



BOARD/COMMISSION RECOMMENDATION

Urban Transportation Commission

Recommendation Number 20180213-04B: Austin Community Climate Plan

WHEREAS, in Travis County, approximately 36% of community-wide greenhouse gas emissions come from the transportation sector, and nearly 95% of the transportation-related greenhouse gas emissions are from cars and trucks; and

WHEREAS, the City of Austin has declared a goal of achieving net-zero community-wide greenhouse gas emissions by no later than 2050; and

WHEREAS, reducing Austin's transportation carbon footprint is an integral part of achieving that goal; and

WHEREAS, the Austin Community Climate Plan states that such a reduction must include a future with substantially fewer vehicle miles driven per person; and

WHEREAS, a reduction in vehicle miles driven also means increased safety, lower costs associated with car ownership, less time spent in traffic, and cleaner air; and

WHEREAS, only 8% of Austinites use public or alternative transportation; and

WHEREAS, the Austin Community Climate Plan identifies as a high-priority action continued planning efforts to complete a connected network of proven high-capacity transit, including intracity and intercity systems, as well as other projects to expand transit service; and

WHEREAS, the existence of public transit and supporting infrastructure, sidewalks, and protected bicycle lanes is a necessary first step in having Austinites get out of their cars and walk, bike, or ride transit; and

WHEREAS, parking management and road pricing strategies can have a substantial impact on the reduction of GHG emissions by encouraging people to think about the costs associated with driving a vehicle.

NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission recommends that City Council take action to:

Update the Austin Community Climate Plan to prioritize and include transportation recommendations to implement high-capacity public transit; and

Modify or remove existing regulations that promote the use of single-occupancy vehicles for work commutes and personal trips.

BE IT FURTHER RESOLVED:

The regulations should, without limitation address:

Reducing the number of vehicular parking spaces and allowing parking requirements to be met through alternative approaches demonstrated to reduce parking demand and GHG emissions, such as on-site car-sharing, bicycle parking, and transit passes; and

Having the City become a lead employer with a model commute reduction program that through incentives phases out the practice of providing free parking spaces to City employees working in transit-rich locations, such as City Hall.

Date of Approval: February 13, 2018

Record of the vote: 9-0, with Commissioner Hosek absent

Attest:

A handwritten signature in cursive script, appearing to read "Jim Dale".

Jim Dale, executive staff liaison