

Pedestrian Advisory Council (PAC) Meeting Minutes
Monday August 5, 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 6:01 p.m. by Chair Jay Crossley.

Full Members in Attendance:

Jay Blazek Crossley (Chair)	Patricia Schaub	Mark Wochner	Kimberly Levinson
Anna Bauereis	Justin Henderson	Branigan Mulcahy	

Full Members Absent:

Adam Greenfield (Vice Chair)	Heyden Black Walker
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Alternate Members in Attendance:

Sarah Gamble	Noah Halbach	Nicole McGrath
Jackie Ahmad	Katherine Cox	Bradley Brey

Alternate Members Absent:

Tom Wald	Michael Deolloz	Dana Meyer
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City Staff in Attendance:

Emily Smith, Austin Transportation	John Eastman, Public Works
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Guests in Attendance:

Edwin Maldonado Jr., Capital Metro	Will Lisska
Tommy Eden	David Knipp

1. Introductions

2. Public Communication: None.

3. Approval of July 1, 2019 Meeting Minutes: The July 1, 2019 [meeting minutes](#) were approved on a 7-0 vote with Greenfield and Walker absent.

4. Traffic Fatalities Reported Since Last PAC Meeting: Mark Wochner read aloud the names and ages of five people whose deaths due to traffic crashes on Austin streets were reported since the PAC last met as well as the locations at which the crashes occurred:

Brendan James O'Connor, 31 - Webberville & Springdale Rd

Leslie Valderrama, 27 - 4600 E Ben White Blvd

Unknown male - 300 block N I35

Unknown male - 11000 FM 2222 eastbound

Casey Ballard, 23 - 1100 block S I35

Unknown male - 8200 block N I35

Xavier Tunsun, 28 - 8700 Cameron Rd

Felix Ybarra, 51 - 5700 S Congress Ave

Wochner noted that there had been 46 traffic fatalities in total so far in 2019 and that at this time in 2018 there had been 38.

5. Recommendation regarding railroad crossings: Patricia Schaub introduced draft recommendation language which, after debate and amendment, read as follows:

NOW, THEREFORE, BE IT RESOLVED that the PAC recommends that the Austin City Council direct the city manager to work with owners of rail rights of way and other regional partners to identify and allocate funds necessary to identify, prioritize, redesign, and reconstruct railroad crossings, allowing bicyclists, wheelchair users, pedicabs, and other small vehicle users to cross the tracks at a safe angle without entering motor vehicle lanes and for all users, including pedestrians, to have safe and comfortable treatments for crossing tracks;

BE IT FURTHER RESOLVED that the PAC recommends that the specific locations of hazardous railroad crossings to be considered for improvements include, but not be limited to, key gaps in the priority sidewalk network and the railroad crossings on Vinson Dr/Emerald Forest near St. Elmo, on W. Mary St. near Evergreen, on Rosewood Ave. near the Pleasant Valley underpass, and on the northbound and southbound MoPac frontage road between Gracy Farms Ln. and Park Bend Rd. at the Red Line.

A motion to approve the [recommendation](#) was approved on a 7-0 vote with Greenfield and Walker absent.

- 6. Recommendation regarding draft Speed Management Program framework:** Jay Crossley introduced draft recommendation language which, after debate and amendment, read as follows:

NOW, THEREFORE, BE IT RESOLVED, the PAC recommends that City Council move forward, as quickly as possible, with fully funding a robust speed management program, as requested by the Austin Transportation Department. The PAC strongly recommends funding in the Fiscal Year 2020 Budget for a speed management program director and an operating budget to implement engineering solutions, speed studies, and community outreach/education;

AND BE IT FURTHER RESOLVED, the PAC recommends that the speed management program should follow the recommendations outlined by Transportation Director Spillar in his memo to City Council dated 6/24/19;

AND BE IT FURTHER RESOLVED, the PAC recommends a speed limit of 25 mph for all City of Austin Level 1 & 2 streets (as defined in the ASMP), with the opportunity to post a speed limit of 20 mph for shared streets and where appropriate;

AND BE IT FURTHER RESOLVED, the PAC supports prioritizing the protection of human life over all else when setting speed limits;

AND BE IT FURTHER RESOLVED, the PAC recommends that City Council take significant steps forward this year to achieve Austin's Vision Zero goal of eliminating traffic fatalities and serious injuries by 2025, by taking the initiative to lower city-wide speed limits based on data and available metrics, especially in light of recent increases in traffic fatalities;

AND BE IT FURTHER RESOLVED, the PAC recommends using all available tools, including low cost treatments, that can be used to retrofit streets to reflect target design speeds, including all Austin streets and roads, including transportation corridors;

AND BE IT FURTHER RESOLVED, the PAC recommends that any future bonds or capital funding include dedicated funds for design improvements to existing streets to achieve safer target speeds.

A motion to approve the [recommendation](#) was approved on a 7-0 vote with Greenfield and Walker absent.

- 7. Recommendation regarding electric-assist pedicab regulation:** Kimberly Levinson introduced draft recommendation language which, after debate and amendment, read as follows:

NOW, THEREFORE, BE IT RESOLVED, the PAC recommends that the Austin City Council take action to allow all pedicabs to choose, if they wish, to move to electric motors as soon as possible, but NOT an internal combustion engine; and,
BE IT FURTHER RESOLVED, the PAC recommends that Austin Transportation Department (ATD) and pedicab industry stakeholders establish safe and common-sense practices for handling batteries and battery charging; and,
BE IT FURTHER RESOLVED, the PAC recommends that pedicabs have a top assisted speed limited to 20 mph, or a speed limit consistent with city e-bike regulations; and,
BE IT FURTHER RESOLVED, the PAC recommends removing other regulatory inequities, such as limited geographic boundaries and occupancy limits, that pedicabs face in comparison to other vehicles for hire and shared micro-mobility services; and,
BE IT FURTHER RESOLVED, the PAC supports the inclusion of pedicabs in the micro-mobility category and embraces the contributions they already make to urban mobility, and the even greater contribution they will make to Austin pedestrians and the mobility-challenged, with these simple and common-sense changes

A motion to approve the [recommendation](#) was approved on a 7-0 vote with Greenfield and Walker absent.

8. Updates + announcements:

Chair Jay Crossley encouraged meeting attendees to submit comments on the City of Austin's [FY 2019-20 Proposed Budget](#) and TxDOT's Draft 2020 [Unified Transportation Program](#).

- 9. Future Agenda Items:** No discussion due to time constraints.

Adjournment: Meeting was adjourned at 8:00 p.m. by Chair Jay Crossley.