

RESOLUTION NO. 20190919-083

WHEREAS, railroad crossings can present a special hazard for conveyances with narrow wheels, including bicycles, wheelchairs, pedicabs, and scooters when crossings are made that catch wheels or force an individual into motor vehicle lanes to cross tracks at a safe (more perpendicular) angle; and

WHEREAS, the City of Austin Bicycle Advisory Council (BAC) recognized this public safety hazard and unanimously recommended safety improvements to allow bicyclists and individuals of all ages and abilities to be able to cross railroad tracks at a safe angle without entering motor vehicle lanes at the October 16, 2018 BAC meeting; and

WHEREAS, the City of Austin Pedestrian Advisory Council (PAC) recognized this public safety hazard and unanimously forwarded to Council a recommendation for safety improvements at railroad crossings at the August 5, 2019 PAC meeting; and

WHEREAS, the Bike Austin, Walk Austin, and ADAPT have endorsed these recommendations; and

WHEREAS, the 2016 Mobility Bond dedicates \$37.5 million for improvements to sidewalks; and

WHEREAS, the Americans with Disabilities Act (ADA) Transition Plan includes rehabilitation, ramps, bus stops, and vegetation clearing, as well as new sidewalk construction and ADA compliant accessibility throughout the City's sidewalk network; and

WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) have published specifications providing best practices and guidelines to address railroad crossings; and

WHEREAS, the community and groups advocating for safe pedestrian, bike, and ADA accessibility have identified the following crossings as needing consideration for improvements:

- Vinson Drive/Emerald Forest near St. Elmo;
- West Mary Street near Evergreen;
- Rosewood Avenue near the Pleasant Valley underpass;
- North and Southbound MOPAC frontage road between Gracy Farms Lane and Park Bend Road at the Red Line;
- Stassney Lane near Crockett High School;
- 4th and Guadalupe bus stop at nearby track along access route; and
- Lamar and Airport near Crestview Station

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to review and analyze railroad crossings city-wide, including those identified by the community and safety advocates and listed above, for improvements.

BE IT FURTHER RESOLVED:

The City Manager is directed to create a list of all crossings, provide a determination of whether the crossing is safe or has challenges, prioritize those with challenges, and determine what mitigation is needed to make the challenged crossings safe, including cost estimates for needed mitigation as well as seeking

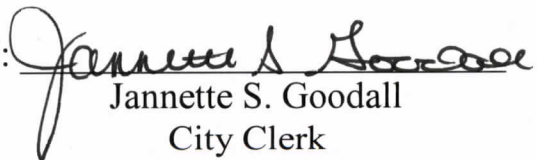
cooperation and potential partnerships with owners of rights of way, CapMetro, and other regional partners that can participate in identifying and allocating necessary funds. Needed mitigation and appropriate improvements may vary depending on the condition, such as creating a separate path or widened shoulder, use of compressible flangeway fillers, or if possible, for abandoned tracks, rail removal or other mitigation strategies identified by staff.

BE IT FURTHER RESOLVED:

The City Manager is directed to report back to Council, December 5, 2019, findings as well as opportunities to incorporate crossing improvements as part of other public work and transportation project implementation. For crossings without opportunities to coordinate with current projects, maintain a list of these as part of ongoing needs to be addressed either through future budget considerations, future CIP/Transportation/Public Works projects or in coordination with railroad crossing improvement projects initiated by owners of the right of way.

ADOPTED: September 19, 2019

ATTEST:


Jannette S. Goodall
City Clerk