



COMMISSION RECOMMENDATION

Urban Transportation Commission

Recommendation Number 20180307-04C: Draft Proposed Corridor Construction Program

WHEREAS, The 2016 Mobility Bonds and both current and proposed MetroRapid lines are a significant investment of tax dollars in Austin's transportation infrastructure and must be spent efficiently;

WHEREAS, Several of the 2016 Mobility Bond corridor projects overlap with Capitol Metro's current and planned MetroRapid lines;

WHEREAS, Javier Argüello, Project Connect project director, writes in the Feb 2018 MCAC report that a "main characteristic of successful High Capacity Transit Investment [is that it] operates on Dedicated Right-of-Way."

WHEREAS, The MetroRapid lines are a substantial step towards a healthy, viable transit future for Austin only if they have complete-route transit-priority or transit-exclusive lanes made possible by dedicated ROW;

WHEREAS, the City of Austin should not on MetroRapid routes make substantial investments in our transportation infrastructure which inhibit or preclude transit-priority or transit-exclusive lanes;

WHEREAS, three of the four MetroRapid lines are routed on Guadalupe as it passes by the UT campus, but the 2016 Mobility Bond Proposed Corridor Construction Program does not accommodate transit-priority or transit-exclusive lanes,

WHEREAS, if the City of Austin spends Mobility Bond money on projects which inhibit complete-route transit-priority or transit-exclusive MetroRapid lanes, there seems only two likely outcomes: MetroRapid lines will never be fully successful, or the City will have to waste taxpayer dollars to rip out and replace infrastructure that conflicts with complete-route transit-priority or transit-exclusive lanes;

NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission urges City Council to protect the future viability of Capitol Metro's rapid transit plans by approving only 2016 Mobility Bond Corridor Construction Programs that include dedicated right-of-way for transit-priority or transit-exclusive lanes where they overlap with MetroRapid routes, or at the very least require the Program to fully plan for and accommodate future such lanes in as efficient a manner as possible.

Date of Approval:

Record of the vote:

Attest: