

Resolution on 2016 Transportation Bond

WHEREAS funding the Bicycle Master Plan, which now includes the Urban Trail Master Plan, will remove an estimated 20,000 car trips from the Central Business District every day, leading to a reduction of 84,000 metric tons of carbon dioxide every year; and

WHEREAS Mayor Adler has declared 2016 the Year of Mobility; and

WHEREAS bicycling, walking and public transit, as affordable means of transportation, create ladders of opportunity; and

WHEREAS building out world-class bicycle, transit and pedestrian infrastructure will help Austin compete for the USDOT Smart Cities Challenge; and

WHEREAS City Council has initiated the Mobility Talks public input process to garner ideas from Boards and Commissions for easing congestion and improving mobility, including through a 2016 mobility bond; and

WHEREAS investment in meaningful alternatives to single-occupancy car trips, including bicycling, walking and public transit, is an efficient and proven way to reduce congestion; and

WHEREAS the Bicycle Master Plan, Urban Trail Master Plan, Sidewalk Master Plan and Corridor Studies have undergone extensive public input and planning; and

WHEREAS constructing sidewalks to schools and transit stops will help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths and address historic inequities; and

WHEREAS funding a high-capacity transit network that prioritizes high-density corridors and high-diversity populations will make public transportation a viable, convenient and affordable transportation choice for Austinites;

NOW, THEREFORE, BE IT RESOLVED, the Joint Sustainability Committee recommends that the City Council pursue a 2016 mobility bond that achieves the following:

1. Fully fund the Bicycle Master Plan, including “Tier 1” Urban Trails;
2. Fully fund all “Very High” and “High” priority sidewalks in the forthcoming 2016 Sidewalk Master Plan; and
3. Fund strategic components of Corridor Plans, with an emphasis on creating dedicated, high-capacity transit lanes, which could accommodate future rail lines utilizing existing plans and data, including a system concept and initial engineering for a minimum operating segment.