

**Pedestrian Advisory Council (PAC) and Bicycle Advisory  
Council Joint Meeting Minutes Monday November 1<sup>st</sup>,  
2021 6:00 p.m.  
Via Videoconferencing**

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

Curtis Rogers-BAC	Daniel Riegel-PAC/BAC	Ali Sobhani-BAC
Leslie Case-BAC	Christopher Heathcott-BAC	Priya Patel-PAC
Chris Anderson-PAC	Tommy Eden- BAC	Rebecca Zandstein-PAC
Kat Cox-PAC	Drake Hampton-BAC	

**Full Members Absent:**

Andrew Glazner-PAC	Sandi Rosenbloom-PAC
Jonathan Gros	Katherine Johanson-BAC
Ruben Sanchez-BAC	
Kelly Braun-BAC	

**Alternate Members in Attendance:**

Heyden Walker-PAC	Daniel Riegel-BAC	Spencer Schumacher-BAC
Garrett Hall-PAC	Kathryn Flowers-BAC	Gabrielle Comeau-PAC
Carolina Baumanis-PAC	Zuzana Baranova-BAC	Beth Donnelly-BAC
Gregory Go-BAC	Andrea Katz-PAC	Lansing Pugh-BAC
Russel Taylor-BAC	Patricia Schaub-BAC	Jolene Holland-PAC

**Alternate Members Absent:**

Meghan Otoupalik-BAC	Cameron Lyman-BAC
Joe Silva- PAC	Kathryn Flowers-BAC
Francisco Dans-PAC	
Estrella Sainburg-PAC	

**Call to Order:** The meeting was called to order at 6:05 p.m. by Chair Kat Cox.

- 1. Transportation Criteria Manual Update:** BAC Member Katherine Flowers facilitated the meeting and BAC/PAC member deliberated over the proper language for a recommendation draft concerning the Transportation Criteria Manual. The recommendation was approved on a unanimous 11-0 vote with Glazner, Gros, Sanchez, Braun, Rosenbloom, and Johanson absent. The [recommendation](#) reads in part:

**Austin Pedestrian Advisory Council and Bicycle Advisory Council Joint  
Recommendation:**

**City of Austin Transportation Criteria Manual October 2021**

**Recommendation 20211101-01**

NOW, THEREFORE, BE IT RESOLVED, the BACPAC recommend that the following considerations be incorporated into the Transportation Criteria Manual:

The Austin Fire Department remove the amendment to its adoption of the IFC to increase recommended street widths by 5 ft. over the IFC's recommendations;

Street types be designated to the shared street / Woonerf and car-free designs;

All street levels specifically plan for future volumes of walking and bicycling on particular

streets; All diagrams, unless otherwise necessary, depict well-defined and human-scaled

environments

- not sprawl-style environments such as street-facing parking lots, multi-lane roadways, and branching (dendritic) street patterns - and reflect the aspiration and need to sharply reduce automobile travel and address suburban sprawl;

Discourage block lengths longer than 250';

Discourage perfectly straight stretches of street longer than 500';

Use all available tools and streets designs to slow vehicles on Level 1 neighborhood streets, including pinch points, raised crosswalks, pedestrian refuge islands, and tactical urbanism materials;

Include robust strategies for transportation demand management (TDM) and require

TDM analysis for all new development that will generate more than 2,000 future trips with a de-emphasis of single-occupancy automobiles;

Structure graphics to clearly explain site planning requirements, showing what the City of Austin expects to see;

Require street trees on all levels of streets and roads in the

TCM; Require additional bike parking;

Encourage TxDOT to adhere to the standards provided in the TCM for all streets, roads, and frontage roads under TxDOT control and located within the City of Austin;

Encourage Travis County to follow these updated TCM guidelines;

Write the TCM to reflect priorities in our transportation network that mirrors the adopted Austin Strategic Mobility Plan: pedestrian provisions first, then bicycling, then transit, and finally the automobile-oriented needs (e.g. design criteria, driveways);

Specify where appropriate: 'T' intersections should be filled in with off-street uses, e.g. landscaping, in the portion of the through street where parking is prohibited, i.e. at the intersection itself on the side of the through street where the terminating street would punch through if it were a four-way intersection;

State (in the appropriate place) that bikeways and sidewalks should be as straight as the corridor, and not winding/circuitous. This criteria should be prioritized when designing and building a street;

Describe the design for pedestrian- and bicycle-only plazas;

Describe the design for a transitway, with variations that include provisions for pedestrians and bicyclists;

Reference to "through lanes" should generally clarify what type of lanes they are, e.g. "car priority through lanes", "bike through lanes", etc;

For all street levels, in constrained circumstances, compromises shall be made to all modes in a balanced way;

Bike paths should have turning radii that are not too sharp;

Vertical clearance should be specified as 8' and not as 6.5' on sidewalks;  
Clearly define "shared-use path" (there are multiple sections that talk about shared-use paths where the diagram shows something else);

Remove on-street angled parking from the TCM for any new street designs;

Update § 12-5-42 to include “bikeways” and “sidewalks” in the rule that: “No portion of the vehicle shall extend into the roadway so as to obstruct traffic flow;”

Prohibit parking within a safe distance of intersections to maximize pedestrian and bicycle crossing;

Sustainable modes analysis should include a reference to address all plans that identify bicycle, pedestrian, transit and bike share priority projects/areas that are within the development area;

Traffic impact analysis (TIA) should include a safety analysis requirement that demonstrates the site will not create new or exacerbate existing safety issues, particularly the safety conditions for pedestrians, bicycles, and drivers at intersections that may be impacted by a land development proposal, in line with Austin's Vision Zero policy and highlighting the need to ensure safety of non-motorized users;

Transit station amenities should include reference to the provision of bike share stations (MetroBike) in accordance with the current plan directive;

The sidewalk width minimum requirement should be increased to 6' (rather than 5') at minimum based upon best practices;

Prioritize improving areas where Black & Brown communities are disproportionately impacted by car crashes;

Construction detours should be prioritized for bicyclists and pedestrians on the same street wherever bike lanes or sidewalks are obstructed, even where they may take a lane from motor vehicles, and in cases where this is impossible, detours of the same or greater protection quality and connectedness should be provided;

Design to manage curb access in residential areas to minimize the conflicts between active transit lane users and service or delivery workers;

Update Section 5.1.4.2.1 to state that raised bike lanes should avoid all obstructions including, but not limited to, poles, light posts, and curb drop offs. Where right of way is too constrained to avoid obstructions, on-street facilities should be preferred;

The requirement of a TIA, TDM, and/or neighborhood traffic analysis (NTA) should be based on a number of trips per hour rather than a number of trips per day basis, since a per day number does not capture the operational and safety issues that happen during critical (peak) periods of the day;

**Meeting Adjourned at 8:30pm by PAC Chair Kat Cox**