

Pedestrian Advisory Council (PAC) Meeting Minutes
Monday December 7, 2020 – 6:00 p.m.
Via Videoconferencing

Full Members in Attendance:

Adam Greenfield
Kimberly Levinson
Caroline Bailey

Priya Patel
Stephanie Webb
Kat Cox

Daniel Riegel

Full Members Absent:

Anna Bauereis
James Stratton

Alternate Members in Attendance:

Patricia Schaub
Joe Silva
Andrea Katz

Gabrielle Comeau
Jay Crossley
Brooke Shannon

Heyden Walker
Aisling O'Reilly

Alternate Members Absent:

Carolina Baumanis
Jacqueline Ahmad

Call to Order: The meeting was called to order at 6:05 p.m. by Chair Adam Greenfield.

- 1. Approval of previous meeting minutes:** The October 2020 [minutes](#) were moved by Levinson, seconded by Riegel and approved on a 7-0 vote with Bauereis and Stratton absent.
- 2. Traffic fatalities reported since previous PAC meeting:** Kimberly Levinson read aloud the names of people whose deaths due to traffic crashes on Austin streets were reported since the PAC last met: Graham Black Tillerson, George Grant, Jessica Sears, India McKinley, Raymond Cipple, Armando De La Cruz, Michael Wayne Allen Parish, Unidentified male on 10/30/20, Unidentified male on 10/31/20, Alan Wayne Goldberry, and Linda Cadena.
- 3. Transportation Criterial Manual (TCM) Update – Briefing and Action:** A [presentation](#) was given by Danielle Morin and Joel Meyer of the Austin Transportation Department, and John Eastman of the Public Works Department. Stephanie Webb and Katherine Cox presented draft language, which after debate and amendment, was moved by Levinson, seconded by Riegel and approved unanimously to read as follows: *NOW, THEREFORE BE IT RESOLVED, the PAC encourages the City of Austin to continue to prioritize the safety and equal access to modes of transportation that do not include motor vehicles as has been exemplified in this draft of the TCM; BE IT FURTHER RESOLVED, the PAC recommends that the TCM be further aligned with the goals to which the City is committed, including those outlined in Vision Zero Action Plan, the Austin Strategic Mobility Plan, Climate Equity Plan, and the Pedestrian Safety Action Plan; BE IT FURTHER RESOLVED, the PAC recommends that the TCM facilitates the options put forth in Propositions A and B, per the will of the people, and that the City clarify how the TCM stays true to the goals of Props A and B; BE IT FURTHER RESOLVED, the PAC recommends that the TCM forego use of Level Of Service and other automobile-centric metrics and instead employ Vehicle Miles Traveled and other related metrics; BE IT FURTHER RESOLVED, the PAC recommends that the City ensure the TCM prioritizes a commitment to safety for all people regardless of budget cuts; BE IT FURTHER RESOLVED, the PAC recommends that the City update the TCM to promote equity for all people across all modes of transit and takes intentional steps to ensure that the TCM is inclusive and*

works to remove racial inequality in transit access; BE IT FURTHER RESOLVED, the PAC recommends that the TCM define all components in order to maintain consistency with enactment and be clearly written to be understood by the general public; BE IT FURTHER RESOLVED, the PAC recommends that the TCM include car-free streets, shared/slow/healthy streets, and courtesy streets.

- 4. TXDOT IH-35 Capital Express Central Recommendation:** Heyden Black Walker, Jay Crossley and Adam Greenfield presented draft language crafted by a joint committee comprised of members of the BAC and PAC, which after debate and amendment, was moved by Webb, seconded by Levinson and approved unanimously to read as follows: *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*

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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.

5. **Chair and Vice Chair Nominations and Elections for the 2020-2021 Term:** Kimberly Levinson and Adam Greenfield were unanimously elected Chair and Vice Chair, respectively.
6. **2021 PAC Meeting Dates – Review and Approval:** Approval of the PAC meeting dates for calendar year 2021 were moved by Webb and seconded by Levinson and confirmed for the first Monday of every month, adjusting to July 12th and September 13th to account for observation of the Independence Day and Labor Day holidays, respectively.
7. **Updates and Announcements:** Staff and PAC members gave updates regarding the Bicycle Advisory Council, Urban Transportation Commission, City Council Mobility Committee, Vision Zero Alliance and PAC/BAC equity committee. Kat Cox will reconvene the PAC/BAC Equity Committee following a brief hiatus.
8. **Future Agenda Items:** The following agenda items were discussed and confirmed as high priority for the PAC agenda: Great Streets (Walker), Corridor Program Update (Bailey), Vision Zero Program Update (Greenfield/Crossley). Future items include: CAMPO update (Crossley).

Adjournment: Meeting was adjourned at 7:56 p.m. by newly elected Chair Kimberly Levinson.