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## **DRAFT PAC MONTHLY MEETING MINUTES**

**April 3, 2023**

**6:00 p.m.**

**901 South MoPac Expressway, Bldg. 5, Ste. 300**

**And virtually by WebEx**

### **PAC:**

FULL members attending: Chris Anderson (Chair), Kimberly Levinson (Vice Chair), Alex Flores, Daniel Kavelman, Tetyana Samiliv

ALTERNATE members attending: Heyden Black Walker, Dayna Diven, Anna McAuley, Priya Patel

FULL members absent: Jonathan Gros, Garrett Hall

ALTERNATE members absent: Jolene Holland, Aditi Ohri, Patricia Schaub

### **BAC:**

FULL members attending: Russell Taylor

ALTERNATE members attending: Joshua Collier, Beth Donnelly, Nicole Mwei, Alejandro de la Vega

**Call to order:** PAC Chair Chris Anderson at 6:05, Kimberly Levinson seconded.

**Public Communication:** None. CBS on the call.

**Approval of Previous Meeting Minutes (6:05)**

**Local Traffic Fatalities:** (6:06) Kimberly reads them: Unidentified driver at Clayton Lane and N IH-35.

**Emergency Signal Timing (6:09):** Presenter: Brian Craig

Link to Presentation:

<https://services.austintexas.gov/edims/document.cfm?id=405940>

Early Green and Extended Green are the primary tools to move cars through rapidly. Emergency vehicle preemption moves first responders through without waiting. Austin started in 1990s to incorporate this. 2011 they updated system, now the 801 and 803 system have priority. In 2017 they had further conversations and asked for CAMPO grant to upgrade to EVP and TSP system. Upgrade begun now, and more to be added as they work out the bugs.

Planning to upgrade to vehicle GPS connections instead of emitters. The KITS servers will remove need to maintain extra equipment. and make preemption easier. Relies on already existing communication system, and can dynamically change zones, which current system can't. TSP went live in 2013 and 2014, so this is an opportunity to move to this signal system, which allows for changes in case of late buses, etc. Also, this system can be scaled citywide, since it gets data from SWIFTLY system, in 3 second zones. Can estimate vehicle arrival time 18 seconds ahead, for instance.

Pilot completed and should be mostly deployed citywide by EOY. Will help quicken development of EVP deployment too. A vehicle entering zone will activate it and send a request for signal. Will reduce delays for buses, and for Fire and EMS.

Chris asked what KITS was (signal server system) and asked if pedestrian systems tied to it. They can be monitored from there but are mostly controlled locally.

**Project Connect Update (7:00-7:35):** Presenters: Peter Mullan, Jennifer Pyne, Arnab Gupta, Yannis Banks and Jen Golech of Austin Transit Partnership.

Link to Presentation:

<https://services.austintexas.gov/edims/document.cfm?id=405939>

Jen Pyne: ATP created after the 2020 vote. Light rail different than RED Line, which is commuter rail. Light rail stops a mile or less apart and comes more frequently and operates in its own right of way except at intersections.

Peter says they're looking holistically at how it interacts with all other transportation forms, from pedestrian to cars. ASMP is a part of the more shift goals.

Jen Pyne acknowledged the financial challenges. They are doing environmental NEPA the environmental as they're reconfiguring. Refining as they go; comment period extends to May 2. This is deciding first phase and once that's done, it restarts with environmental review.

Financial viability is a major criterion, and technical feasibility to implement. Then, Community Values, Connections with current and future transit planning system including pedestrian and bike network. Access to opportunities, proximity to housing and workplaces, and environmental benefits (mode shift). Land use and housing will inform the placement of stations, especially current and planned affordable housing, plus \$300 million for anti-displacement funds. Population density a driver of ridership, pick up those who are likely to use it. Existing affordable housing and connections with buses and Red Line. Distilled to 5 options: All include stations ½ mile apart. All options require a nearby maintenance facility, which needs about 40 acres.

Option 1: N Lamar Transit Center to Pleasant Valley (Guadalupe OR Trinity crossing). On street, including downtown. There is an option that partially elevates it downtown, and one with a partial tunnel AND an EL. Option 2: 29<sup>th</sup> St to the Airport on-street. Crosses at Trinity Street on a bridge.

Option 3: 38<sup>th</sup> to Oltorf to Yellow Jacket. The Oltorf MIGHT extend to St, Edwards, OR north to 45<sup>th</sup> Street. OR Elevated from 8<sup>th</sup> to Auditorium Shores.

Option 4: Partial elevation downtown, from 7<sup>th</sup> to Lady Bird; possible elevation to Riverside/Barton springs. Station will be in Auditorium Shores.

Option 5: UT to Yellow Jacket, partially underground. Tunnel from 20<sup>th</sup> to 8<sup>th</sup>, elevated from 8<sup>th</sup> to Auditorium shores.

Kimberly Levinson asked about building the full system. Peter says that ALL these options will allow them to build out the full plan; it's all tradeoff, but all allow eventual FULL system to be built.

Daniel Kavelman: What about crossing on 3<sup>rd</sup>, will it conflict with Bike Lanes. Peter says he doesn't think so, but they will evaluate.

Dayna Diven: Have you spoken to Houston, there have been some problems there. Peter says yes, but in Houston trains are not in dedicated guideways; this will be. Also, Houston has redone their pedestrian crossings; Peter says they're adopting the lessons from Houston and have an international design team onboard to address those issues.

Alex de la Vega: Only ONE option addresses the Hispanic population on N Lamar, the N Lamar transit center. Jen Pyne says they are looking at the access and neighborhood services. Peter says that they want to serve that population; but southern options also serve the Hispanic population in the Montopolis area, so they are looking at both options.

Chris Anderson wants to make sure bus network connects, especially to airport, and especially if airport option is chosen. Will need buses to go east from the downtown hub for airport flyers who live east. Peter and Jen are looking at how to adapt bus network to serve and fill in. Chris

asks if bus ticket and rail ticket will be same cost. Chris says they should charge more if you get on at airport, vs. a \$1 if you get on or off at interim stop.

Alejandro wants to know if these are the only discrete options, or can there be some mixing? Peter says they are open to feedback; they could have missed something. Alejandro wants to know what options buys you more in terms of reducing conflicts, and what works best. Arnaud says speed will be 18 mph downtown WITH full grade separation, and about 13 mph without it. Alejandro asks about having longer trains; do grade separations allow for more? Peter says yes, building underground allows longer trains but they can do the block length trains with current alignment, and do whole full system that way eventually. Eventually they might have to close some downtown streets to extend the stations and do longer trains. The stations chosen allows that to happen because most (like 14<sup>th</sup>, or 2<sup>nd</sup> and Trinity) are not really high traffic/volume streets. Cost: If grade level is 1X, elevated structure is 3X to 5X, and underground is 10X.

Chris curious what cities around the world have most inspired them for the system; also, is there an analysis whether it will actually take cars off the street (supply/demand). Arnaud says it will be especially helpful in constrained corridors like Guadalupe. Melbourne, Phoenix, Portland, Houston all inspirations. In Phoenix, the ridership was double what was originally modeled right from opening. Peter says Denver Transit Mall for buses is also a safety inspiration.

Russell Taylor wants to know how conflict will be resolved at Crestview, due to Red Line and Freight Rail crossing. Peter says he isn't sure; Red line might go under rail but not sure, no definite answer yet. Russell asks about safety option vs ease of moving bike on/off with on-grade options versus grade-separated options. Peter says the Dutch usually don't bring the bike on; they park their bikes at their embarking station,

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then take a bike share at their arrival point. But bikes will be allowed on.

Nicole asked about the crossings; do they have the widths and the methods of crossing for bikes, pedestrians.

Alejandro asks about the conflict with TxDot at the North Lamar Transit Center; Peter says they have good relationship, thinks it should work out fine.

**Updates and Announcements (7:35)** Kimberly was named to Downtown Commission representing District 9.

**Future Agenda Items (7:35):**

**Adjournment of Joint Meeting (7:35):** Chris Anderson moved; Kimberly Levinson seconded.

The minutes were approved at the May 16 Joint BAC/PAC meeting on PAC Vice-Chair Kimberly Levinson motion, and PAC Member Priya Patel seconded, on a unanimous vote.