

Mobility Committee (MOBC) meeting Transcript – 2/22/24

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started. >> Good afternoon everyone. It is 1:03 P.M. Am. This is the Austin mobility committee. We are here in Austin city hall. I am joined by vice chair zo qadri and council member Natasha harper-madison. We are expecting chito vela in just a few minutes, and Mckenzie Kelly is not available to join us for this meeting today. Let's go ahead and get started. I see there is no public communication . Is that still accurate? Yes that's correct. Okay, sounds good. Then let's get going with this agenda. Item number one is approving the minutes of the mobility committee meeting from January 25th. Motion is made by vice chair qadri. Seconded by council member harper-madison. All in favor? Aye that is unanimous. With the three of us on the dais, item number two is an update from the urban transportation commission regarding actions from February 6th, 2023. Do we have chair Summers with us here today?

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Summers with us here today? >> She will be attending remotely, but she hasn't logged on yet. >> Okay, just flag me down when she does. >> Log in and we'll jump over to her segment. In the meantime, we will move on to item number three. Austin light rail update by the Austin transit partnership chair of utc has jumped on if you want to. >> She has. Yes >> Fantastic. Great timing. Great timing. Chair Summers, if you are ready you are live and we will receive the update from the utc. Let's give her just a minute. And I know sometimes the permissions might need someone to be moved as a panelist. >> Miss Summers, if you can unmute on your end. >> Hello? Yes. Can you hear me?

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>> Hello? Yes. Can you hear me? >> Yep. We got you. >> We can hear you now. >> Welcome. We are ready for your update from the utc. >> Okay, I'm sorry, I I'm ready. So I know that our I think our vice chair, Ruben brooks, came and spoke with you last month. I was sorry to miss, I think your meeting time changed, and so I wasn't, available, but, so I'm basically reporting this month only on the actions from, this this, most recent, utc meeting that we had on Tuesday, February sixth. So, we, looked at, we got a presentation on the way that the duties are evolving and the new structure of transportation and public works, sort of their org chart, which was very, very helpful. We got a light rail, update from, Austin transit

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update from, Austin transit partnership. We, heard about the new, Austin metro bike, plans, a specific mostly about the strategic, the public engagement plans for, rolling out the new, the new process and, and, we also heard about some grants, a very interesting about grants that transportation and public works is applying for right now. We worked on our meeting dates, and, and I actually will will just pinpoint this. We've been trying to pass, an item on our our agenda for a couple cycles around the, campus transportation policy board. And, it's sort of in relation to, the events in Houston. What's going on with their metropolitan planning organization and what the city of Houston is doing, and make some recommendations on that. We have some vacancies on our body that have impeded us getting that done, because we have some members that do need our current members that need to recuse. So, if you could, make it just make a plea to your colleagues to get

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a plea to your colleagues to get to get the utc filled. I think we have two vacancies. One of those we recognize is a very recent vacancy of someone who got a job in a new city and vacate it. But, I'll just I'll just say the mayor has not. Mayor Watson has not appointed someone to utc. Which is a little a little bit of a head scratcher to me. So, if we could get our body filled, I think we could be more effective. So I think that would be super helpful to our work. So if you can advocate with your colleagues for us, we would definitely appreciate that. That's really what we had. We didn't really take, any recommendation votes in February , but I'm certainly available to take any, to take any questions. We should have a really packed spring. We're looking at, making some budget recommendations, some bonding recommendations, hopefully this campo item. So we have a lot, a lot coming up that we're excited about. Thank you for the update. >> Do we have any questions for the chair of utc? >> It does not appear so. Thank

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>> It does not appear so. Thank you. And we'll circle back with our colleagues and make sure that people have vacancies filled on those. I know there's a lot of boards and commissions and we appreciate the volunteer work that goes into them. And we'll just double check on those. >> Thank you. >> Thanks so much. On that note, now we're ready to move to the Austin transit partnership update. >> Sorry about that. Good afternoon everybody. Thank you so much for having us here today. The three of us are from Austin transit partnership, so maybe we'll just introduce ourselves quickly. I'm Jennifer pine, a planning community and federal programs. >> Lindsay would engineering and construction. >> And Peter Mullan architecture and urban design. >> All right. So we will start with an update on what we've been working on, as I'm sure you'll recall, last June, the

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you'll recall, last June, the Austin light rail implementation plan was approved by the city council, the atp board and the metro board, and that identified the first phase of light rail to be advanced. So since that time, design and engineering work has been underway. To advance the project description, to be suitable to conduct our environmental review. We'll need to conduct these environmental studies in accordance with Nepa, which is the national environmental policy act. This is one of a number of requirements that we have because we are pursuing federal grant funding for the project. So we are in the earlier stages of that. We're conducting a series of public meetings right now. We're right in the middle of it. And that is referred to as scoping on this graphic. And what we want to accomplish is to communicate to folks what we're doing, how they can plug into it, and describe the proposed project that we are evaluating. And it would be timely to

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And it would be timely to receive feedback on the issues and topics that we should be sure to investigate late. At this stage. Later in the year we will be coming back out with a draft environmental impact statement that will be a comprehensive view on how the environment might be changed or impacted for the good or adversely, due to the implementation of the light rail project, there will be a public comment period associated with that draft and then ultimately we would respond to those comments and complete a final environmental impact statement in 2025. There are other aspects of the federal funding process that we're pursuing as well. And will continue to be doing that for several years. So we are right in the middle of our slate of public meetings. Our virtual open house is tonight. We are going to be at twin oaks library next Tuesday. Once we complete this whole set of meetings, we will be compiling everything that we heard into a report that will be available for the public to see and understand. So for

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to see and understand. So for the project itself, the proposed project is essentially the same as we were talking about last June. It's about ten miles of light rail. That would be, street running generally center running, on streets through, on Guadalupe on third, south congress and east Riverside. At this time, within the Nepa analysis, we are only looking at the funded portion of the project. But we did identify those two priority extensions in June north to crestview and on the east side out to the airport . And if additional funding is identified to accelerate those, we will do what we need to do to incorporate those into the first phase as well. So the thinking about the public input that we heard last spring and the technical work that has followed our proposed project, does include a set of design options as well. So we just want to step

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as well. So we just want to step through, what is being evaluated at this time. Thank you. >> So through advancing the design as Jen discussed earlier, and diving deeper into understanding the project's requirements, it's associated footprint, how people will access the system, really all with the a focus on the user experience and maximizing that experience for the phase one light rail alignment, we have identified a set of design options that generally fall into two categories. Phase one is the stations that includes the number of stations and how closely they are spaced, as well as where the stations are located. And the second category of design options falls under multimodal integration. Or how the trains and busses and vehicles and pedestrians and bicyclists all interact together

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bicyclists all interact together within the streetscape along the alignment. We also knowing that this is the first phase of the project, are considering how we bring people to the end points so looking at what end of line facilities may be needed, such as park and rides and even multimodal bus transfer elements at each of the north, south, south and east end points of phase one. And I want to make it clear that we are making no recommendations at this time on any of these options. We are seeking feedback to help inform our study of the options. So we are looking to understand land community concerns, opportunities, areas of interest associated with each of them. >> Be very careful. Sorry I apologize these are new microphones. >> And so they're very sensitive very sensitive. >> They they mess up, try to be

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>> They they mess up, try to be gentle, but not gentle enough. >> Okay. So just to take you through the alignment as well as describe some of the options being considered, and a little more detail. We'll start

at the north and then we'll, we'll head south and east from there. So the, the northern terminus of the first phase of light rail would be at 38th street. And so associated with that end of line at least in the first phase, we are looking at, some you know, how we accommodate the necessary multimodal facilities that Lindsay talked about. The alignment then head south on Guadalupe, towards the university area and there would be a station both at, between 27th and 29th street. We're calling the 29th street station. As well as one at the UT campus, roughly adjacent to the west mall. This is an interesting part of the alignment as well, because it's an area where we have, you know, significant pedestrian, volumes, and bicycle

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pedestrian, volumes, and bicycle and scooter volumes as well, as well as really high, transit ridership. And so we are the alignment that we're studying basically takes all pedestrian single occupancy vehicles off of this stretch of Guadalupe from 29th street down to 22nd street. So that we can accommodate those transit and multimodal facilities within that area. And so we'll be studying all of the, the pros and cons of opportunities and impacts of, of that proposal as part of this process. Continuing south into downtown. We're, we're still on Guadalupe, and in the downtown area, we have three stations, known stations. One is at 15th street, one the congress avenue station is on third street, between congress and Colorado. And then one the Cesar Chavez station, which is around, Trinity between Cesar Chavez and second. We are also looking at the possibility of adding a

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the possibility of adding a station, in between the congress and 15th street stations in the vicinity of Wooldridge square. That's an idea that came out of the community engagement that we underwent last spring. And a desire to have station in downtown in particular, that might be more frequent to provide a greater accessibility to the system. So we are looking at that possibility, trying to understand all the implications of that to system speed, accessibility, ridership, Erp, you know, neighborhood impacts, etc. We are also looking at, for the Cesar Chavez station. We're looking at two different ways of locating that station. One would be in Trinity street, sort of typical. As we know, most of our stations are were within the right of way. So adjacent to the convention center, which is undergoing its own, reimagining design process, but we're also looking at another opportunity where the station could be

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where the station could be located as part of a joint development. On the block between second and third streets and Trinity and San Jacinto. So that's a site that is looking at future redevelopment. And the idea is that the station could be located in the ground floor of that development, kind of on the 45

degree to help make that turn between Trinity and third street. So you know, again, lots of complexities with both options. And we're going to be studying all of those so that we can make an informed recommendation. You know, later in the fall, along with the draft environmental impact statement. And then we had south , over the river on a new bridge . >> So south of lady bird lake, we have the stations, you see, proposed here in the base design at waterfront south congress oltorf and Travis heights. We are considering the design option. Both with and without the Travis heights station,

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the Travis heights station, particularly related to its unique surroundings of a park, a historic district, and its proximity to I-30 85, along with its complex of being on a very curvy and hilly portion of Riverside drive. The other design option noted here is centered around the junction of the three branches of the light rail system that come together south of lady bird lake at the waterfront station, and this station is also very unique in terms of the topography or the hills surrounding it, where we will have a new bridge elevated over lady bird lake to the north side. That would be on your right in this diagram. And we also have hills approaching that area or coming down to that area to the south from south congress and even along east Riverside drive from the Travis heights area. So the two design options that we are considering for this location are to bring the or

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location are to bring the or land, the bridge back down at grand ground level level, just south of lady bird lake before reaching the waterfront station. That would mean both the station and that rail junction of the north, south and east branches would be at the street level. The second option you see here is extending the new bridge over lady bird lake to connect into those hills that I mentioned. And that would include locating the waterfront station and the light rail junction elevated on that bridge. And moving east in this area, we are looking at options in the base design that include the pharaoh and montopolis station. But an alternative option that would combine those two stations to a single station located at grove. And this option arose out of community feedback seeking a

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community feedback seeking a more seamless connection to assisi Riverside north. There at grove, as well as investigating an opportunity to have a light rail station. Really at the front door of the planned affordable housing development that the city is planning at grove. And Peter is going to talk about the last remaining design option here, east of I 35. >> Better. So the Riverside corridor is somewhat unique within the alignment. Just given its, its width and its in some, in some cases, irregularity. So we are looking at a couple of different ways in which to configure the cross section, of the, of Riverside and, and

the alignment between the lake shore station and the yellow jacket station. So in the top you can see what is a more typical cross section for us, where you have the, the light rail running in

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the, the light rail running in the center of the street. You have traffic lanes on either side of that, and then you have bicycles and tree Zones adjacent to the sidewalks on the perimeter. Because of some of the characteristics of this, of this stretch of Riverside Ed, we are looking at an option where some of those facilities, the particularly the bike lane and also an additional sidewalk would be collected into the center of the street adjacent to the guideway, so that you'd have a kind of almost like a continuous urban trail in the center of, of Riverside, boulevard. For that stretch of the alignment. And so, again, there are, you know, different characteristics to both of these options will be documenting all of that. And looking for opportunities and then getting feedback from the public on those, and here are just some prescient images of how those pedestrian bicycling facilities could be developed in relationship to the light rail. Lots of good examples from around the world that we're drawing from and hoping to adapt

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drawing from and hoping to adapt to, to our city. >> So as we mentioned before, we are in the Nepa process and, you know, we just described the project and design options that will be evaluating. So just to give you an idea of what to expect later in the year, the Eis, it does look at the impacts on the natural and physical environment to be sure, but also the human environment and the cultural environment will be doing noise studies looking at historic properties so that we have a comprehensive sense of what the potential, effects might be of implementing this project. You know, and typically you'll see an Eis structured that it compares the proposed project to a no action alternative. In which the project would not be built. And that that's really to suss out what what changes are the result of impacting this project versus other trends or projects or activities. So this is our last slide and just want to close

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slide and just want to close with a reiteration of what's to come. As we complete our public input period right now, we will be sorting through all of that and continuing work on the studies that will support the draft Eis. The draft Eis will be released later in the year and will be accompanied by a lengthy public review and comment period. And then we are looking to conclude a final Eis and a record of decision, which is the fta, the fta is issuance of the record of decision, essentially indicates the conclusion of the Nepa process. And we're looking for that in the middle of 2025. So that concludes our presentation. But we'd be happy to answer any questions. >> Do we have questions from the committee members? I see a

couple of hands. Maybe. Let's do this by slides so that we're having the same conversation around the same slides if that's okay.

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okay. >> So let's start with some of the northern segments. Are there questions on, 38th street, crestview, UT campus in particular? We want to start with. >> Yeah, all the way to UT and. Why don't you go ahead and kick us off? >> Vice chair qadri great. >> So my set of questions are relate to slide. I want to make sure I say the right slide number. Slide six, the Austin light rail north section. So, slide six shows a study area for, for a park and ride at 38th and guard. And there is already a function in capmetro parking right at the triangle. Less than about ten blocks north on guard. So I guess more comment and then I guess question is I'm just concerned about a doubling in park and ride parking rides in here because it could be

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here because it could be counterproductive to the effective use of our transit system, since it incentivizes austinites to drive to transit. Especially if we're if we're serious about extending the light rail to stop by the triangle and the not too distant, not too distant future. So do y'all have any comments, thoughts on that? >> Part of our analysis includes the study of ridership and the impact of having a park and ride versus not having a park and ride on the light rail system right there at the end of line. >> I'm sorry, could you repeat that? It's a little bit. Oh, sorry. >> Part of our study of the end of line facility needs will include analyzing Singh the impact to ridership of having a park and ride versus not having a park and ride located right there at the end of line. We're also gathering community feedback about that right now. And you know, thus far, there's nothing official but are hearing

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nothing official but are hearing mixed feedback about that topic. But we are learning a lot about the community concerns on both sides of the equation. Not having one could potentially result in people parking in the neighborhoods anyway versus having one in some of the concerns that you have noted. So all parts of the study of, understanding the trade offs and needs for end of line facilities located at 38th, have we I guess this is more a curiosity. >> It's not a question that I already had, but, whether it be Austin or other cities, do we see that correlation that if you have a parking ride that encourages people to go there and then take the public transit, yes. >> We do find that that, having parking at the right spots along the line does drive ridership. Because it makes the system more usable for people who are pretty close. But maybe a little bit too far to walk. You often find, the most parking usage at the end of line on any kind of light

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end of line on any kind of light rail project, like this. But I will say that we are certainly cognizant of the fact that the plan is to extend further north, and that just is part of the calculation in thinking about what's really needed at an interim end of line. So that is part of our analysis as well. >> And then I just got two more questions. Then I'll pass it off to councilmember harper-madison. First question, incentivize Singh private developers, businesses to leverage their existing private garages for capmetro parks and rides could be useful. Is this the I guess, the intention of the study? >> We are at all three ends of line considering any opportunities for available existing parking capacity and any agreements that might, could exist to capitalize on that available capacity. But we're also studying where there may not be such available capacity, what new facilities might be needed, and we will look at that

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needed, and we will look at that at all three endpoints. Yes, great. >> Great. >> And then my last question has atp considered traffic impacts for extending the south section bridge of the light rail? And I asked that because it seems like it could be a good way to mitigate. Bottlenecking. The light rail and, you know, traffic. But just curious on that. >> Absolutely. That is a key element of the comparative analysis between the bridge extension versus, an at grade or street level option for the waterfront station area. And it is I mentioned the junction there that the junction makes it a very unique moment in the entire system where we have a high volume of trains that are coming at roughly ten minute peak frequencies in each of the individual branch lines, but that makes it a five minute frequency where they join, join together, and looking at how we move people most efficiently, considering all modes of travel,

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considering all modes of travel, given the volumes present, there . >> Great. >> I appreciate you answering my questions. >> Thank you. Do we have questions from council member harper-madison or Vila? Yes >> I just have one question. And mine is slide number, page number 11, and it's the difference between, these, these two design options. And I'm curious about the implications of the. No I'm curious about the difference between option one and two and where the vegetative , I guess, sort of borders are located at, at either end of option number one. But sort of centrally located on option number two. And I'm just curious about the implications of the difference between the two. Yeah. >> So that's a that's a central part of the analysis we're going

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part of the analysis we're going to be doing. And I apologize because in some ways these cross sections are a little bit, they only they're one slice right of the entire right of way. And actually one of the characteristics of, of Riverside in this area is that it's not consistent. Right it's kind of coming in and out, which means that our ability to provide good, these tree Zones on either side of the street. Right. Also varies. Right. And you have to coordinate that with utilities, etc. So again, one of the things that we're measuring is what is that actual side condition look like in the top section, right over the entire length of this section of the alignment on Riverside. You know, versus the bottom. Right. And so looking at that, not just in section, but also in the kind of the site plan condition, and, but the but again, part of the idea of where we started looking at the bottom was that by putting some of these facilities in the middle, we have a little bit more control over where we can put trees, where how we configure the bike lanes and the and the

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the bike lanes and the and the or and, or shared use paths. In this area, just because there are fewer conflicts with curb cuts and adjacent properties. Et cetera. Et cetera. So we're looking at all of that. >> Thank you I appreciate that. And I think basically, you answered the question, but I think maybe not even as it pertains to this particular example. But just curiosity about those tree Zones. Aside from the logistics, the logistical possibilities, is there, a benefit to the tree zone and the sort of this multimodal pedestrian Ann consideration being in the center? >> Well, there's a benefit in the sense that you can provide more consistency of the tree cover to the pedestrian and cyclists. Right? So part of the analysis is what is the tree coverage on the perimeter option. Right. How much tree coverage can we actually get. Given all the other, you know, things that we have to manage versus what what can we get by putting it in the center?

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putting it in the center? Because we know that that shade cover is an important asset to those facilities. >> Luis, thank you. I appreciate it. And selfishly, I'm obsessed with agriculture and permaculture and any opportunity for us to put fruit bearing trees in public spaces. I recently discovered that Texas has a foraging ban. But Austin does not necessarily. And so just always trying to figure out how to blur the lines and stick my thumb in somebody's eyeball. So I was just curious about whether or not these could be fruit tree public access, fruit tree opportunities. Sort of on a larger scale. And that was the nature of my question there. And then so next on, page number ten, I had a quick question about the combination of the montopolis and pharos stations. In that single station at grove. I was just curious about. I mean, it kind of sounded during the course of the presentation like there was some give and take. And I'm just curious about, about are there any gives that ultimately make it more difficult for, for potential

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difficult for, for potential riverbats ACC students to get to the grove campus? I think maybe you understood my question. You looked like you were leaning in and answer. Thank you. >> So, the it does change the station line spacing and the kind of capture areas or the walk shed surrounding the station. So the distance to reach the nearest station, depending on where you may be coming from along the alignment, is one of the key differences for having either the base design of the pharaoh and montopolis options, which are about a half a mile apart versus combining them to the grove station. That is roughly right in the middle of that half of mile. So it does change the station spacing to the adjacent yellow jacket in pleasant valley. And as well as those reaching whatever may be their nearest station at points in between.

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between. >> Thank you. That's very helpful. We were having a conversation recently with some folks on the, one of our commissions represents people with disabilities, and people who are differently able. And there were a series of considerations around, forward thinking transit considerations. And it was selfishly, obviously one of those things. More often than not, both of my legs work. But I am a person who lives with lupus. Some days my legs don't work so great, but I'm only thinking about mobility and, you know, my challenges when I'm being challenged. Ed I don't necessarily think about it outside of those moments. And so I appreciated that one of our commissioners gave me the opportunity to think through what some potential challenges are. And they were pointing out for me that certain campus uses and I'm certain that, you know, y'all have a robust partnership with ACC and our other education partners, but they were pointing out to me that certain campuses are just generally speaking, inherently more accessible. And apparently grove is a super accessible campus who knew? But, I when I went to take a look,

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I when I went to take a look, it's like loaded with ramps. There's ramps at every entry point. So super Ada compliant that campus. And I think maybe it's because they had the opportunity to do a lot of new build stuff, and not as much retrofit stuff with some of the older campuses. So that was just something that came to mind as I was looking at this. If we have the opportunity to get more folks with, mobile challenges, access to campuses that have just inherently have more infrastructure that's friendly, Ada friendly, then I think that's something to be considered. Thank you very much. >> Thank you. >> Council member Vila. >> Just a quick question, and this might be like the fourth time I've seen this presentation. I apologize, but every time. Yeah, right. I like it more and more. It's like my favorite movie. Huh? The, thinking about that, council member. Qadri. Question in in thinking about extensions, which, again, are

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extensions, which, again, are always a priority for me. How much would it cost to get from 38th street to. Is there kind of a general ballpark cost of what it would take to get to 51st street? Because it just it just does jump out at me the 51st. If we're going to do a park and ride and I, I, I was very skeptical of the idea of a park and ride. But as I've sat through this presentation and listened to people's comments and concerns burns, I think Ruben brooks, said it really well, where we can either do a park and ride or we can do a Hyde and ride. You know that there is a certain number of people that will drive to the end of the line and, you know, stash their car wherever they can. You know, we can either just do it informally or we can prepare for what we know is coming. Again. It's probably not going to be a thousand people, but you know, it's going to be in the hundreds. And the triangle just works so much better as a, you know, we're thinking about the park and ride. I was just wondering what,

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ride. I was just wondering what, you know, the again, I know that's not going into the Nepa and those kinds of things like that, but, you know, what would be the near firm possibility of even getting an extension? Just that far to enable a little bit better, you know, park and ride access? >> I don't have the exact cost off the top of my head or in front of me, but generally speaking, it's around, usually 300 million or so to get to each additional station. Ann, roughly speaking, and not specific to any particular one. So that was not part of the financial envelope for the first phase alignment. And is why the alignment is endpoint would be is proposed to be at 38th street for phase one. But we are continuing to assess costs as we advance the project and progress. Design and understand those objectives and will

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those objectives and will continue to look at that closely . >> We appreciate that. And again, let's hope maybe interest rates drop. A little bit for y'all and just other the wind shift on us to, you know, some of those construction costs come down, maybe interest rates come down. And all of a sudden maybe there's another station or two in the, you know, in the budget. Fingers crossed. And this is more of a, of a metro question, but I'm just going to I'm going to throw it out, to you all to given the, the 38th street to old turf alignment there, any sense. And again, I know it's very early wood with wood and metro busses continue to go all the way through, kind of along with the light rail. I'm thinking about the 801 in particular, or would there be some kind of end of line transfer station, envisioned? And, you know, it would be kind of like you transfer on 38th to the light rail if you were

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the light rail if you were going, let's say, down to south congress and then, you know, you take the light rail to, oltorf. And then you would shift back to, a bus mode. Any thoughts or understanding of where we are on that? >> So capmetro staff are analyzing that as we speak. Once we adopted the first phase alignment. But they have begun and are continuing to study what modifications to the underlying bus network may best complement the light rail operation. And we're working closely with them on that. To also understand as, as they update those plans, what facilities may be needed to reflect those updated bus service concepts at either end of lines or other transfer points along the system? We also have at pleasant valley, a key multimodal track for center and opportunity. Be there to, kind of maximize the use of the metro rapid investment that is happening along the pleasant

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happening along the pleasant valley line and making sure that we make that connection as seamless as possible for the users of the entire transit network. >> Great. I visited the Houston light rail, my staff and I visited the Houston light rail and one of the features that stood out, to, to us was the end of line bus transfer centers that they had on virtually every line. We didn't go to all of them, but, they you could see how effective and efficiently the light rails and the busses interacted, and also provide shade, you know, provide restrooms, provide, you know, just making the overall, rider experience better for, so that was a real eye opening, trip to, to Houston. Thank you. >> Thank you. I have a question about the scope that's being included in the Nepa analysis. Can you talk us through why the priority extension is not a part of this now or if they're a part of it in the future? Yeah.

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part of it in the future? Yeah. How does that work? Are we missing some timeline? If we don't do them all now? Or would this be something that's just dovetailed in as, as what has been adopted right now gets built and then you can do Nepa analysis on priority extensions later. Can you talk me through the timing and the selection of what's being included in the document right now? >> Yes. >> So right now we are looking at the about ten mile initial funded phase. And, and the intention is that if, if the either priority extension in funding is available to accelerate it, we would pivot to include them in this first phase. And how that happens probably depends on at what point in time it does. Whether it makes sense to fold it into this current process we have, it may also make sense to look at the Nepa clearance as a separate document, which is also possible. You know, that's something that we would work out with fta at that time. Does that fully answer your question?

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fully answer your question? >> I think so, I know there's just a lot of folks out there that are wanting to make sure we're not missing any boats. >> That might be options pretty quickly. I know there's some conversation around whether the federal air administration might actually help with airport funding to connect into light rail. Obviously, ours isn't on the ground yet, and so I don't know that we would be of highest priority for the FAA to be able to work on that with us. But I think there's a lot of interest and curiosity in town for both of those priority extensions to get a green light sooner, you know, as soon as possible. Just because we know it's going to help with ridership and help make people all, be able to ride transit a lot more easily than, if we don't include those extensions. So I just want to make sure we're not sealing a document that then says, okay, the next time we want to try a priority extension. Now all of a sudden we've got to start completely over from scratch versus including it. Now, I think a lot of people just want

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think a lot of people just want more information on what it would the lift be. And is it burdensome to include them now versus just wait and see what the funding looks like later on down the line? >> No. And I understand what you're saying and appreciate those concerns. We don't believe that there is a scenario where we have to start anything over. It's really a matter of do you do the Nepa clearance as part of this document or a separate parallel process? And, and certainly it would be in our interest to work as efficiently as possible because, you know, we want to do, you know, build the best system. We can, you know, within the resource laws that are available. So we would look to as efficiently as possible, you know, respond to any change in conditions. And we're also regularly coordinating with fta. And so, you know, they're of the same mind that we would work together to get the best solution. But we it would not negate any of the work that we've done to date. >> So there could be a scenario where we get a few years into

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where we get a few years into construction, and then all of a sudden extra federal money becomes available and we could go ahead and start the next priority extensions in their process to. >> So while like while we're in construction on a first phase, so let's see. Yeah, probably if we were to implement a priority extension, you know, at a, at a time like that, you know, we would have to complete the Nepa clearance separately or, you know, just if that's happening, just how it's funded. It's kind of interesting. There's probably a couple of different scenarios. If there anything you would add on the construction? Okay okay. >> Sounds good. Thank you. That question was already asked last. Can you talk me through in looking at the east Riverside option for merging two of the stops into one at the at grove street? What type of community involvement is happening around those line ins? I would love to

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those line ins? I would love to know more information, but I'm not a writer of the current bus system on east Riverside side. So are those conversations happening with the people who would be writing them or how are how is the decision around having two stations as montopolis? And is it farrow V is merging them into one stop at grove? Can you talk me through how that decision is being made and who's involved? Sure >> So we are. Jen noted the open houses that we are conducting during this, scoping period for the environmental study. We are gathering feedback through that effort, including events hosted in in this area, one was hosted at the montopolis rec center and gathered quite a bit of feedback at that particular event on that design option being so near to where the event was hosted. But really, we are gathering it through every way possible. Our virtual open house. We're going to neighborhood groups, hoa meetings. We're we're trying to

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meetings. We're we're trying to be every space that we can be to get as much feedback and input as we can to inform our study and our recommendation would ultimately include, will be informed by that input. But also all of the ridership analysis and the environmental analysis. And we will be publishing the results of that study as part of the draft environmental impact statement later this year. And then there is another opportunity for feedback and input with the public review of that document and the results of that study. >> Yes. Real quick, Janice banks, community engagement manager for atp. >> We're also doing some at stop outreach in the area and on that corridor where we've partnered with brand besties, and we have them out there during, peak ridership time at capmetro bus stops to make sure we're talking to people who are riding the busses.

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busses. >> Also fantastic. And occ students as well. I'm sure on your radar, given the stop selection, that that might be getting a decision shortly. I appreciate that, and I think my last question is going to be on the slide that has the bridge over the lake. What other consider options should we be aware of? I mean, there's obviously is there timing with keeping the rail line at one solid grade versus having it drop down and come back up? Are there considerations around having the stop need, elevators, ramps for bicycles, stairs. Is that being factored in? And whether you build a an elevated stop there versus bring it back down to ground level and then back up the hill again. Can you talk me through that? Yes all of the above. >> We are going to be analyzing the operations both for light rail and for the other modes of travel in this area. We'll be

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travel in this area. We'll be looking at access to the station and those stairs, escalators, elevators, as well as how the station can be designed in its surrounding context. Here there's the planned new development really surrounding this entire area as part of the south central waterfront. So there's the opportunity to coordinate and collaborate to really, optimize these this station area and meet the number of needs for not only moving people, but, really the, the public space in this area connecting to trails Ralls and lady bird lake being so nearby, those are all going to be studied. >> I think that's all the questions I'm going to have. Are there other questions that folks have thought of along the way? So all right, I think that

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So all right, I think that covers the presentation for today. And thank you so much for coming. And giving us these slides. >> Thank you, thank you, thank you for your time. >> I appreciate your work. Thank you. Our next presentation is going to be on project connect multimodal integration update and I'll give a brief intro. This multimodal integration of bicycles and pedestrian facilities with the transit facilities that are going to be built. It's been a major focus of mine and a lot of people on this dais, for many, many years, we've seen how powerful good intermodal connectivity can be. And so in 2020, when we knew that Austin voters would be weighing in on whether or not to fund and build project connect, high capacity transit system, the community also rallied for complementary investment in active and safe mobility. So we took the opportunity to champion the 2020 safe and active mobility bonds. Knowing how critical the funding would be to getting people to and from the new project connect lines. So in 2021, as the tri partners

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2021, as the tri partners adopted joint powers agreement, we continued to highlight the importance of this topic, directing staff to a supplemental agreement about multimodal infrastructure. So there's been a lot of conversations around how, you know, what is the city funding through the city dollars. You know, what is cap metro's portion as an entity that's very interested in multimodal connectivity and first mile, last mile initiatives? As well as with the atp and the tra dollars that went into that plan . And so I'll say that I know that the partners are talking all the time. There's a number of interlocal agreements that help the city sometimes front load the work and then getting reimbursed by cap metro, and sometimes that's flipped where cap metro will be there. First they go ahead and build the infrastructure there, and they work well together with city partnerships. So with that, can you kick off the presentation and tell us more about where we stand with these these initiatives? >> Absolutely. Thanks for the opportunity to be here today. My name is Anna martin, assistant

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name is Anna martin, assistant director with the transportation and public works department. Thank you for the intro to this presentation. I want to note that while project connect is certainly the largest and newest investment in transit for the community, we have been doing this type of work strategically for over a decade now. So I want to talk a little bit about where we've been and then where we're where we see ourselves going. Integrating with project connect . Let's see if I can use this. Great. Okay so I want to go back to just briefly back to 2015. That's really when our strategic partnership began, when capital metro and the transportation and public works staff began meeting bi weekly and we called ourselves the transit priority working group. We collaborated on projects that improve bus operations and make bus service safer and easier to access. We really built on that. In 2018, we signed our first interlocal agreement between the two agencies for the design and construction of transit projects

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construction of transit projects that enhance operations, safety and access to our department created the transit enhancement program, and we have dedicated staff now in our team that work on these type of projects. The following year, Austin city council adopted the strategic mobility plan comprehensive multimodal transportation plan that guides all of our decision making on these elements citywide and the specific policy language related to supporting transit. It jumping just one year to 2020, we know that was sort of the landmark year where Austin voters approved project connect. And as chair Ellis also summarized and we also approved the 2020 safety and active transportation bond, which included \$19 million specifically for transit enhancement projects. Also included funding for sidewalk, bicycle and trail systems that prioritize connections to transit and then in 2021, our

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transit and then in 2021, our department updated the transportation criteria manual, the TCM. And that was approved by council. And that defines the rules, requirements and technical guidelines for building mobility infrastructure in the city. And there's a chapter dedicated to transit and integrating multimodal elements into transit stops. I just want to give some examples of the types of projects, these were sort of early iterations of, multimodal integration into, bus stops. We prioritize having the bus stop in the travel lane to pick up and drop off passengers, which decreases delay. For the operators in the and the folks on the bus, we have pedestrian and cyclist facilities behind the bus stop, behind the curb to avoid conflicts with busses or vehicles. These are some newer iterations burns just completed in the last year or so. Bluff springs at William cannon drive,

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springs at William cannon drive, a great example and most recently Barton springs road at south first street. Another area we've worked on with with in partnership with capmetro are bus hubs. They're really critical for transfer and layovers and they're just necessary for operations. But hard to find the space to store several busses, at one time. So this is a great example that we worked on on grove boulevard. Right near occ Riverside, where we have storage for multiple busses. And then room for pedestrian and bike facilities to serve folks on the corridor as well as those going to and from the bus stops. Another focus area has always been transit priority to enhance the speed and reliability of the local bus. So while you're probably very familiar with what you see downtown on Guadalupe street and lavaca street, as well as on Riverside drive, we recently installed a bus queue jump on lakeline boulevard at

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jump on lakeline boulevard at HEB. This was a location that was identified where operators experienced a lot of delay in getting to the stop and then not to be forgotten. Access to bus stops is critically important. Bikes and pedestrians feed, transit, so our goal is to locate or relocate bus stops. Next to safe crossings. Whether those are signals, beacons or marked crosswalks as. So since the passage of project connect, the relationship between capmetro atp and the city has just deepened. Our work to date largely has focused on capmetro rapid, which will be the first two lines operation, starting in 2025 and then to follow that last fall, as you all are aware, council passed atx walk bike rule. Those were the update of the sidewalk bikeways and urban trails plans that re-emphasize, priority to transit as a key aspect. And so to hit on the cap metro rapid partnership Erp,

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metro rapid partnership Erp, there are 777 stops between the pleasant valley line and the expo line that are in the somewhere in the process of design, permitting and construction. And construction. So you've likely seen these locations out. Around town. Capmetro tpw staff have been collaborating closely on design and construction of the stations and the supporting infrastructure, including first last mile connections, intersection safety improvements , traffic signals, and more. These stations follow best practices in transit facility design. We have separate facilities for bikes and peds to prioritize their safety. The station cars are adjacent to pedestrian crossings to support easy, safe crossings of the street and the bus stops in the lane next to the curb so they don't have to be delayed. Pulling out away from traffic and then getting back in again. This partnership was, supported again by another interlocal

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again by another interlocal agreement in 2022. The agreement allows capmetro to incorporate multi-modal elements into their metrorapid project, with reimbursement from the city. Here's another example of a new station that was built on Maynard road, at northeast drive . And again, many more to come through the rest of 24 as we get ready for revenue service to start in 25. So again, I want to just take a moment to talk about atx walk bike role and why that's important here. We're those plans were reimagined and adopted by council late last year, and each one speaks specifically to guiding investments, to transit access. So for the sidewalks and shared streets, plan, we want to enable people to walk to and from transit stops for the bicycle plan, integrating with and feeding transit is a major focus , and even the urban trails plan

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, and even the urban trails plan , the prioritization includes 20% near high capacity transit. And so as we move forward, this is going to be just so important to make this making the network and the system work together. We know that transit needs to be feed. It needs to be fed by other modes. That could be parking at a parking ride. But when that's not available, it can be fed by pedestrian or bicycle access. This, walking access is somewhat limited. Most people will walk up to a half mile to reach a transit stop. We know with the, bicycle capture is much farther, especially with the uptake in e-bike use. We consider the bicycle catchment area to be about two miles. So when you combine those together, that's 16 times the land area that you could potentially capture. Folks S to go to a station to ride transit. So this is a huge opportunity from a

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is a huge opportunity from a land use perspective. But it also implies that the first last mile connection will be attractive and safe. So what does this look like in practice? Really happy to be able to provide this example. We have the Mccalla station, which will be opening imminently, maybe even this weekend for the first game. So if I can direct you to the figure here, you can see the Mccalla station there called out with a red dot on the slide. The very small circle around Mccalla station is generally the walk shed, so you might, if you live in that zone or drive to that zone, you'd be comfortable walking to the station. The much larger circle is the two mile catchment zone where we would hope to capture capture someone on a bike or an e-bike. So we've been planning for some time for the Mccalla station to open, and that will be shortly followed by the broadmoor station. So when you look at the two mile catchment area, we have the future extension of the red line trail, which will connect up to

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trail, which will connect up to the northern walnut creek trail. We have existing bike lanes on Duval road and on Kramer lane, and then an upcoming project planned on Rutland drive. So when you put all those pieces together, you can see that we're reaching deep into the neighborhoods closer to Lamar and Rundberg and also on the west side of Mopac, and it really expands the reach of transit in these Zones. So looking ahead to the first phase of Austin light rail, and I'm just using this Montopolis station as an example. As we heard, Lindsay talk about, we're still knell. There's still some unknowns about whether the station will ultimately land, but you can see the small circle is the half mile walking catchment zone around the station and larger circle knell. The potential bike catchment zone. So what we'll be doing, we'll be reviewing our existing plans, making sure that we have adequate plans to connect to and from these stations will perform a gap analysis. What's missing? And then we'll be prioritize using future investments to

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using future investments to ensure access to stations. So the same exercise that we've been undertaking in the last couple of years for the red line station, we'll do that. For all of the first phase of the Austin light rail as well. So to, to summarize, today where we're headed, our team, as you alluded to, chair Ellis, we, we work with ATP on a weekly or more basis, about the design of the light rail and how all of the elements look in the street. We will continue to do that, with a focus on the station layout, how all these elements integrate into a station, and what the bike and ped pedestrian facilities look like along the LRT lines. As we're also going to be working on the metro bike expansion and the creation of supporting mobility hubs, we're going to focus on the first last mile connections, not just around the LRT stations, but also the commuter rail stations. The metro rapid stations and potential metro express

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potential metro express stations. As well. And we're working closely with the ITOD team and the stationary planning and prioritizing multimodal infrastructure to support that mode shift that we're striving for. So that is a snapshot is kind of where we've been and where we're headed with these investments. So with that, that's the last slide I had. And I will be happy to take any questions. >> Thank you. Do we have questions from committee members? Let's start with vice chair Qadri. >> Questions. And I'm really excited about the, station opening up at the stadium. And I'll be taking the, light rail to, Q2 on on Saturday. I really enjoyed the presentation. I really thank you for presenting to us today. I had a few questions, on on the slides. Should I, should I go by Paige or is it, I think on this one it's short enough presentation. >> You can probably jump to whichever slide you want questions on.

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questions on. >> Great. So my first question is, how we're incorporating data on bike and scooter usage to make planning and infrastructure decisions? >> Yeah, that's a great question. We look at it from a network perspective. So not necessarily just where the trips are today, but what connections we can make to, to enhance more riders and make more trips. So the connectivity between routes is extremely important. We're also investing this next year in some big data to get a little bit more refined about how people are moving around town. So we'll be able to see more fine grained if they're making a two mile trip or they're making a ten mile trip, and where they're starting and ending. So I think that will help even put a finer point on where we make future investments. But our modal plans are fairly comprehensive and focused on the network as a whole. >> Great. Thank you. And then second question, lime has told us that sky is the limit with the totality of access, they're

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the totality of access, they're willing to give us for where the where their ridership is. Is this something the city is taking advantage of? I missed the first part. >> Could you repeat that? >> Sorry. Just the first little section. I said. Lime has told us, sky is the limit with the totality of access they're willing to give us for where their ridership is. Is this something the city is taking advantage of? Lime as in the scooters, scooters? Yeah. I'll have to. >> I would like to have the opportunity to check with my partners at smart mobility that work more closely with the scooter companies. >> Okay. Yeah. If you don't mind just reaching out to us as an office. And, yeah, I'd be happy to, okay, great. And then, I know we're eagerly awaiting the return of the Austin core transportation plan. How do you expect the project connect? Multimodal integration to incorporate those recommendation burns. >> That's that's an excellent question. We've been working on the core transportation plan for

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the core transportation plan for a couple of years now. And really, the goal there was to understand that project connect will drive changes to our street system, as will the capital express project, and to plan on how we might change downtown streets to adapt to that. We've done a lot of public outreach and, I think we'll be ready to bring those plans back forward again in the next few months. But that will really be our, a layered deeper than the asmp and tell us how and where we should invest in our downtown streets to, to optimize access to transit as well as, other destinations in downtown. >> Great. And then a big a big takeaway from the uli tap recommendations was to make it to make a commitment for moving people, not just cars. So my question is, what have staff's challenges been and what do you foresee as challenges to ensuring we're moving as many people as possible? >> I don't know that I can point to one challenge. I'll say that's been our, our north star,

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that's been our, our north star, if you will. We talk about it every single day at the office, and that's the asmp goal of having 50% of trips, commute trips being done not by single occupancy vehicle. So we sort of we have an all hands approach to that, whether it's, the urban trail program, the sidewalks team, the bikeway program, our transit enhancement team, even telework policies, like all of those things work together to get us there. >> Telework policies are great. Do you know what number we're at right now? If the goal is 50, where we are right now, I just saw an update. >> I believe it was at 63. So. And that's down from 73. Most of the I'll say most of the uptake, though, has been the increase in telework. >> Okay. Thank you. >> Wow. That was an Easter egg right in the middle of mobility committee. That's fantastic news. All right. Do we have other questions before I jump in why don't you go ahead? Council member Vila? >> First, just congratulations. I mean, it wasn't just the

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I mean, it wasn't just the transportation. It was capmetro and atp as well, but the McAllen station and honestly, Austin fc, looking forward to the grand opening on Saturday morning. I believe so. Unfortunately I think my son has a basketball game in the morning. I don't know if I'm going to be able to make it, but I really want to be there. And I just wanted to mention that when we went the other day to see the, the, the opening, we got a kind of a sneak preview that's going to be a park and ride that, that, the Austin fc and q-2 has agreed that on non-game days, folks can park and ride. Michaela. The red line there into downtown. So I'm very curious as to see how that works out and what kind of ridership the Mccalla station will generate. There's also a ton of apartments going up right around the Mccalla station, so there is an opportunity for, you know, a car free lifestyle for folks that are renting in those apartments. Again, you know, really exciting option communities. Just a question

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communities. Just a question with regard to, again, achieving our transit and mobility goals and thinking about the tods, you know, we've seen some information on, on presentations about, the street grid, that I think about, for example, the north Lamar transit center, and a potential station right there. There's no connecting streets. It's just, you know, huge, properties without any ways to get to that. How are we looking at planning to kind of push through some streets to kind of create a more grid like, pattern there that would enhance mobility and hopefully feed into the, into the light rail when it gets up there. >> Yeah. Great question. That that area up there in north Lamar is challenging. Singh Wright with us. 183 cutting right there as well. That's right. I'll say that the smp plan has a roadway capacity element which identify missing street connections to fill in some of our grid. So anytime a

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some of our grid. So anytime a development comes in, we're referencing against the smp plan and then, they're having developers build roads or at least dedicating right of way. So we can eventually make some of those connections. I haven't looked in particular recently at that area to see what the plan projects might be, but I can certainly pull that data and reach out to you. >> I appreciate it, and I know that there were some, capital metro has done some planning around the tods in that area, and just as we've looked at different kind of smp needs. Oh, that last little you know, if we just had a, you know, quarter mile connection there between this road and that main road, it would make the entire area work better. In particular for pedestrians and bicycles to sometimes doesn't even have to be a full road. It can be just kind of an easement or, you know, just to give them a connection so that, you know, a mile long walk turns into a half mile long walk. So, well, thank you very much. >> Any further questions? I

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>> Any further questions? I think chito took most of what I had written down. Sometimes that happens when you come up with good questions. I do want to point out the Mccalla station opening is part of project connect. So I know that the light rail is the big shiny object everyone is focusing on. But there is tons of work happening on multi modal issues. The metro rapid lines, two of the three have already gotten federal grant funding and are being deployed. Mccalla station is about to open, so there are real deliverables happening in our community all the time. Even though we are also excited about light rail. Coming into our area . Let me see if I can come up with any other questions for you. How about, the Lance Armstrong bikeway? There has been some discussion about it moving from third street, where it currently sits up to fourth street. Is that something that the city would be engineering and handling, or is that something that would be happening through atp? I, I know we told you we were done with your segment, but now it's another overlap conversation. >> Ann I think I can take that

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>> Ann I think I can take that and I'll invite Lindsay to correct me if I misspeak, but because the light rail will be traveling down third street, the Lance Armstrong bikeway does need to be relocated to fourth street. >> And that brings a great opportunity because it's a more seamless connection to the east side, through the downtown station and over to the lab on the east side of 35, as I understand it, since that's an impact of the light rail, that atp will be responsible for the funding, design and construction of relocating it to fourth street and will, of course, work with them as a partner on all the design elements. >> Okay. And I'm seeing a nod from atp as well that that is the case. So there is verification. That's very exciting. And I appreciate, council member Veloz question about, you know, the city monitoring some of those gaps that we need to fill. I know we commonly see these come up when we're doing pud zoning cases where the conversation is a little more flexible about community benefits. But definitely want to

make sure that all of our departments are aware of where these gaps are so that when the opportunity comes, we're we're ready to fill those

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we're we're ready to fill those gaps, ready to provide that multimodal infrastructure. Because I know that a lot of folks in our community are seeing those bike lanes get implemented, and they're very exciting. We also have the Barton springs road vision zero pilot. I believe, until the 25th, the city is collecting feedback on how well that's functioning for folks or if there's any adjustments to be made. And I have seen firsthand the creative engineering that's happening between making sure that bikes have accessibility and that the busses can appropriately pull over to the side of the road and not be crossing over the bike lane. And so I've seen some really good, good work on that happening. Can you talk a little bit about about community outreach, like some of our folks that we know advocate in this space like adapt, safe streets? You know, anyone involved in our outside coalitions that care a lot about these? Do you communicate with them regularly so that they have this input ahead of time for when we're ready to build these amenities? >> So there was a lot of communication, a lot of feedback

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communication, a lot of feedback before the adoption of the atx walk bike roll. And that's really the best place to understand everyone's priorities. And what their issues and concerns are. When we get to the project level, we're typically only, we're communicating with the community with a focus on the businesses and the residents. More immediately, using the street. And again, we hear from some of those same groups through that outreach as well. So we try to hit them way back in the planning. And then on the project level as well. >> Sounds good. >> Any further questions on this item? I'm not seeing any hands. Thank you. I think that takes us to our last item, which is to identify future items. Just so everyone's aware that is here. Our next meeting is March 28th. We are tentatively thinking about bringing up the I-35 cap and stitch prioritization that I know vice chair qadri has brought up as well. Just so we kind of know what decisions need to be made moving forward for

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to be made moving forward for those we've had conversations around people parking in bike lanes as a vision zero update, potentially. And then April 25th, we are likely going to be talking about some more project connect supportive code amendments. Itod maybe parking regulations, sidewalk and urban trails programs, update that. I think the council will need some more information on as those plans move forward. And then may is national bike month. So for those of you who have been following the committee for as many years as I've been chairing it, we always dedicate may to bike infrastructure. It's

also. Air quality awareness week and world asthma day at the same time. So we'll be focusing on metro bike updates, air quality and transport action work that is currently a conversation in our community. A ton of folks are having and then fleet electrification is something that I hope we can bring up as a body, because I know that the city, our school districts and capmetro have all set some metrics for fleet electrification. And so we know there's a high demand and high

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there's a high demand and high desirability of making sure that, as people are riding busses, that we're doing so in a way that is environmentally friendly, and then we have a whole slew of other future items that might be coming later this year or into next year. So this is a moment if anyone else wants to put more ideas in, we could try to find the appropriate timelines. Council member harper-madison. >> Thank you very much. I appreciate it, and I'm not exactly certain where this would go or if it needs to arise to the level of being considered by the committee. But twice now I've had conversations with constituents who express this concern. And then now in my neighborhood, I've personally interacted with this concern. So at the corner of comal and 12th, you cannot make a right turn because of the new bike lanes. It completely ate up the opportunity to turn right there, which is causing kind of a traffic issue at comal and 12th. And so I just wanted to talk to somebody about what those considerations look like when installing the bike lane would

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installing the bike lane would impede upon the ability for us to have a continuous traffic flow. I would like to know what exactly goes into that consideration. Did somebody somewhere make the assessment that it was more valuable for us as a city to have access to the bike lane there than to have access to the ability to turn right? So just being able to understand it better would be a great start for me. Being able to explain it to my constituents. Yeah I believe and my neighbors now because it's in my neighborhood now too. >> I think we'll be able to find those answers for you. I know I did a walk along with some of the, transportation and public works folks in my district. I had a tricky left hand turn for the same reason. And so they were able to do some creative thinking and make that turn work a little bit smoother. But some of these, as they build out the infrastructure for I think are going to take that on the ground, case by case. How is this functioning in real time conversation? But I was able to ask some questions of staff, and they came out with me and my team and we looked we put our

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team and we looked we put our eyeballs on it together and said, let's watch this for a while and see how it plays out in real time. And we've been able to come up with some really creative ways to make sure

everyone can get where they need to go in the time they need to get there. >> And I think that actually, just maybe gave me an idea of how what we could do is sort of sketch out some of our trickier exchanges and then maybe move forward with, you know, you guys just hop in. One of our maybe we'll clean the cars before you hop in one of our cars and, and take a ride and just sort of see. So for example, on 12th street between Hargrave and airport, that whole stretch of 12th, it's absolutely to your detriment to try to park on the street, but it's also to the detriment of cyclists for you to park on the street. And the two modes of transportation are not playing well in that stretch. But I think that's the kind of thing where it's just, you know, a quarter mile stretch that could get overlooked if you're not having to traverse that exchange all the time. So maybe that's the idea. I'll just start to see if we could start

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to see if we could start sketching out where we have these tricky places and hopefully, the body could help us figure out a method for bringing those forward as a package of considerations as opposed to one offs. For our transportation folks. Thank you. Absolutely >> And I know that me, my office, vice chair qadri and his office have been having conversations around some of the parking and bike lanes and Ed, debris cleanup and things like that, that, that we have seen happening. So we're working on it. We'll see if we have room in the sub forum to either include you or just we can play it out on the message board and see if there's advice and insight that you can add in that capacity. Do we have any other future items we wanted to tack on at this point, it appears we have finished our business for the day. It is now 2:20 P.M. And our committee meeting is adjourned. Thank you all for the conversation on there you have them.