

## **Pedestrian Advisory Council (PAC) Recommendation:**

### Transportation Criteria Manual Update

WHEREAS, the Austin Pedestrian Advisory Council (PAC) advises the City of Austin and other government entities on planning, policy, design, funding, education, and enforcement regarding creating, maintaining, and operating pedestrian facilities;

WHEREAS, the City of Austin's *Transportation Criteria Manual* (TCM) defines the design requirements for transportation infrastructure, which design requirements outlined in this manual offer standards and criteria for planning, design, and coordination of applicable facilities within the City of Austin (City) and its Extraterritorial Jurisdiction (ETJ), when adopted by the applicable jurisdiction, including Travis County and Williamson County;

WHEREAS, the PAC is focused on ensuring that the TCM is as pedestrian friendly as possible to create multi-modal transportation within the jurisdictions outlined above;

WHEREAS, the City of Austin assumes responsibility for the safe transit of all people in Austin, regardless of mode, or level of ability or disability;

WHEREAS, the City has several documents pertaining to transportation safety, including Vision Zero, the Austin Strategic Mobility Plan, and the Pedestrian Safety Action Plan, which demonstrate commitment to the reduction of both fossil fuel usage and all vehicular-related injuries and casualties;

WHEREAS, the people of Austin have shown their desire for safer transit and improved mobility options by voting for both Propositions A and B in the 2020 elections;

WHEREAS, the City of Austin will be facing budget cuts across departments, including transit and transportation, due to the economic crisis of 2020;

WHEREAS, the City of Austin is a diverse population wherein several groups have been intentionally underserved historically;

WHEREAS, the City delegates the definition of parking to the Land Development Code (LDC) while including stipulations in the TCM;

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;

Date of Approval: December 7, 2020

Vote: 7-0, with Stratton and Bauereis absent.

Attest:

Adam Greenfield, Chair, Pedestrian Advisory Council

A handwritten signature in black ink that reads "A. Greenfield". The signature is written in a cursive, flowing style with a large initial "A" and a long, sweeping underline.