

**PEDESTRIAN ADVISORY COUNCIL (PAC) MEETING MINUTES
MONDAY OCTOBER 29, 2018 – 6:00 PM
AUSTIN CITY HALL – BOARDS AND COMMISSIONS ROOM 1101
301 W. SECOND STREET, AUSTIN, TEXAS**

CALL TO ORDER: The meeting was called to order at 6:05 p.m. by Chair Jay Blazek Crossley.

Full Members in Attendance:

Jay Blazek Crossley (Chair)	Justin Henderson	Kelsey Veazey
Adam Greenfield (Vice Chair)	Branigan Mulcahy	Heyden Black Walker
Sarah Gamble	Patricia Schaub	Mark Wochner

Alternate Members in Attendance:

Anna Bauereis	Michael Deoloz	Nicole McGrath
Bradley Brey	Noah Halbach	Dana Meyer
Katherine Cox	Kimberly Levinson	Tom Wald

Alternate Members Absent:

Jackie Ahmad

City Staff in Attendance:

Emily Smith, ATD	Annick Beaudet, ATD	Carly Haithcock, ATD
Joel Meyer, ATD	Tyler Wong, ATD	

Guests in Attendance:

Michael Crouch	Brian Burgi	Annette Renaud
Marla Bommarito	John Robinson	

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION: GENERAL

- Scott Johnson: asked the PAC to consider his recommendations regarding enforcement of distracted driving.

3. APPROVAL OF OCTOBER 1, 2018 MEETING MINUTES

The October 1, 2018 [meeting minutes](#) were approved on Walker motion, Henderson second on a 9-0 vote.

4. UPDATE ON TRAFFIC FATALITIES

Adam Greenfield read aloud the names of six people whose deaths due to traffic crashes on Austin streets have been reported since the PAC last met: Michael Duron Green, Jonathan Deleon, Unidentified male, Ronald Hadnot, Steven Tibbetts, and John Herrera.

5. ITEMS FROM PAC

A. Austin Strategic Mobility Plan Draft Policies – Discussion and Possible Action

Annick Beaudet, Assistant Director, Austin Transportation Department (ATD) gave a [presentation](#) on the [Austin Strategic Mobility Plan](#) (ASMP), the ASMP [draft policies](#), and the [Austin Strategic Direction 2023](#) Mobility outcome. Kelsey Veazey volunteered to lead a PAC subcommittee to develop recommendations regarding the ASMP for consideration at the PAC's next full meeting on December 3.

B. Recommendation regarding proposed Final Rule governing dockless mobility services in the City of Austin – Discussion and Possible Action

Jay Blazek Crossley presented draft recommendation language which, after debate and amendment, read as follows:

NOW, THEREFORE, BE IT RESOLVED, the PAC recommends that the Austin City Council, Mayor, and City Staff prioritize pedestrian safety in all policies, including planning, funding, construction, and maintenance of the transportation system.

BE IT FURTHER RESOLVED, the PAC recommends that in the development of policy, the dangers to other road users posed by dockless mobility devices be appropriately placed in context with the far greater dangers posed by automobiles;

BE IT FURTHER RESOLVED, the PAC recommends that the following edits be incorporated into the final regulations for dockless mobility units:

4. Safety

- Section 4.L. says “Licensee shall employ” when it appears this was intended to say “Licensee shall employ”*
- Consider addition of a requirement that licensees participate with the city in a program to improve safety for pedestrians, such as installing speed limiters that can be activated when a user is on a sidewalk, or installing two different throttles with one clearly marked to be used on sidewalks which only achieves a top speed of 6 miles per hour.*

5. Parking

- Remove or change item C.1.j as the publicly owned bike share stations are suitable places to park and share all shared mobility devices. A different wording of this language could achieve the outcome of not blocking docked shared bicycles from being returned while avoiding the requirement to stay a distance of 25 feet away from these stations. In comparison, no specific distance is cited in the case of actual safety concerns such as around fire hydrants, and it is suggested that this is addressed.*
- Change the combination of Section 5.C.1.h(i), 5.C.2 and 5.C.3 which seems to prohibit access to shared small vehicles to most residential blocks in the city, until such time that a street car-priority parking spot or similar accommodation has been converted to a bike and shared vehicle parking spot on every block.*

6. Operations and Customer Service

Replace the metric in section 6.F with something that is people based, not simply scooters per square miles, as the current metric essentially biases toward stating that people in lower-density areas deserve more scooters per person.

BE IT FURTHER RESOLVED that the PAC recommends that the City use interim improvements, such as temporary paint to delineate dismount zones or zones limited to 6 mph, such as the sidewalks on Congress Avenue, while also helping people drive cars at safe speeds on streets such as 2nd Street by installing similar treatments to indicate that they are entering a slow zone where speeds over 20 mph are not acceptable;

BE IT FURTHER RESOLVED that the PAC recommends that a Motor Vehicle Mobility Code of Ethics be established in conjunction with a Dockless Mobility Code of Ethics;

BE IT FURTHER RESOLVED that the PAC recommends that the City dramatically increase the focus on and pace of funding for safe infrastructure, designed for appropriate speeds and mass of pedestrians, wheelchairs, bicycles, and shared small vehicles.

A motion to approve the recommendation was adopted on Wochner motion, Schaub second an 8-0 vote with Walker absent.

6. STAFF AND COMMISSION UPDATES

None given due to time constraints.

7. FUTURE BUSINESS / ANNOUNCEMENTS

- Recommendation regarding Austin Strategic Mobility Plan (Crossley, Veazey; December)
- Speed Management (Crossley; TBD)
- Project Connect (Walker, Henderson; TBD)
- Street Impact Fee Study (Mulcahy; TBD)
- I-35 Capital Express project (Walker; TBD)

8. ADJOURNMENT

Meeting was adjourned at 8:15 pm by Chair Jay Crossley.