

City of Austin Urban Trails Master Plan

Codes and Ordinances Subcommittee
of the Planning Commission

June 17, 2014



Catalyst to the UTMP:

Resolution 20080424-064:

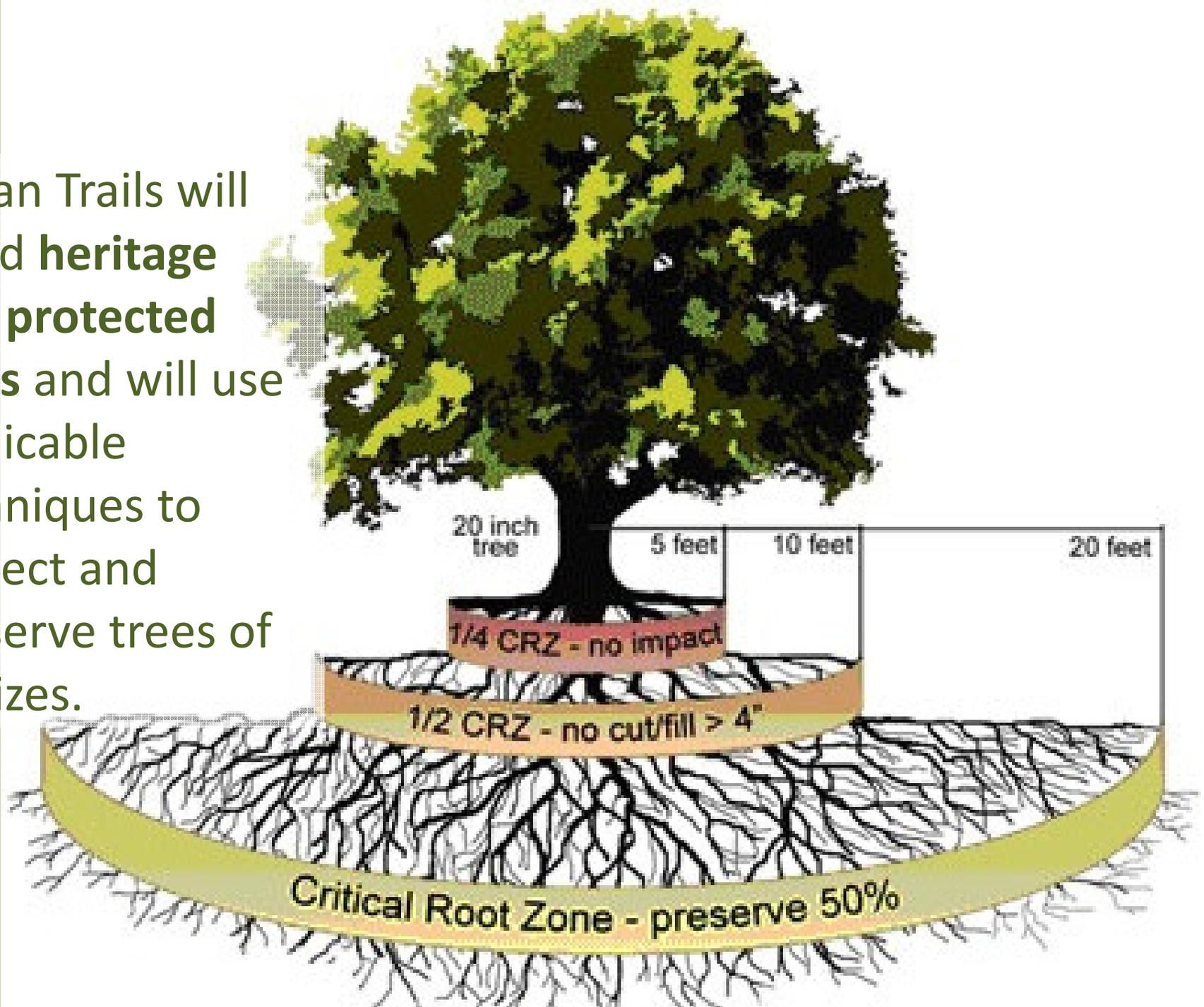
- PWD and PARD to develop comprehensive, interconnected trail plan.
- Coordinate with other Departments (AWU, AE, ARR, WPD) to implement trail plan.
- Provide:
 - Interdepartmental consultation and coordination ,
 - Development of map, and
 - Identification of other processes/plans that would aid implementation.



Other Plans/Policies that Aid UTMP Implementation



Urban Trails will avoid **heritage and protected trees** and will use applicable techniques to protect and preserve trees of all sizes.





"Explore opportunities to encourage a development pattern that better protects public and private property, preserves floodplains, creeks and open spaces, and provides access and connectivity with greenways and trails."

- **Watershed Protection Ordinance**

Community Voices:
“Plant trees by
bicycle paths.”
- **Austin’s Urban
Forest Plan**



The City of Austin
Urban Forestry Board

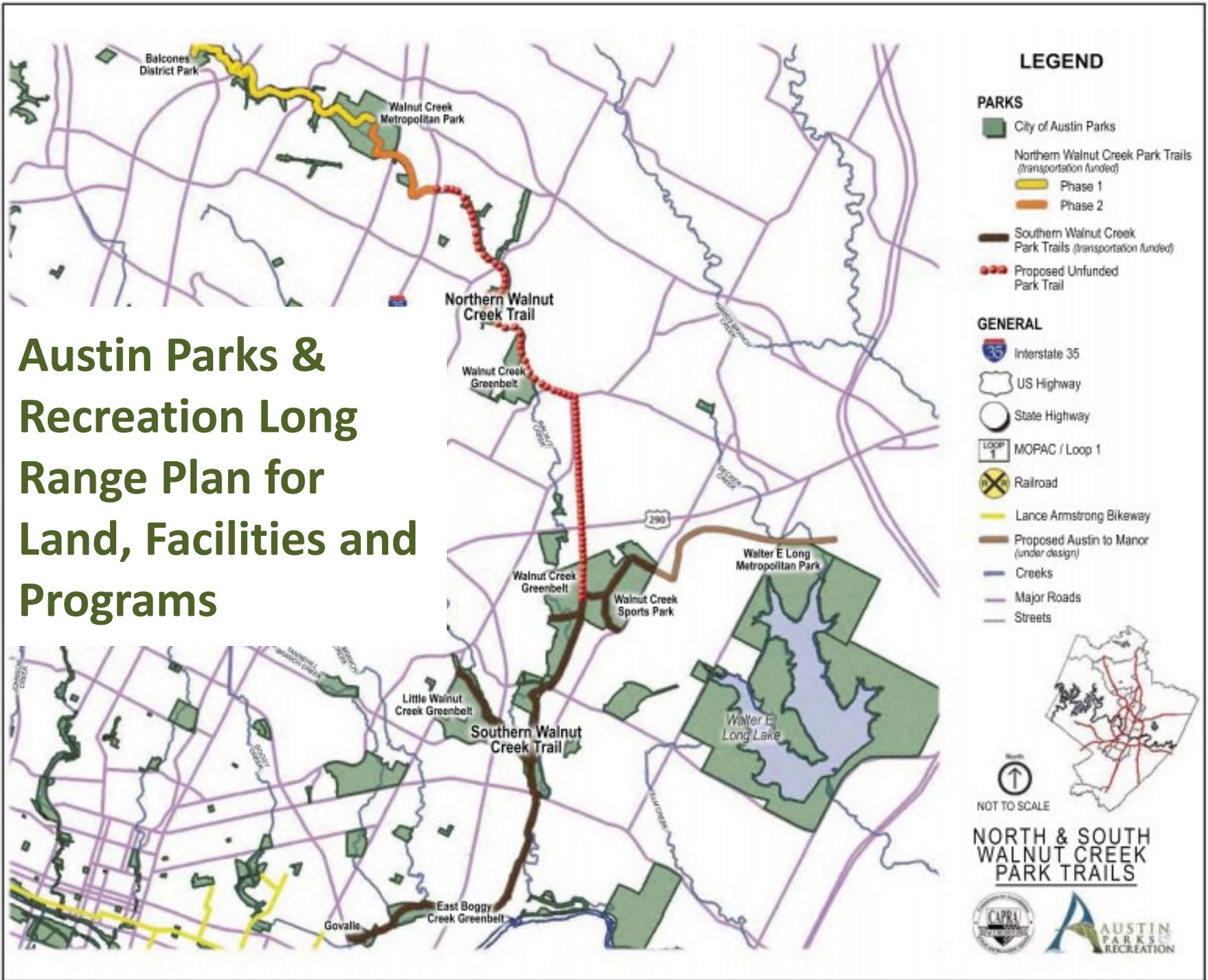
Austin's Urban Forest Plan

A Master Plan for Public Property



2013

Austin Parks & Recreation Long Range Plan for Land, Facilities and Programs



LEGEND

PARKS

- City of Austin Parks
- Northern Walnut Creek Park Trails (transportation funded)
 - Phase 1
 - Phase 2
- Southern Walnut Creek Park Trails (transportation funded)
- Proposed Unfunded Park Trail

GENERAL

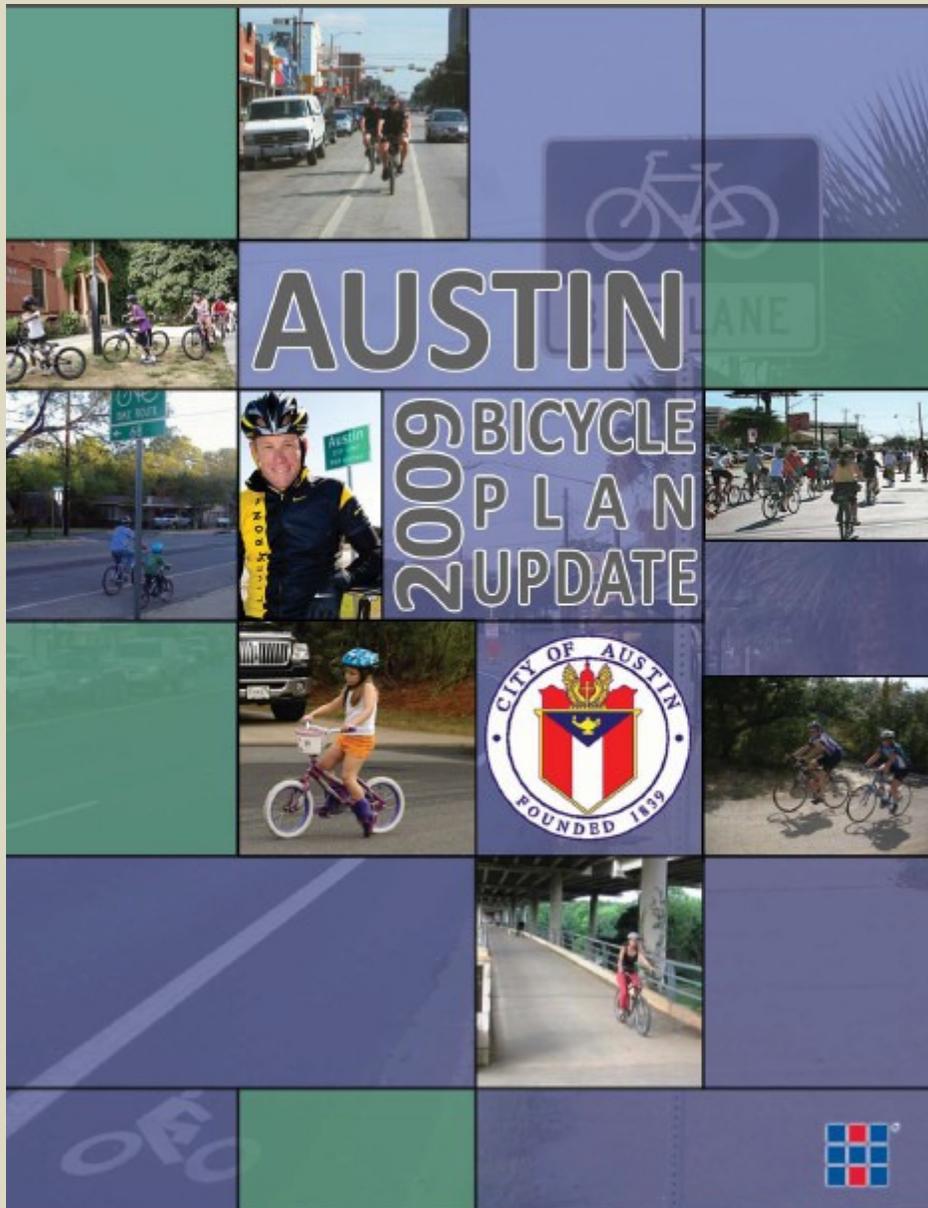
- Interstate 35
- US Highway
- State Highway
- MOPAC / Loop 1
- Railroad
- Lance Armstrong Bikeway
- Proposed Austin to Manor (under design)
- Creeks
- Major Roads
- Streets



NOT TO SCALE

NORTH & SOUTH WALNUT CREEK PARK TRAILS

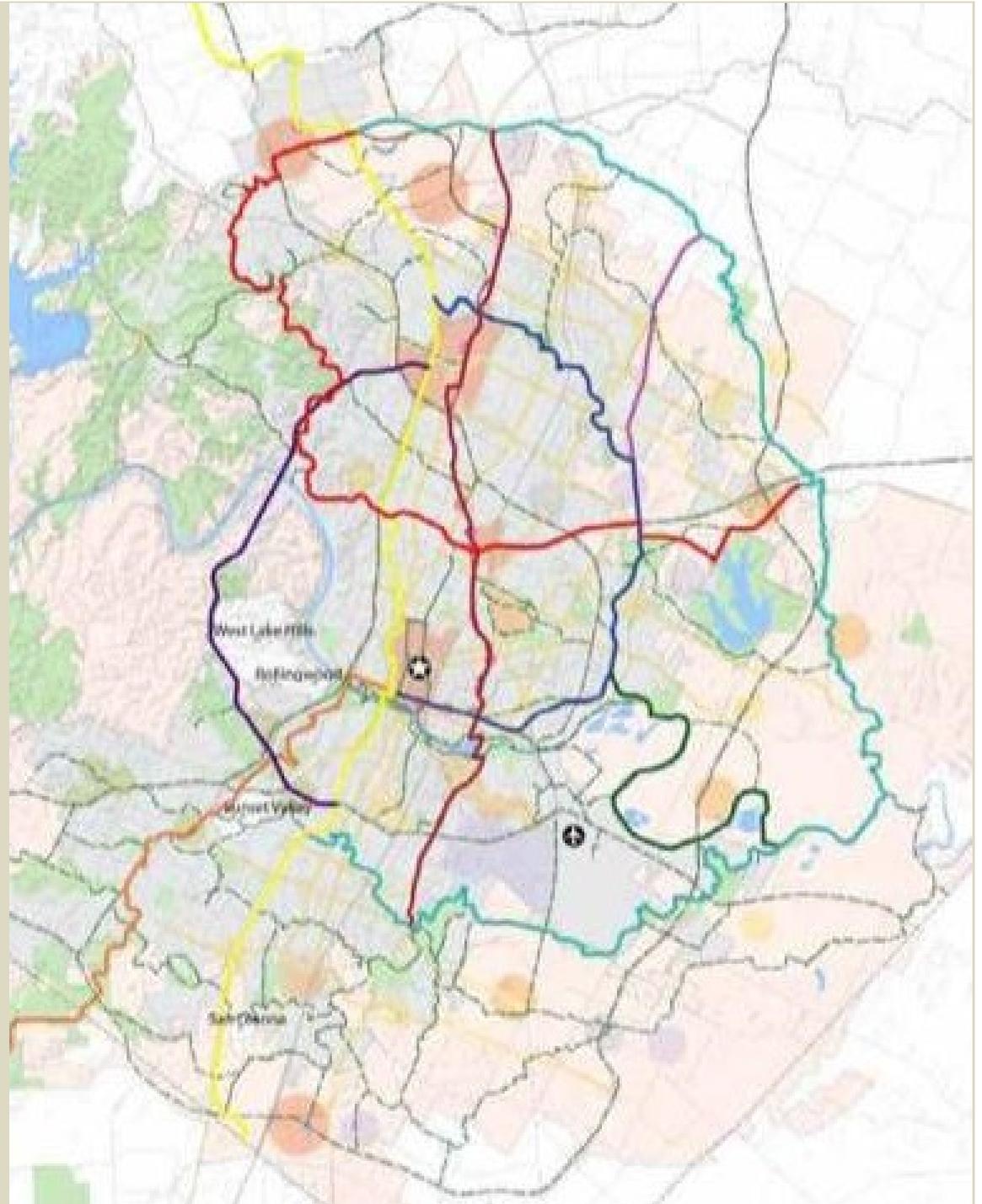




- 2009 Bicycle Master Plan recommends **over 200 miles** of multi-use paths.
- Draft 2014 Bicycle Master Plan will reference UTMP.
- Short-term network will include **30 miles of existing** and **50 miles of High Priority Urban Trails**.

“Urban trails serve **recreation and transportation** functions, including biking and hiking, and also **provide important environmental benefits** by creating open space linkages and expanding the City of Austin’s green infrastructure network.”

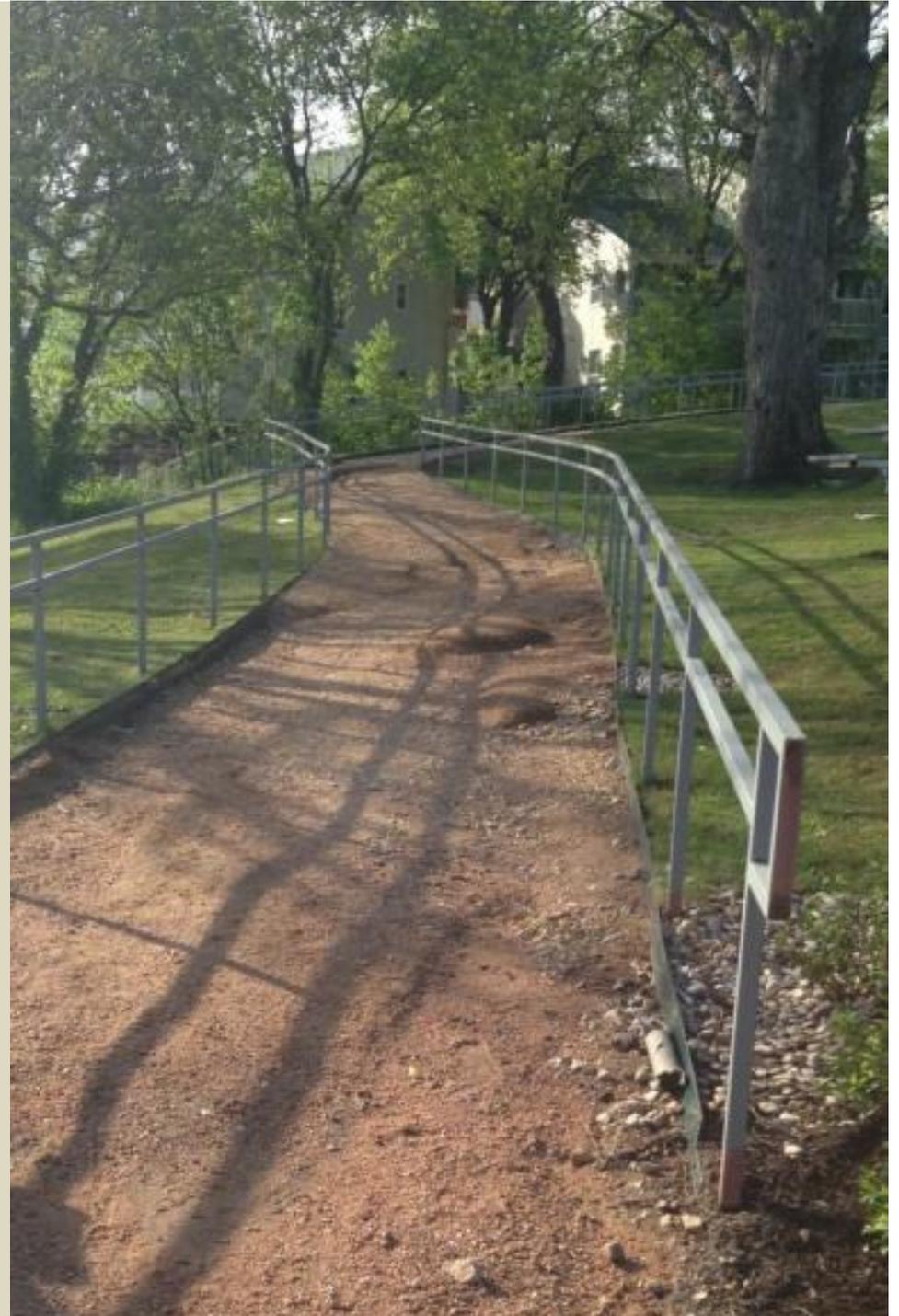
- **Imagine Austin**



Why an Urban Trail Master Plan?

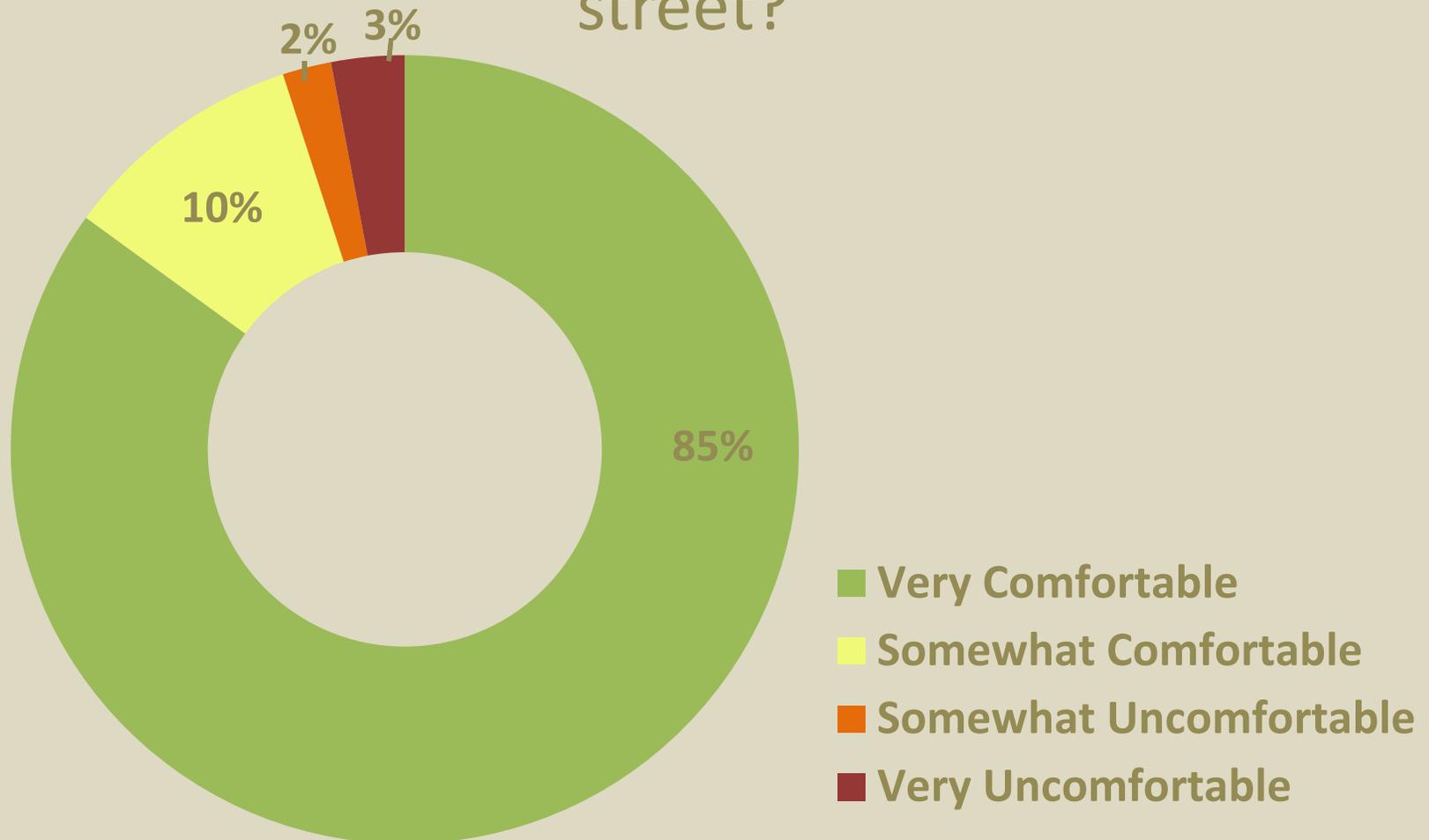


1. Implement existing plans/policies,
2. Create Urban Trail design guidelines, and
3. Plan for and implement Urban Trail maintenance, and
4. Encourage Active Transportation by building and connecting to appropriate facilities.



Public Input:

How comfortable do you feel riding your bicycle on a path or trail that is separate from the street?



What is an Urban Trail?



- 
- **Hard surface,**
 - **All-weather,**
 - **For recreation and/or transportation,**
 - **Accommodates bicycles, pedestrians, rollerbladers, skateboarders, and those with disabilities.**

Urban Trail Design Considerations



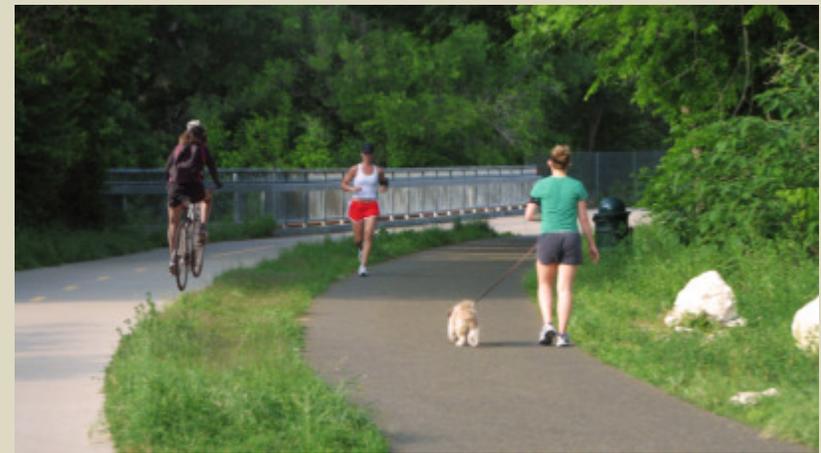
The Typical Urban Trail



Southern Walnut Creek Trail

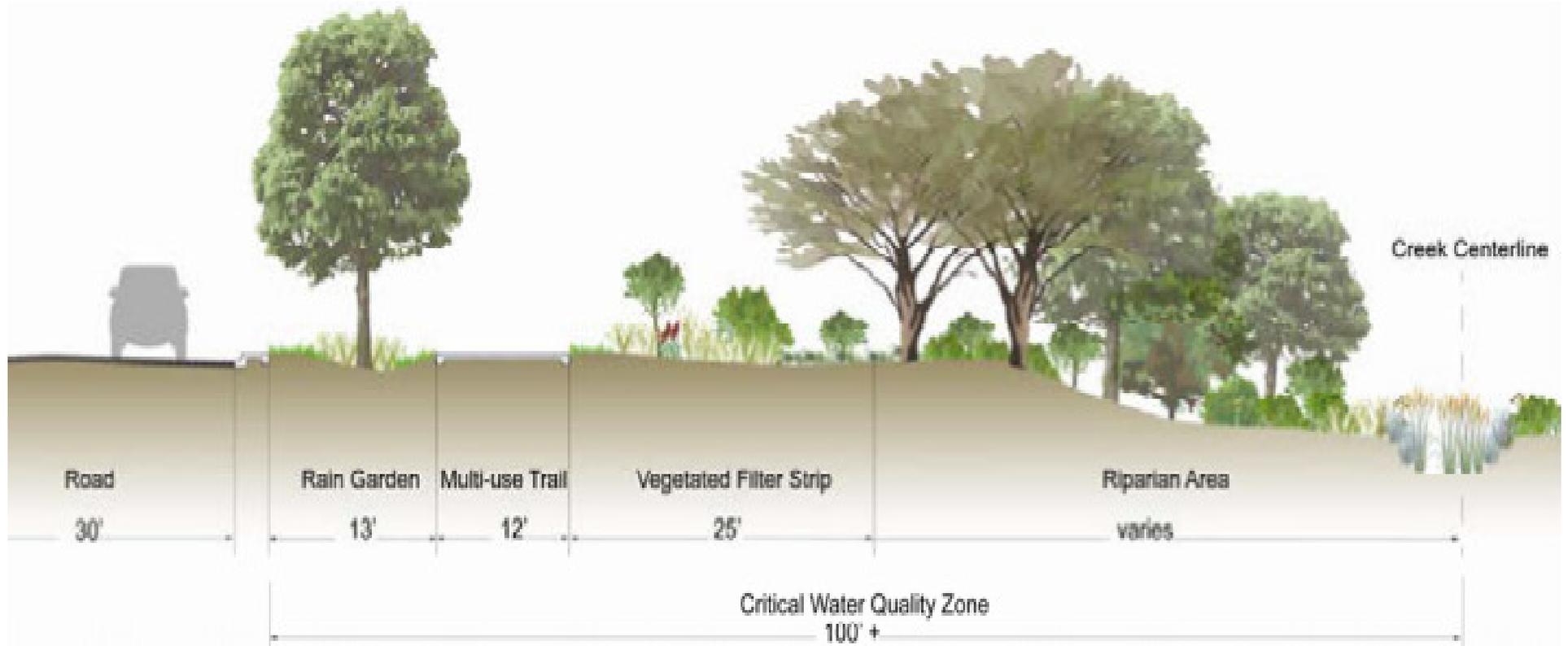
	Criteria
Standard Width	12'
Maintained Vegetated Shoulder	2'
Standard Vertical Clearance	10'

The Dual-Track Urban Trail



	Criteria
Standard Width	5' for pedestrian side 10' for bicyclist side
Maintained Vegetated Shoulder	5' user separation 2' shoulder
Standard Vertical Clearance	10'

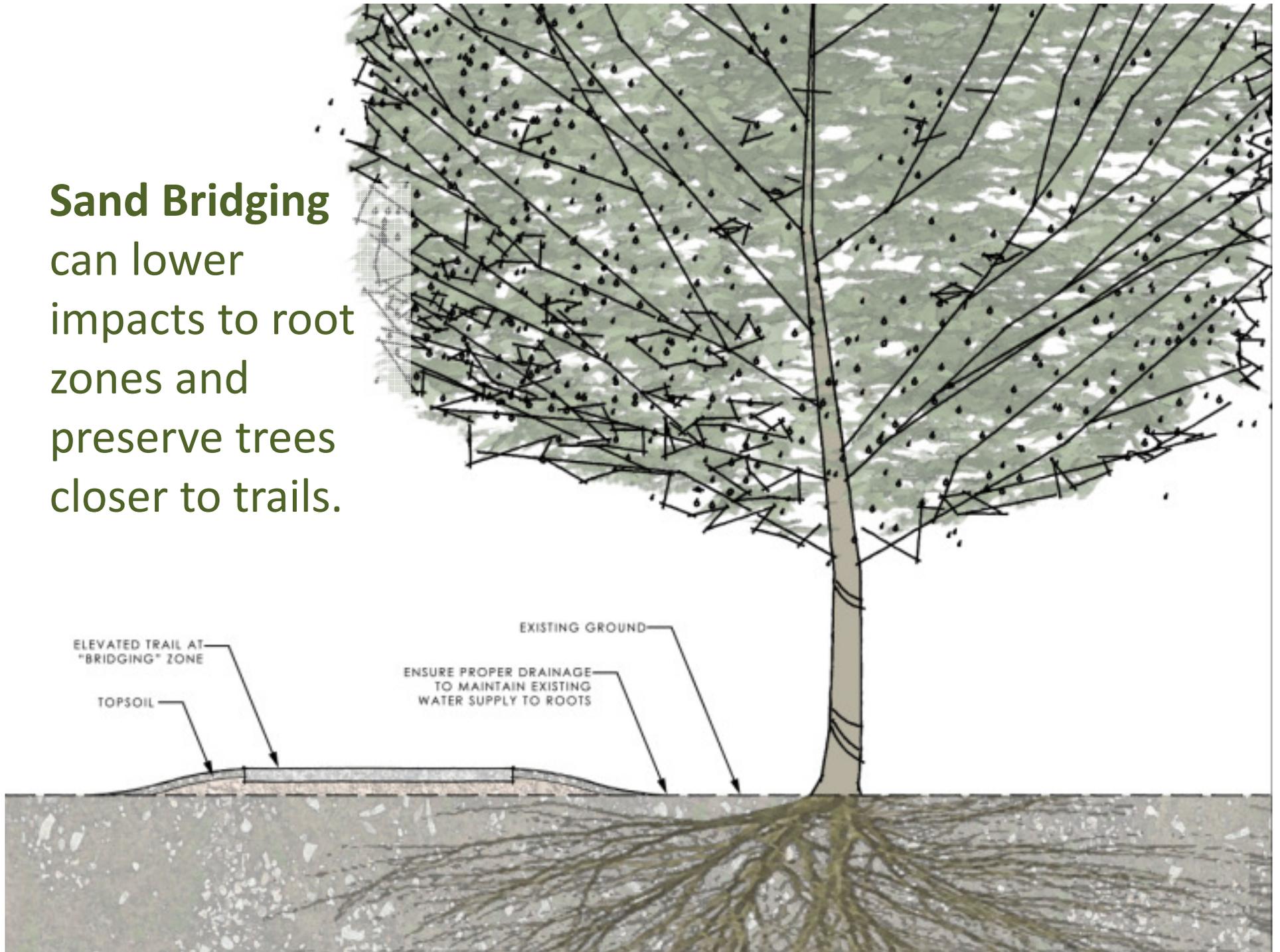




- **Diffuse** run-off as opposed to concentrated run-off.
- Creek crossings **as needed**.
- Informal **rain gardens** and **vegetated filter strips**.



Sand Bridging
can lower
impacts to root
zones and
preserve trees
closer to trails.



Lighting where appropriate



Kevin Jehnhardt 2-12-2011

Wildlife Considerations

“For urban wildlife, trails are about connectivity too – corridors for movement through the urban landscape especially since our trails mostly follow waterways which are natural corridors through the city.”

– Dr. Kevin Anderson,
Director, Center for
Environmental Research,
Hornsby Bend.



Golden-cheeked Warbler
(*Dendroica chrysoparia*)



Tawny Crazy Ants (*Nylanderia fulva*)



Barton Springs Salamander (*Eurycea sosorum*)



Tooth Cave spider (*Tayshaneta myopica*)

Design with nature

Southern Walnut Creek Trail



Mopac Bicycle and Pedestrian Bridge

Security & emergency access



Wayfinding

TNC
BLACK CAP CONNECTOR TR. 3.9
← BLACK CAP MTH. 1.6
← PEAKED MTH. VIA PEAKED MTH. TRAIL 4.8
← HURRICANE MTH. ROAD

TNC
MIDDLE MTH. TRAIL
MIDDLE MTH. 1.6
PEAKED MTH. VIA MIDDLE MTH. TRAIL 1.6
← THOMPSON RD. PARKING 1.6



Promote developer incentives

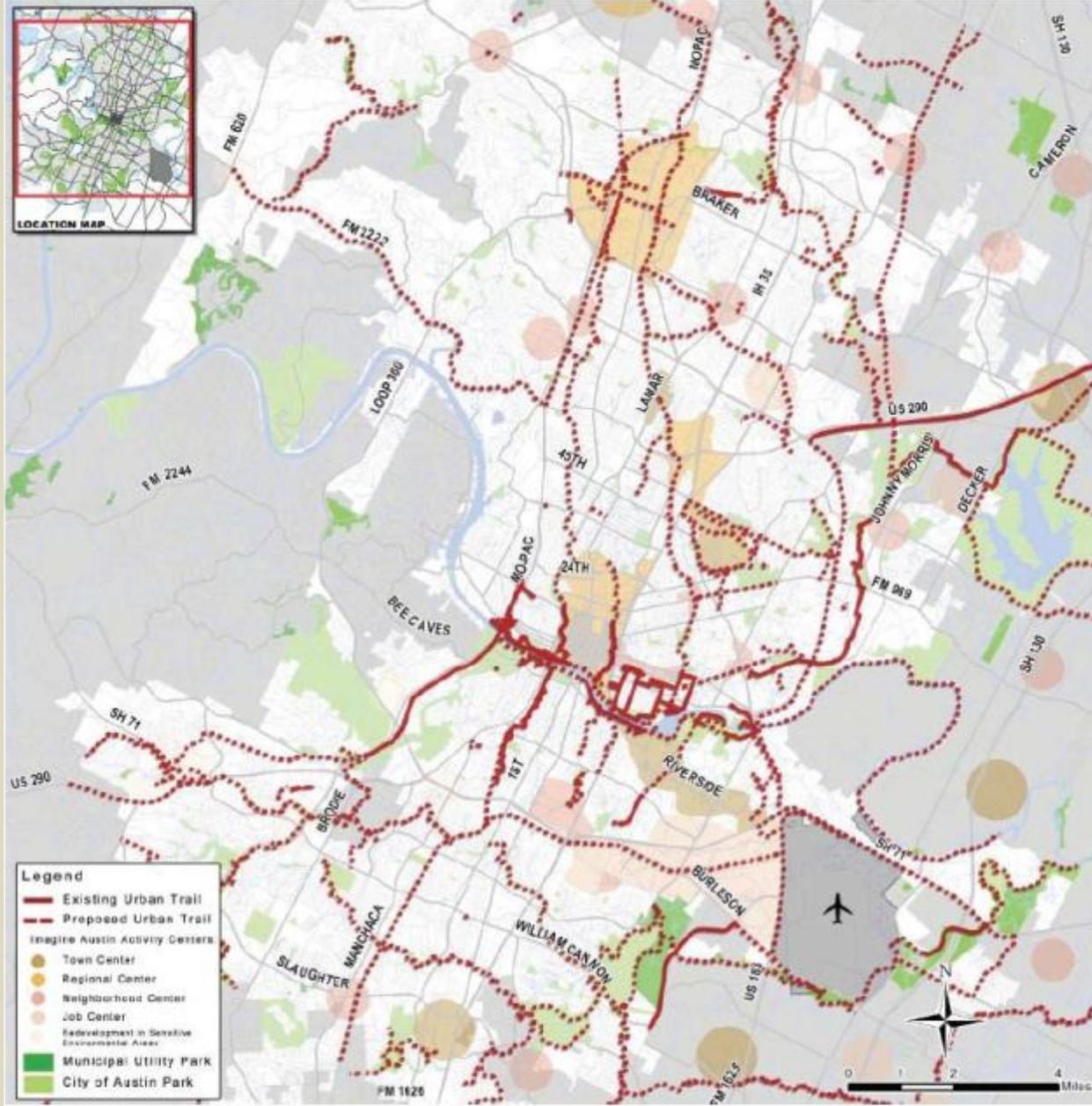


Create a sense of place

How an Urban Trail Becomes an Urban Trail



AUSTIN URBAN TRAILS



1. The Urban Trail is included in an existing City of Austin plan/policy.

• This map depicts a conceptual plan for route connectivity.

- Routes are dependent upon:
 1. environmental feasibility,
 2. stakeholder input, and
 3. available funding.

Alignments shown are conceptual, and are intended to show geographic connectivity. More detailed routing, environmental evaluations and area connections will be developed for each corridor as funding is identified. Pending a more detailed analysis and adjacent, adequate bicycle/pedestrian facilities, a "no-build" option may be appropriate.

2. Urban Trail Prioritization Criteria



Attractors/Destinations



Population Within .5 Mile



Connectivity

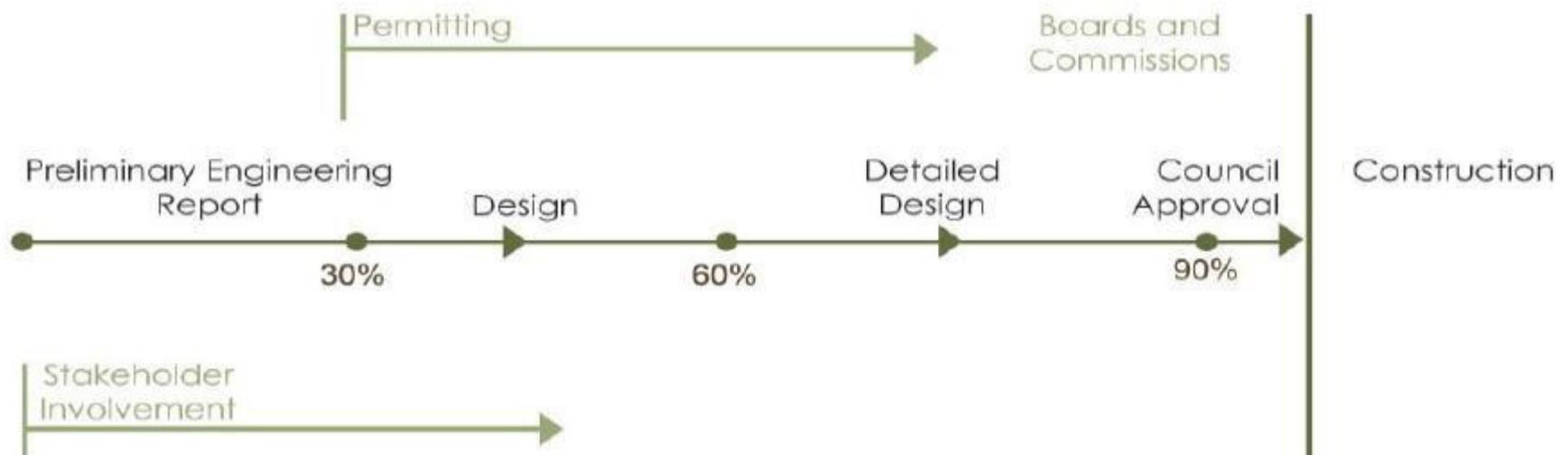


Community Support

3: Feasibility, Design, Trail Construction

- Preliminary Engineering Report includes:
 - Environmental Assessment, Impact Statement, Cultural Assessment, Critical Environmental Features, Geotechnical Reports, interdepartmental review, and more.
 - At least **two** stakeholder Open Houses
- Permitting includes: Interdepartmental Review
- Design includes: Interdepartmental Review

Urban Trail Implementation Plan Diagram

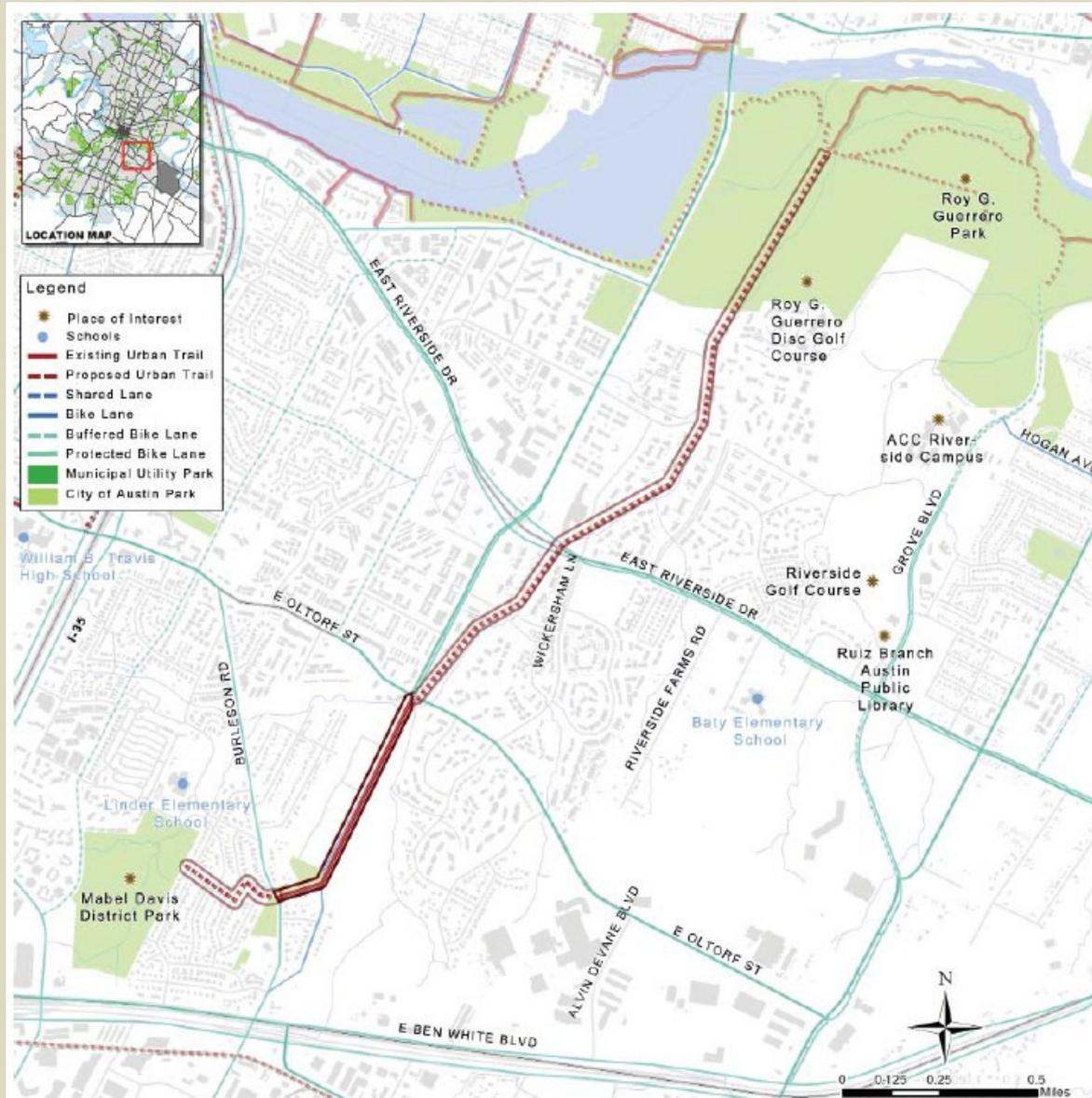


An Example:



Country Club Creek Trail:

1. In East Riverside Combined Neighborhood Plan, priority by Neighborhood Contact Team, supported by the SEATAG.
2. Highly connected to attractions/destinations and on-street bicycle and pedestrian facilities, high adjacent population density, and demonstrated community support.
3. Undergoing PER process. WPD and PDR engaged in opportunities and constraints analysis. 1st public meeting planned for August 2014.



Next Steps in Urban Trail Plan Adoption

UTMP Adoption Process

Date	Board/Commission	Approval/Briefing
April 7	Pedestrian Advisory Council	Approved
April 8	Urban Transportation Commission	Approved
May 21	Urban Forestry Board	Briefing
May 27	Parks and Recreation Board	Approved
June 2	Comprehensive Planning and Transportation Committee of City Council	Briefing
June 2	Public Safety Commission	Briefing
June 4	Environmental Board	Approved
June 9	Mayor's Committee for People with Disabilities	Approved
June 17	Codes & Ordinances Subcommittee of Planning Commission	-
June 17	Bicycle Advisory Council	-
June 24	Planning Commission	-
August 7	City Council Public Hearing	-

Questions?



EXECUTIVE SUMMARY

DRAFT FOR REVIEW



EXECUTIVE SUMMARY

THE PURPOSE OF THIS MASTER PLAN

Austin is two things: active and growing. Because of the favorable weather throughout most of the year and a plethora of opportunities to be outdoors, Austin is a very active city. Furthermore, Austin was rated as the number one fastest growing city in the nation by *Forbes Magazine* in 2013 and will continue to grow rapidly over the decades to come.

Providing an active transportation network allows Austin residents to commute by alternative modes. This long range plan envisions a system of Urban Trails that connects all of Austin by allowing residents to go from one end of the City to the other in a safe and healthy way. The Urban Trails network is intended to work in conjunction with the on-street pedestrian and bicycle networks, giving residents the opportunity to commute greater distances across all parts of Austin and creating a true “8 to 80” network (where a child of 8 can walk or ride with an 80 year old). The Urban Trails network is also intended to provide access to scenic recreation corridors throughout the built environment of the City. The master plan:

- ◆ Outlines criteria for urban trail design standards;
- ◆ Identifies which of the existing trails in Austin should be designated as Urban Trails;
- ◆ Highlights the need for improvements to upgrade existing trails so that they meet minimum requirements for Urban Trails; and
- ◆ Incorporates recommendations for future expansion of the Urban Trails network throughout the City.

The Urban Trails Master Plan directly supports all eight of the priority programs in *Imagine Austin*, the City’s Comprehensive Plan. The eight priority programs described in *Imagine Austin* are intended to provide structure and direction for the actions recommended in *Imagine Austin*, and this plan and its related policies directly follow the vision and guidelines set forth in the comprehensive plan. As an amendment to the *Imagine Austin* Plan, this plan also serves as a regulatory plan within City of Austin jurisdiction.

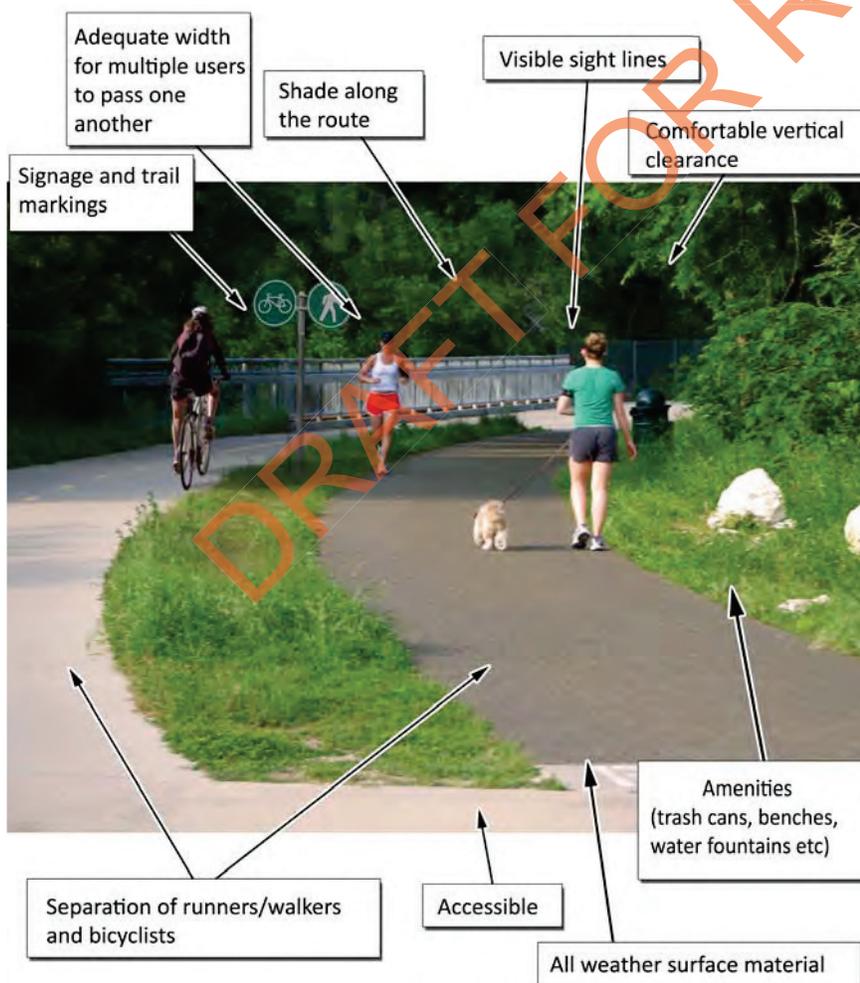
This plan is intended to be flexible and remain a viable tool as Austin continues to grow and change. The plan will continue to serve for many years, but should be periodically updated to reflect changing conditions within the City, the neighboring communities and the greater Central Texas area as a whole.

WHAT IS AN URBAN TRAIL?

The definition of an Urban Trail that was developed through this planning process follows the guidance and recommendations from *Imagine Austin*, and was confirmed by the Citizen Advisory Group (CAG) and the Technical Advisory Group (TAG). For the City of Austin, the Urban Trail network is defined as:

“A citywide network of non-motorized, multi-use pathways that are used by bicyclists, walkers and runners for both transportation and recreation purposes.”

Desired characteristics of an urban trail are shown in the illustration on this page.





AUSTIN URBAN TRAILS MASTER PLAN



Intercept survey along Shoal Creek Trail near 3rd Street



Open House participants give feedback on bicycle and urban trail recommendations



In total, 6 public meetings were held during the planning process



Young participants learn about safety at the bicycle rodeo on Saturday, February 22, 2014

URBAN TRAIL GOALS AND OBJECTIVES FOR AUSTIN

Goals and objectives for a plan such as this create the foundation for future decisions and development. Goals are an important part of the planning process in that they provide the underlying philosophical framework for decisions and also guide decision makers on issues. The goals expressed in this master plan reflect the desires of the citizens, elected and appointed officials, and the staff of the City of Austin, and build upon the vision established by the City's Comprehensive Plan. They are expressed as follows:

- ◆ Goal #1: Provide easy access to Urban Trails for both transportation and recreation users from all parts of the City.
- ◆ Goal #2: Link all Urban Trails to the on-street bicycle and sidewalk network around them.
- ◆ Goal #3: Ensure that all Urban Trails are adequately sized to accommodate both recreation and transportation uses.
- ◆ Goal #4: Incorporate trail amenities and features that transform them from a paved surface into unique greenways that reflect the City around them.
- ◆ Goal #5: Provide adequate funding and resources to maintain and operate urban trails in Austin.
- ◆ Goal #6: Ensure that all Urban Trails are context-sensitive and environmentally sustainable.

PUBLIC ENGAGEMENT

A detailed public input process was utilized to inform and engage the citizens about the Austin Urban Trails Master Plan and Bicycle Master Plan update. Since both plans work together to create the overall Active Transportation Network, the public input process for both was combined and occurred simultaneously. The wide variety of methods employed to gain public input included:

- ◆ A statistically valid citywide telephone survey (600 responses)
- ◆ A citywide online survey (2,400 responses),
- ◆ Trail intercept survey (conducted at 7 locations),
- ◆ Input from both a Citizens Advisory Group (CAG) and a Technical Advisory Group (TAG),
- ◆ Public meetings (6 meetings), and
- ◆ Online open house (conducted over two months)

We learned valuable information regarding attitudes towards riding a bike and interest in using an Urban Trail:

- ◆ 41% of adults and 75% of kids ride bicycles in Austin.
- ◆ The majority of people in Austin want to ride more than they currently do.
- ◆ The majority of residents and current bicyclists are not as comfortable in a traditional bicycle lane but would feel very comfortable riding on a separated path.
- ◆ Residents of Austin are much more willing to ride a bicycle if there is some sort of separation between themselves and on-street traffic.
- ◆ The most important actions and improvements for Urban Trails are:
 - Improve access to trails from nearby neighborhoods or businesses,
 - Improve smoothness of trail,
 - Widen trail surface,
 - Create separate areas for walkers and bicycle riders,
 - Add lighting as appropriate,
 - Provide more shade,
 - Provide more drinking fountains, and
 - Trim landscaping and obstructions to improve sight lines.

EXISTING AND RECOMMENDED URBAN TRAILS

Austin has many opportunities to create a citywide network of Urban Trails. The City currently has approximately 300 miles of trails of all types, and approximately 30 miles of these existing trails can be defined as Urban Trails. The Austin Urban Trails map on the following page shows existing and proposed Urban Trails.

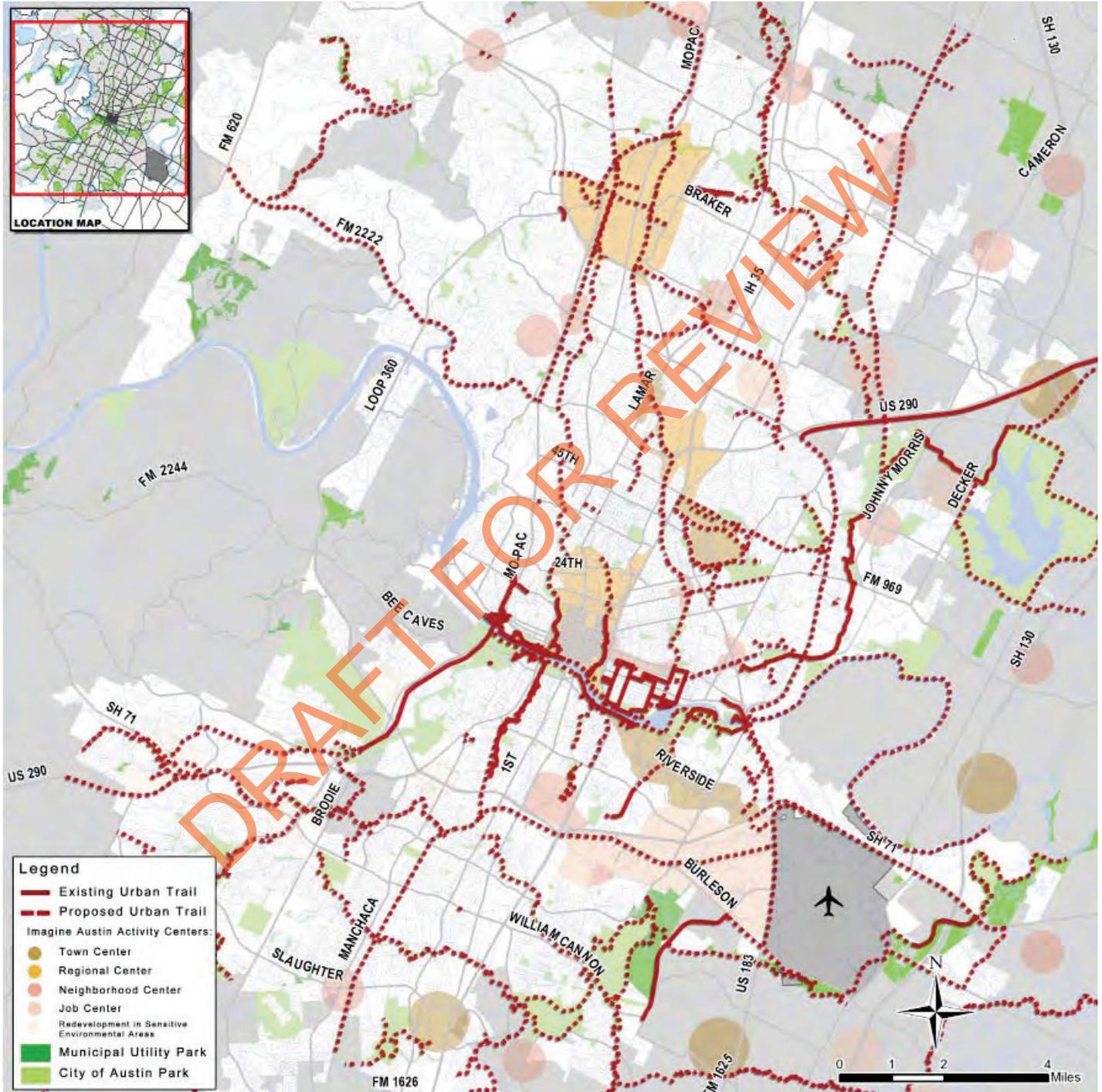
There are currently many opportunities for Urban Trails in Austin, and over the next two to three decades it is anticipated that many of those opportunities can actually be developed. However, the City's efforts should be focused on those corridors that provide the most significant beneficial impact and that truly contribute to the city wide Urban Trails network.

Trails with the highest priority include those that provide a strong potential for both transportation and recreation use, that serve significant surrounding populations and that enhance connections to the on-street bicycle and sidewalk network, and that are sensitive to the existing environment along the corridors that are used. The ultimate goal of this plan is for the development of the majority of the high priority projects to be completed within approximately ten to fifteen years. Additional trail segments identified in the plan can be undertaken in partnership with other agencies, non-profit entities or private development or re-development efforts.



AUSTIN URBAN TRAILS MASTER PLAN

AUSTIN URBAN TRAILS



Alignments shown are conceptual, and are intended to show geographic connectivity. More detailed routing, environmental evaluations and area connections will be developed for each corridor as funding is identified. Pending a more detailed analysis and adjacent, adequate bicycle/pedestrian facilities, a “no-build” option may be appropriate.

POLICY CONSIDERATIONS

From the federal to local level, policies affect the integrity and mechanisms of the Urban Trails Master Plan. There are many new and developing planning initiatives in Austin, including CodeNEXT, the Sidewalk Master Plan and Prioritization Matrix, and the Wayfinding Project, which merit recognition and coordination of goals and operations. The Urban Trails Master Plan reviews and summarizes some of the more recent policy changes that may impact the design, placement and funding opportunities for Urban Trails in Austin.

Policy and plans for consideration include:

- ◆ MAP-21
- ◆ FHWA Memorandum supporting NACTO and AASHTO bicycle design guidelines
- ◆ CAMPO 2035
- ◆ Imagine Austin
- ◆ Capital Improvement Plan
- ◆ Watershed Protection Ordinance
- ◆ Heritage Tree Ordinance
- ◆ Land Development Code
- ◆ Technical Criteria Manuals - Environmental Criteria Manual, Drainage Criteria Manual, Transportation Criteria Manual
- ◆ Other adopted plans - 2009 Bike Plan, Sidewalk Master Plan, Parks and Recreation Long Range Facilities Plan for Land, Facilities and Programs, Downtown Austin Wayfinding Plan

Watershed Protection Ordinance

The new Watershed Protection Ordinance (WPO) was passed in October 2013 and provides important guidance for the Urban Trails Master Plan. The intent of the new ordinance is to protect area watersheds through clear policy and guidance. One of the Watershed Protection Department's goals is to improve the urban environment by maximizing use of waterways, drainage facilities and floodplain areas for public recreation. The Urban Trails Master Plan helps the Watershed Protection Ordinance achieve its goals by creating green infrastructure and reducing transportation pollution through the enhancement of non-motorized transportation.

Goal: Improve the urban environment by fostering additional beneficial uses of waterways and drainage facilities.

Objective: Maximize the use of waterways and drainage facilities for public recreation; and, Maximize areas for public use within floodplains.

- Watershed Protection Department Master Plan Goals and Objectives



AUSTIN URBAN TRAILS MASTER PLAN

PARTNERSHIPS WITH OTHER DEPARTMENTS AND AGENCIES

Interdepartmental and interagency collaborations are a critical component of developing a regional network of Urban Trails, and achieving the goals and objectives of this plan. Moreover, many federal-aid funding opportunities require cooperation among local and regional entities in developing and implementing goals. By partnering with other agencies and organizations, funding resources can be utilized more efficiently. Various City of Austin departments, including Parks and Recreation, Transportation and Public Works, may all have an interest in Urban Trails from different perspectives and different funding opportunities. Private or nonprofit groups like The Trails Foundation or the Hill Country Conservancy also promote Urban Trails through different means. Collective efforts can make the legal, financial and political process of improving and expanding Austin's Urban Trail system more efficient.

Some recommendations in this plan will require partnerships and collaboration with other City departments, municipalities, agencies, and organizations across the region. The Public Works Department should coordinate with other City of Austin departments, agencies, and organizations where necessary to implement the Urban Trails Master Plan by identifying and pursuing funding partnerships and support from other departments, agencies, and organizations.

URBAN TRAIL MAINTENANCE

Effective trail maintenance is critical to the overall success and safety of Urban Trails in Austin. Maintenance activities typically include pavement stabilization, landscape maintenance, facility upkeep, sign replacement, mowing and litter removal. A successful maintenance program requires continuity. Routine maintenance on a year-round basis will not only improve trail safety, but will also prolong the life of the trail. This plan includes operation recommendations for providing effective and appropriate trail maintenance. The Urban Trails Program seeks to clarify maintenance policy to maximize the quality and enjoyment of our Urban Trails.

The Parks and Recreation Department (PARD) retains the approval authority on trails within parkland as well as corresponding maintenance responsibilities. PARD and the Public Works Department (PWD) have created written agreements regarding operation and maintenance responsibilities for trails to clarify duties and ensure adequate trail maintenance.

Upon adoption of the Urban Trails Master Plan staff will found

an Interdepartmental Agreement (IDA) between the Parks and Recreation Department, Watershed Protection Department, Health and Human Services Department and other internal City departments as needed to create an over arching agreement regarding maintenance of Urban Trails. This IDA will address levels of responsibility and will define expectations, contacts and jurisdictions for maintenance.

CONSTRUCTING FUTURE URBAN TRAILS

This master plan identifies key Urban Trails and connections, as well as prioritizes these corridors based on the criteria discussed in the previous chapter. Once an Urban Trail corridor is selected for implementation, it then goes through a separate process of identifying the exact trail alignment. Implementation of an Urban Trail is based on:

- ◆ Funding
- ◆ Environmental Constraints
- ◆ Stakeholder/resident input

Once a funding source for Urban Trail development is identified, a Preliminary Engineering Report (PER) process is started. This PER process evaluates all the environmental constraints of the corridor including: topography, drainage, various soil types, tree canopy, wildlife habitat, floodplain, surrounding land uses, location of utilities, property ownership, as well as several other elements. The entire length of the corridor will be reviewed by the Watershed Protection Department and Planning and Development Review to ensure the environmental constraints are accurately recorded before any design process begins. During the PER process the public, residents and area stakeholders are also engaged at a public open house to get feedback about the corridor, voice any concerns, and help identify potential access points. Once the PER process is complete, a preferred alignment for the trail is developed based on the environmental constraints and public input. The trail then goes into the process of design and developing construction documents. From there, it is then in the bidding stage for construction, and once a contractor is selected construction of the trail begins.



From: Paul DiGiuseppe, Principal Planner, Planning & Development Review Department

Date: May 27, 2014

Subject: Consistency Review of the Urban Trails Master Plan

Planning and Development Review staff has reviewed the Urban Trails Master Plan for consistency with the Imagine Austin Comprehensive Plan and find that it supports the following provisions of Imagine Austin.

Vision

AUSTIN IS MOBILE AND INTERCONNECTED

Austin is accessible. Our transportation network provides a wide variety of options that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of our citizens. Public and private sectors work together to improve our air quality and reduce congestion in a collaborative and creative manner.

- Interconnected development patterns support public transit and a variety of transportation choices, while reducing sprawl, congestion, travel times, and negative impacts on existing neighborhoods.
- Our integrated transportation system is well-maintained, minimizes negative impacts on natural resources, and remains affordable for all users.
- Austin promotes safe bicycle and pedestrian access with well-designed routes that provide connectivity throughout the greater Austin area. These routes are part of our comprehensive regional transportation network.

AUSTIN IS NATURAL AND SUSTAINABLE

- Our open spaces and preserves shape city planning, reduce infrastructure costs, and provide us with recreation, clean air and water, local food, cooler temperatures, and biodiversity.

AUSTIN VALUES AND RESPECTS ITS PEOPLE

- People across all parts of the city and of all ages and income levels live in safe, stable neighborhoods with a variety of affordable and accessible homes with access to healthy food, economic opportunity, healthcare, education, and transportation.

Building Blocks/Policies

LUT P3. Promote development in compact centers, communities, or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs.

LUT P23. Integrate citywide and regional green infrastructure, to including such elements as preserves and parks, trails, stream corridors, green streets, greenways, agricultural lands, and the trail system, into the urban environment and the transportation network.

HN P13. Strengthen Austin's neighborhoods by connecting to other neighborhoods, quality schools, parks, environmental features, and other community-serving uses that are accessible by transit, walking, and bicycling.

CE P3. Expand the city's green infrastructure network to include such elements as preserves and parks, trails, stream corridors, green streets, greenways, and agricultural lands.

CFS P42. Increase connectivity between neighborhoods and from neighborhoods to parks and greenways through the use of sidewalks, bicycle lanes, multi-use paths, and trails.

CFS P47. Extend existing trail and greenway projects to create an interconnected green infrastructure network that includes such elements as preserves and parks, trails, stream corridors, green streets, greenways, agricultural lands linking all parts of Austin and connecting Austin to nearby cities.

S P29. Create public spaces that attract and engage children and serve as gathering places for children and families.

Actions

LUT A1 Give priority to City of Austin investments to support mixed use, transit, and the creation of compact walkable and bikeable places.

LUT A21 Create a network of on- and off-street physically separated bicycle and walking routes or trails linking all parts of Austin and the region.

LUT A23 Develop standards to connect all new neighborhoods to adjacent neighborhoods and commercial areas by streets, sidewalks, and bicycle lanes and/or paths.

LUT A40 Expand the number of parks and amount of open spaces of different sizes and purposes throughout the city.

CE A10 Identify existing areas with limited access to parks, open space, and trails and create mechanisms to address these gaps.

CFS A9 Create a trails master plan to ensure connectivity and provide consistency with regional, city, and neighborhood level trail and transportation goals to provide pedestrian and bicycle connections between neighborhoods and destinations; incorporate trails throughout the city and region; encourage developers to connect to or complete the trail system; and use protected land along creeks and floodplains in an environmentally sustainable way.

S A54 Create more opportunities for outdoor play, recreational activities, healthy eating, and other activities and programs that address obesity.

Growth Concept Map

As an early version of the Urban Trails map was included in the development of the Growth Concept Map, the UTMP is generally consistent with the Growth Concept Map.

Priority Programs

The applicable priority programs that benefit from the UTMP include:

1. Invest in a compact and connected Austin.
4. Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city.
6. Develop and maintain household affordability throughout Austin.
7. Create a Healthy Austin program.

Conclusion: The Urban Trails Master Plan is not only consistent but promotes numerous provisions of Imagine Austin.

April 10, 2014

Nadia Barrera and Nathan Wilkes
City of Austin Public Works Department
One Texas Center
505 Barton Springs Road
Austin, Texas 78704

Re: Urban Trails Master Plan and Bicycle Master Plan Amendment

Dear Nadia and Nathan:

Whereas the Pedestrian Advisory Council (PAC) is in nascent form, without official members or a chair to submit a recommendation on the group's behalf, I submit this letter to you as PAC staff reflecting the group's recommendation regarding the Urban Trails Master Plan and Bicycle Master Plan Amendment. An official vote count is included of all members of the public in the audience.

The PAC was formed in summer 2013 in order to advise City of Austin and other entities on pedestrian planning, design, funding, and enforcement efforts regarding the creation, maintenance and operation of pedestrian facilities in order to ensure a safe and enjoyable circulation for both commuting and recreation within the City of Austin. The PAC's goal is to ensure sensitivity to pedestrian issues in the design and implementation of all public and private projects impacting pedestrians.

At the April 7, 2014 regular meeting the PAC received a presentation on the vision of the Urban Trails Master Plan and the Bicycle Master Plan update. The group made several observations and made several recommendations, including:

- The plans are consistent with the vision of the *Imagine Austin Comprehensive Plan*;
- Implementation efforts should ensure trails are ADA accessible from on-street sidewalks;
- Urban trails should incorporate ADA signage along routes;
- Urban trails should incorporate mile markers along the urban trails;
- The bike-pedestrian program should enhance education to residents to increase walking and bicycling, particularly given the rapid growth of Austin's population;
- The bike-pedestrian program should make use of the extensive data collected through the performance of surveys as part of the Urban Trails and Bike Master Plan process;
- Staff should coordinate the plans' implementation efforts with sidewalk construction to ensure seamless transition for on-street facilities to urban trails; and
- The Urban Trails Master Plan and the Bicycle Master Plan should consider the full geography of the city – not just central Austin.

After consideration of the above points, the group voted 17-0 in favor (with 7 staff abstaining) to support the vision and principles of the Urban Trails Master Plan and Bicycle Master Plan update.

Please let me know if you have any questions regarding the recommendations of the Pedestrian Advisory Council.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Anderson", with a long, sweeping flourish extending to the right.

Robert Anderson

**Community Transformation Grant Planner and Pedestrian Advisory Council Staff
City of Austin Planning and Development Review Department**

cc: Pedestrian Advisory Council



BOARD/COMMISSION/ADVISORY COUNCIL RECOMMENDATION

Austin Mayor's Committee for People with Disabilities

Recommendation Number: 20140609-03A – Urban Trails Master Plan

WHEREAS, Austin City Council Resolution No. 20080424-064 directed the Public Works and Parks and Recreation Departments to create and implement a Urban Trail Master Plan; and

WHEREAS, the intent of this Urban Trail Plan is to implement the Imagine Austin Comprehensive Plan and to enhance Austin's quality of life over the long-term by advancing mobility, public health and safety, livability, environmental enhancement, sustainability, equity, affordability, economic activity, climate resiliency, and excellence in mobility and accessibility; and

WHEREAS, we recognize that citizens with disabilities have a right to full participation in the social, cultural, and economic activities of our City and that they, in turn, support our community; and

WHEREAS, Accessibility for, and inclusion of, citizens with disabilities is a core value for all City programs and services, thus offering more opportunities an enhanced quality of life for everyone in Austin; and

Whereas, the Austin Mayor's Committee for People with Disabilities supports the City's continued compliance with ADA Title II requirements for pedestrian infrastructure, as part of all construction projects; and

WHEREAS, the Imagine Austin Comprehensive Plan established a Priority Action to "Create a trails master plan to ensure connectivity and provide consistency with regional, city, and neighborhood level trail and transportation goals to provide pedestrian and bicycle connections between neighborhoods and destinations; incorporate trails throughout the city and region; encourage developers to connect to or complete the trail system; and use protected land along creeks and floodplains in an environmentally sustainable way." [CFS A9]; and

Whereas, the Austin Mayor's Committee for People with Disabilities believes that it is critical to provide an accessible network that includes access to elements such as affordable housing and public transit stops, as part of the overall transportation network;

NOW, THEREFORE, BE IT RESOLVED that the **Austin Mayor's Committee for People with Disabilities**

Recommends to the City Council approval and implementation of the Urban Trails Master Plan.

Date of Approval: June 09, 2014

Record of the vote: 5-0 in favor with two absences

Attest:

Dolores González