlin D'Alton)	•	NA	•	NA	NA							
C	Christian Malanka	•	NA	✓	NA	NA							

F = Full Member, A = Alternate Member

- • Present
- o Excused Absence
- ✓ Unexcused Absence

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