



Recommendation for Action

File #: 21-1660, **Agenda Item #:** 22.

5/6/2021

Posting Language

Approve a resolution authorizing negotiation and execution of a multiple use agreement with the Texas Department of Transportation for the development and construction of the Austin to Manor Trail Phase 2, from the existing trail at Lindell Lane to Ben E. Fisher Park in Manor.

Lead Department

Public Works Department

Fiscal Note

Funding is available from the 2016 Mobility Bond (Local Mobility, Urban Trails), Travis County, and from Capital Area Metropolitan Planning Organization grant funds.

Prior Council Action:

September 25, 2014 - Council passed Ordinance No. 20140925-143 adopting the Urban Trails Plan as a component of the Imagine Austin Comprehensive Plan.

March 28, 2019 - Council passed Resolution No. 20190328-040, which called for efforts to accelerate timetables for planned bicycle, scooter, transit, sidewalks, and tier one urban trail infrastructure projects approved in the 2016 and 2018 City of Austin bond propositions and those funded by other means.

For More Information:

Katie Wettick, Urban Trails Program Manager, Public Works Department, 512-974-3529.

Additional Backup Information:

The Austin to Manor Trail system, once complete, will be 5 miles long, connecting the City of Manor to Austin. Phase 2 starts at the existing two-mile portion of the Austin to Manor Trail at Lindell Lane, which connects to the roughly eight-mile Southern Walnut Creek Trail in east Austin. From Lindell Lane, the trail will follow the future Capital Metropolitan Transportation Authority's Green Line railway to the City of Manor at Ben E Fisher Park. The total length of the Phase 2 trail is 2.9 miles. This project is co-sponsored by Travis County.

Through the 2016 Mobility Bond, the Urban Trails Program was awarded \$26 million. From this allotment, funding was allocated to finalize design and providing grant matching funds for construction of the Austin to Manor Trail Phase 2.

A portion of the Phase 2 project passes through TxDOT right-of-way on the south side of SH-130. This trail alignment requires a multiple use agreement (MUA) between the City of Austin and TxDOT to establish roles and responsibilities for construction and maintenance of the new trail within TxDOT right-of-way.

Strategic Outcome(s):

Mobility.