

RESOLUTION NO. 20200729-090

WHEREAS, equitable mobility and accessibility are vital to a functioning and prosperous society; and

WHEREAS, the average American family spends more on transportation-related expenses than all other types of expenses except housing; and

WHEREAS, transportation costs are regressive and lower-income residents spend a larger share of their resources on mobility; and

WHEREAS, Black, Latinx, lower-income, immigrant, and differently-abled residents have disproportionately lower access to car ownership; and

WHEREAS, transportation and mobile systems, at 35 percent, accounted for the largest share relative to any other category of greenhouse gas emissions in Travis County in 2010; and

WHEREAS, between 2012 and 2019, an average of 79 people died each year using Austin’s transportation system, accounting for a total of 635 victims, 210 of whom were pedestrians; and

WHEREAS, the Imagine Austin Comprehensive Plan (2012) calls for a “complete-streets design that includes features such as traffic calming elements, street trees, wide sidewalks, and pedestrian, bicycle, and transit access throughout Austin, considering the safety needs of people of all ages and abilities”; and

WHEREAS, the Austin Strategic Mobility Plan (ASMP) (2019) calls for a 50/50 mode share whereby 50 percent of commutes are made in ways other than driving alone and envisions completing the Bicycle, Sidewalk, and Urban Trails Plans by 2039; and

WHEREAS, the ASMP directs transportation decisions to be centered on equity, including a policy to “partner with the public and private sectors to expand and improve mobility solutions for historically underserved communities”; and

WHEREAS, the Vision Zero Action Plan (2016) sets the goal of eliminating traffic deaths and serious injuries by 2025; and

WHEREAS, the Austin Sidewalk Plan/ADA Transition Plan (2016) sets a target to “address all very high and high priority sidewalks within one-quarter mile of all identified schools, bus stops, and parks” by constructing sidewalks at a rate of 39 miles per year; and

WHEREAS, the Austin Bicycle Plan (2014) sets the goal of implementing, by 2025, 80 percent of an all-ages-and-abilities bicycling network to increase ridership, improve safety, and provide equitable access; and

WHEREAS, the Austin Community Climate Plan (2015) set the goal of reaching net-zero community-wide greenhouse gas emissions by 2050; **NOW, THEREFORE**,

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

The City Manager is directed to present to the Council, with sufficient time for it to consider and, if desired, place on the November 2020 ballot, measures to enhance funding for displacement mitigation and fund implementation of the following active transportation improvements identified in the Austin Strategic Mobility Plan:

- Sidewalks: high- and very-high priority sidewalk segments and address ADA barriers and gaps in the sidewalk system
- Safe Routes to Schools Plans
- Bikeways: All Ages and Abilities bicycle facilities, including the Bicycle Priority Network
- Urban Trails: Tier I urban trails and identify alignments and develop designs for Tier II urban trails
- Safety/Vision Zero: Projects that reduce conflicts and improve safety for all users on the High-Injury Network and at high-risk locations by systematically implementing both major reconstruction and rapid; and implementation of low-cost, high-impact engineering countermeasures
- Transit Enhancement Program: Projects that improve the speed and reliability of public transportation service on the Transit Priority Network
- Neighborhood Partnering Program: Active transportation mobility projects that leverage community-led partnerships

BE IT FURTHER RESOLVED:

The City Manager is also directed to present to the Council the status and expected timeline of all active transportation projects currently approved and funded through CIP, bond programs, and other potentially allocated funding sources.

BE IT FURTHER RESOLVED:

As part of this information presented to Council, staff shall present at least two different funding options for the additional active transportation improvements identified above:

Option A. Funding as part of a tax rate election being considered to fund the Project Connect System Plan.

Option B. Funding as a separate general obligation bond program.

The enhanced funding for displacement mitigation shall be incorporated into the Project Connect System Plan tax rate election.

BE IT FURTHER RESOLVED:

The City Manager is directed to develop recommendations for implementation of these proposals in manner that prioritizes investments in traditionally underserved communities, communities of color, low-income communities, and other vulnerable communities; and anticipates unintended consequences that may disproportionately affect historically underserved and underrepresented populations and proactively mitigates these effects.

BE IT FURTHER RESOLVED:

Staff shall present the estimated cost of the maximum number of projects within each program that could collectively and reasonably be completed within 6 years of program initiation, and also the estimated maximum number of projects and cost if accomplished under an accelerated project delivery system. In providing this information, staff shall analyze existing capital project delivery systems and processes in order to identify potential changes and resource and staffing requirements that would be necessary to accelerate project delivery and maximize the number of projects to be included in these proposals to be completed within six years of initiation.

BE IT FURTHER RESOLVED:

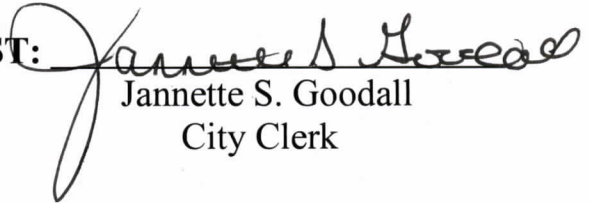
The City Manager is directed to develop recommendations for implementation of these proposals in a manner that maximizes opportunities for local hiring, apprenticeships, and other workforce development activities in traditionally underserved communities, communities of color, low-income communities, and other vulnerable communities.

BE IT FURTHER RESOLVED:

The City Manager is directed to develop recommendations for implementation of these proposals in a manner that maximizes opportunities for integration of green infrastructure and increasing the urban tree canopy.

ADOPTED: July 29, 2020

ATTEST:


Jannette S. Goodall
City Clerk