

WHEREAS, walking and wheeling are the first steps to nearly every journey,

WHEREAS, safe, accessible, multimodal travel alternatives, including walking, wheeling, and public transportation provide critical access to all Austin citizens, including persons with low-income, children, persons with disabilities, transit users, and/or older adults to engage in the community,

WHEREAS, more than 5,500 ADA curb ramps are missing and/or in poor repair, therefore, rendering locations within the community inaccessible,

WHEREAS, more than 10.5 linear miles of sidewalk along the City of Austin's urban roadways are missing, poorly-maintained, and, therefore, inaccessible;

WHEREAS, more than 33 linear miles of sidewalks along the City of Austin's core transit corridors are additionally missing, poorly-maintained, and therefore, inaccessible;

WHEREAS, more than 3,450 linear miles of sidewalks in the City of Austin's residential neighborhoods are missing, poorly-maintained, and therefore inaccessible;

WHEREAS, even as these significant infrastructure gaps and barriers persist, the City of Austin seeks to encourage a growing number and frequency of trips made by walking, wheeling, rail, and public transportation in an effort to improve public health and to decrease air pollution,

WHEREAS, US Federal Highway Administration studies have consistently demonstrated that sidewalks, better bus stop placement, and accessible infrastructure dramatically improves both the safety and mobility of those who walk, wheel, and use public transportation and/or rail;

BE IT THEREFORE RESOLVED BY THE URBAN TRANSPORTATION COMMISSION THAT,

The appropriate departments and staff of the City of Austin strategically deploy, to the extent possible, available pedestrian resources recently approved by the majority of the voters of the City of Austin through Proposition 1 to facilitate the expeditious construction and improvement of the more than 43.5 linear miles of the City's urban arterials and core transit corridors, otherwise inaccessible;

The strategic completion of these targeted investments tangibly support the use of Capital Metro's current fixed-route and anticipated MetroRapid services;

The appropriate departments and staff of the City of Austin and the Capital Metropolitan Transportation Authority expeditiously complete an Interlocal Agreement that would allow for the strategic leveraging of those funds that the Authority has committed to support accessibility improvements and their expeditious completion;

The appropriate departments and staff of the City move forward expeditiously on an Interlocal Agreement with the Texas Department of Transportation that supports the planning, construction, and funding of safe, accessible pedestrian improvements to the City's standards along the state's rights of way that lie within Austin boundaries; and

The appropriate departments and staff of the City aggressively identify and further leverage strategically all national, state, regional, local, and private funds, including Safe Routes to Schools, Metropolitan Mobility funding, development fees, and other resources, that can be used to support strategic pedestrian investments in Austin's residential neighborhoods outside the core and their accelerated pace of completion.

