

**Pedestrian Advisory Council (PAC) and Bicycle Advisory  
Council (BAC) Joint Meeting Minutes  
Monday August 30, 2021 6:00 p.m.  
Via Videoconferencing**

**Full Members in Attendance BAC & PAC:**

Adam Greenfield-PAC	Jackie Ahmad-PAC	Tommy Eden- BAC
Kimberly Levinson-PAC	Daniel Riegel-PAC	Stephanie Webb- BAC&PAC
Caroline Bailey-PAC	Christopher Heathcott-BAC	Kelly Braun- BAC
Kat Cox-PAC	Briana Cohen-BAC	James Stratton-PAC

**Full Members Absent:**

GP Selvaggio-BAC	Kain Smith- BAC	Priya Patel-PAC
Patricia Schaub-BAC	Jake Boone- BAC	

**Alternate Members in Attendance:**

Heyden Walker-PAC	Curtis Rogers-BAC	Daniel Riegel-BAC
Jay Crossley-PAC	Gregory Go-BAC	Leslie Case-BAC
Carolina Baumanis-PAC	Russel Taylor-BAC	Kathryn Flowers-BAC

**Alternate Members Absent:**

Meghan Otoupalik-BAC	Brian Anderson-BAC	Joe Silva- PAC
Andrea Katz-PAC	Alice Maz-BAC	Gabrielle Comeau-PAC
Brooke Shannon-PAC	Marsha Fatino-BAC	Jacqueline Ahmad-PAC

**CALL TO ORDER:** The meeting was called to order at 6:05 p.m. by BAC Chair Briana Cohen.

- 1. IH-35 Central Express Project- Discussion and Possible Action:** BAC Member Christopher Heathcott facilitated the meeting and BAC/PAC member deliberated over the proper language for a hared a recommendation draft concerning IH-35 Central Express Project.

The recommendation reads in part:

**Active Mobility Recommendations for Texas Department of Transportation  
IH-35 Capital Express Central Virtual Public Scoping Meeting #3**

20210831-001

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council (BAC) and Pedestrian Advisory Council (PAC) recommend that the following considerations be incorporated into the I-35 Cap Ex Central project, by category of requested feedback

## Results of the alternatives evaluation

BE IT RESOLVED, the PAC and BAC recommend that:

- TxDOT consult with and incorporate the recommendations of organizations dedicated to racial justice on the topic of highway dismantling, such as Austin Justice Coalition, Equilibrio, and Indigenous Culture

Institute, in response to multiple community engagement meetings suggesting such, considering that people of color have been the most affected by highway interference;

- The evaluation be revised to include comprehensive cost analysis detailing the real economic benefits/damages and community benefits/damages that would result, with dollar amounts assigned to human life lost, and community property destroyed, and similar evaluation be used in the full EIS;
- The proposed highway not be wider than the current highway, a proposal that is contrary to TxDOT's intent and promises previously made that the highway should not be widened for motor vehicles;
- The impact of "swapping" of IH-35 and SH-130 be evaluated as an alternative to highway expansion. That is, evaluate the removal of tolls on SH-130 (renaming it as the NEW IH-35) along with the addition of tolls on current IH-35 (renaming it as the NEW SH-130) on congestion (level of service) and user costs.

## Findings from Community Concepts Feasibility Study

AND BE IT FURTHER RESOLVED, the PAC and BAC recommend that:

- The evaluation be revised to include the real economic and community benefits that would result from implementing community alternatives, and similar evaluation be used in the full EIS;
- The concept of improving mobility be viewed through a multimodal, global lens not limited to automobile mobility;
- TxDOT and the City of Austin agree to conduct a rigorous study with sufficient time to analyze the alternatives fully and completely, without any need to cut corners to produce a deliverable;
- TxDOT consider meaningful alternatives in the remaining EIS process, aside from the two almost identical proposals to widen the freeway to 20 lanes, including a scenario with two surface lanes, two managed lanes, and three main lanes in each direction – with this scenario optimized to the Reconnect Austin vision, as well as the Rethink35 proposal to remove the freeway, replace it with an urban boulevard, and instead fully reconnect the much more efficient and safe option of the historic urban street grid, and entertain a scenario based on the Our Future 35 and Downtown Austin Alliance proposals;
- TxDOT Austin should not "colonize the future" by relying upon just the single CAMPO regional growth forecast throughout the various analytical approaches that include estimates of future geographic dispersion of population and employment, but instead should use equitable scenario planning that analyzes all proposals using multiple reasonable future scenarios to give a more full understanding of the range of outcomes of this project;

## Proposed build alternative layouts

AND BE IT FURTHER RESOLVED, that while the PAC and BAC oppose any design, including design alternatives 2 and 3, that continues to disconnect Austin's urban grid, the following would improve said alternatives:

- TxDOT demonstrate its capacity to respond to urban planning requests designed around highway dismantling;
- The proposed highway be reduced in width as it is too wide and creates an even bigger barrier to people walking, rolling, or bicycling between destinations on either side of the highway;
- The shared-use paths along the corridor be separated into separate walking and bicycling paths to preserve safety and comfort for all road users;
- Street trees be added between the frontage road and the active transportation accommodations - in some locations, an additional physical barrier may be warranted to prevent crossover in either direction (cars into people or people into the roadway);
- The designs for the car-free crossings for the Red Line Parkway be discussed and improved, though their inclusion is appreciated and the general concept is good;
- Additional street crossings be added as all three alternatives do not have enough crossings;

- Crossings at Hancock Center should be preserved within any alternative that moves forward (e.g. can be moved to Wilshire to 41st);
- The added bike-ped crossing north of 51st should have a longitudinal slope of no greater than 2% and its approaches should not be switchbacks, but should instead be ramps down to the two most popular approach routes on both sides of the highway. Its design should include the opportunity for at least 30' width of greenery across the highway;
- No substantial amount of property should be taken, i.e. structures or land greater than 1/8 acres for this project;
- The proposed expansion should include a requisite amount of mitigation, notably funding at least \$500 million of active transportation projects off of the corridor, in addition to the accommodations along the corridor, plus should include a Reconnect Austin type of implementation;
- TxDOT should provide calculations of estimated future regional and corridor Vehicle Miles Traveled (VMT) with all no build and build scenarios being considered. Per TxDOT public information request response #20-576 dated 12/31/2020: "VMT for the 3 build scenarios and the 1 no-build scenario have not been calculated."
- TxDOT should use the most up to date safe design techniques for all portions of this roadway, designing all surface elements as urban multimodal streets with design speeds of 35mph or less, matching the City of Austin's design speed assignment methodology, and designing the main lanes for lower speeds, to accommodate increased urban ramp density through the city center, allow for shorter ramp lengths, and allow for safe design throughout the project, while seeking to maintain consistent access to 45 mph travel, but not 75 mph travel, through this corridor.
- TxDOT should meaningfully entertain the concept of designing a ubiquitous inclusive pedestrian network for this entire corridor as a top priority for this project, including rebuilding and building sidewalks throughout the project area and using raised crosswalks for all intersection pedestrian crossings.
- TxDOT should meaningfully analyze the potential regional and district wide impacts on traffic deaths and serious injuries of all alternatives – including the proposed community alternatives – correcting for the travel impacts of induced demand inherent in the CAMPO regional growth forecasts, in order to help the public understand how each proposal will contribute to TxDOT's goal of reducing traffic deaths in half by 2035 and to help refine projects to ensure the end result of this process is a project that reduces the absolute number of families suffering from traffic deaths and serious injuries in the TxDOT Austin District on target to zero.

**ADJOURNMENT:** The meeting was adjourned at 8:30pm by BAC Chair Briana Cohen.

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