



ENVIRONMENTAL COMMISSION MOTION 20190306 007a

Date: March 6, 2019

Subject: Austin Strategic Mobility Plan

Motion by: Hank Smith

Seconded by: Pam Thompson

RATIONALE:

WHEREAS, the performance of the Austin Transportation System has a significant impact on public health, air and climate, water, land and ecology and other environmental factors; and

WHEREAS, the proposed current transportation plan has received extensive public outreach; and

WHEREAS, the planning and analysis phase has been completed and a preferred strategy has been developed; and

WHEREAS, the plan has specific indicators and targets to:

- increase the access by active modes to and around parks and trails
- increase the number of sidewalks, bicycle facilities, and urban trails that are within ZIP codes with disproportionate prevalence of chronic diseases or conditions;
- reduce greenhouse gas emissions
- reduce average ozone level region-wide
- reduce the risk of flooding on all roads and road crossings in the 100-year floodplain, including provision of adequate warning at dangerous crossings
- reduce the danger of street flooding created by substandard storm drains
- increase tree canopy along the transportation network

THEREFORE, the Environmental Commission recommends support of the current draft of the Austin Strategic Mobility Plan with the following:

Environmental Commission Recommendations:

- encourage trip consolidation such as combining as many trips together as possible;
- encourage lighting at intersections to improve crosswalk visibility in compliance with dark skies where possible;
- provide additional education regarding potential air quality standards non-attainment;
- provide success measures for key indicators and targets;

- implement holistic green infrastructure into the proposed upgrades and the Transportation Criteria Manual;
- ensure that tree planting standards for right-of-way (ROW) align with City Arborist advice on appropriate spacing and anti-compaction techniques to ensure a healthy urban forest;
- ensure metrics and design standards maximize the optimized provision of ecosystem services;
- evaluate overall ROW requirements; as well as ROW requirements for current roadway classifications and ROW trees in areas of proposed improvements;
- provide necessary infrastructure such as public showers and showers in new offices to promote bicycle opportunities and other transportation alternatives;
- encompass all available technology and use the diversity of innovation that is available throughout the City;
- incorporate sustainability with all tree planting criteria in the transportation plan and manuals;
- incorporate no-idle zones in the overall plan;
- identify and track non-work related trips; and,
- promote the use of electric bicycles and educate the public on available rebates for electric bicycles.

VOTE 7-0

For: Creel, Thompson, Guerrero, Coyne, Neely, H. Smith and B. Smith

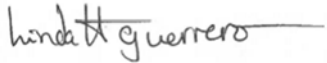
Against: None

Abstain: None

Recuse: None

Absent: Gordon, Maceo and C. Smith

Approved By:



Linda Guerrero, Environmental Commission Chair

Pedestrian Advisory Council (PAC) Recommendation:

Austin Strategic Mobility Plan

WHEREAS, the purpose of the Pedestrian Advisory Council (PAC) is to advise the City of Austin on pedestrian planning, policy, design, funding, education, and enforcement efforts regarding the creation, maintenance and operation of pedestrian facilities;

WHEREAS, adoption and implementation of the Austin Strategic Mobility Plan (ASMP) is very important to improving the quality of life for all the people of the City of Austin;

WHEREAS, no loss of life or serious injuries are acceptable in our transportation system;

WHEREAS, all of our transportation system should be accessible to all people of all abilities;

WHEREAS, climate change and rapidly decreasing transportation emissions are urgent;

WHEREAS, all children in all neighborhoods deserve the freedom of safe multimodal access.

NOW, THEREFORE, BE IT RESOLVED, the PAC supports the overarching top priority of safety in the ASMP and urges the Austin City Council to adopt the ASMP as soon as possible and ensure that it is used to guide policy, funding, and planning decisions;

BE IT FURTHER RESOLVED, the PAC supports the prioritization of walking as a leading mode of transportation

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council take steps to ensure that the ASMP will achieve a safe transportation system giving abundant affordable access for all people of all ages and abilities and all modes;

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council empower staff to develop even stronger partnerships with Travis County, the Capital Area Metropolitan Planning Organization, Capital Metro, the Central Texas Regional Mobility Authority, the Texas Department of Transportation, the US Department of Transportation, and any other entity able to assist in rapidly changing our built form and transportation system to achieve reductions in traffic deaths and serious injuries, reductions in vehicle miles traveled, and increased safe, easy, comfortable access by various modes to all sectors of the city;

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council amend the ASMP to include or expand upon the following:

1. Design Speeds – Target design speeds should not exceed 35 mph
2. Speed Management – Prioritize Action Item #9 (Speed Management Guidelines) and implement it as soon as possible
3. Sidewalk Construction – Ensure Council Strategic Direction 2023 achieves Action Item #65 (Sidewalk Construction)
4. Sidewalk Plan – Expand Sidewalk Plan / ADA Transition Plan to fund all missing sidewalks in the City
5. Latent Demand and Signalization – Consider where to change signal timing include areas that may not currently have high pedestrian levels but could have a latent demand if prioritization of signalization were to change.
6. Accessibility – The definition of accessible and safe transportation network include all modes at all hours of the day and night
7. Car Free Zones – Add an Action Item for determining a process to consider whether / how a right of way might be converted to a car free space (e.g. Speedway on UT Campus)

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8. Missing Middle Mobility – The emerging mobility solutions summary text should include Neighborhood Electric Vehicles (NEVs) and Pedicabs because they are safer transportation choices in pedestrian zones due to their small size, low weight and speed
9. Ped Bike Transit Connections – Ensure that new road connections are not exclusively vehicular and can also include exclusively pedestrian and bike connections
10. Sprawl and Roadways – New roadways should only be built connecting areas with transit supportive densities, whether as-built or entitled
11. Sidewalk Obstructions – Achieve Action Item #69 (Vegetative Obstruction and Removal Program) within 3 years and develop policies to ensure motor vehicles do not obstruct the pedestrian right of way

Date of Approval: March 4, 2019

Vote: 6 – 0 with Henderson, Wochner, and Bauereis absent

Attest:

A handwritten signature in black ink, appearing to read 'Jay Blazek Crossley', with a long horizontal stroke extending to the right.

Jay Blazek Crossley, Pedestrian Advisory Council Chair