

Urban Transportation Commission Update

March 28th, 2024 Mobility Committee Meeting

Chair Susan Somers

Action Items Approved at March 5th UTC Meeting:

Approval of ROW Vacation on 64 ½ Rainey Street

Conditional Approval of ROW Vacation on 5600 Middle Fiskville Rd

Recommendation 20240305-005: FY 24-25 Budget Transportation and Public Works and Capital Delivery Services

Recommendation 20240305-006: Climate Equity Investments

Recommendation 20240305-007: Vote Apportionment in CAMPO

Right of Way Vacations

- 64 ½ Rainey Street: Approved
- 5600 Middle Fiskville Rd: Conditionally Approved
 - Motion to recommend the City Council approve the ROW vacation, with the contingency that the vacated ROW remain available to pedestrians and bicyclists until the Shared Use Paths on the adjoining side of Airport Blvd are completed.

Current Connection on Middle Fiskville Rd



Future Connection



TPW Budget Recommendations: Active Transportation

- Increase the capacity of the Living Streets program to build out an additional 72 activations during the upcoming fiscal year;
- Work with Capital Delivery Services to accelerate projects funded by the 2016, 2018, and 2020 Mobility Bonds. In particular, utilize the remaining budgets: \$39,840,000 allocated for Bikeways and \$80,174,000 designated for Urban Trails (as of December 5th, 2023). Establish an aggressive timeline to ensure prompt project execution.
- Work with APD to create a Volunteer Bike Enforcement, set aside funding for the associated training and implementation, and purchase an electric bicycle fleet for Transportation Mobility Officers (see UTC Recommendation 20230711-004);
- Per Item 4.7.1b of the 2023 Bicycle Plan, allocate \$14 million in funding to complete the following bicycle infrastructure at full build quality (new or upgrade): 5 miles of concrete protected bike lanes, 5 protected intersections, 10 floating bus stops;
- Work with APD to purchase 65 Meridian Archer movable street barricades and to enhance pedestrian safety (See Downtown Commission Recommendation: 20230621-02a, and any subsequent FY 24-25 Recommendations);

TPW Budget Recommendations: Data and Administration

- Enhance the City's data on the number of people using bicycling infrastructure and how that relates to the type of bike infrastructure deployed (i.e. no bike lane, delineators, curb separated, neighborhood bikeway, etc);
- Ensure that all TPW employees required to work in person are located at City offices where commuting via active transportation is reasonably accessible and safe;
 - Additionally, ensure TPW telework practices align with City Council Resolution 20240215-014 and national best practices;
- Work with the Parks and Recreation Department to complete a Traffic Impact Analysis and Transportation Demand Management Study for Zilker Park;
- Provide funding to start a program for measuring usage of active transportation for purposes other than reaching a place of employment, rather than relying on the Census American Community Survey which does not collect data about active transportation usage by those working at home and so underestimates active transportation usage; and
- Incorporate funding estimates and final budget figures for projects that are conducted in collaboration with or at the request of partnering transportation organizations (such as CapMetro, Austin Transit Partnership, TxDOT, etc.), including projected costs and final budget amounts within these collaborative projects to provide clarity and transparency within the overall budget.

CDS Budget Recommendation

- Capital Delivery Services and TPW, in regards to shared projects, work together to carry out community engagement responsibilities and allocate dedicated funding to implement effective public outreach activities. These responsibilities shall include, but not be limited to:
 - Implement a variety of outreach methods to accommodate diverse community preferences and needs to ensure broad participation. This includes incorporating bilingual communication strategies.
 - Conduct regular public meetings to gather input and feedback on projects
 - Provide consistent and timely updates on project progress, including any modifications to planned work and changes to the project delivery schedule
 - Ensure all project information is posted in a timely manner on project websites, such as the Corridor Program website
 - Publish community feedback received during project design and development phases
 - Ensure final design schematics are accessible for all
 - Appoint project liaisons for all major transportation-related projects
 - Actively engage with relevant stakeholder groups

Climate Equity Investments Recommendation

\$211,386,000 Investment in Short-Term Mobility Goals found in the ATX Walk Bike Roll Plan

Program	ATX Walk Bike Roll Goal	Existing Funding*	Per Mile Cost	Funding Needed
Bikeways	148 Miles of AAA Bike Lanes by 2026 2023 Bike Plan Item 4.7.1a	\$39,840,000 (2016 & 2020 Mobility Bonds)	\$600,000/mile (Enough funds to build 66.4 miles)	\$48,960,00
Metro Bike	300 Stations by 2025 2023 Bike Plan Item 4.7.2	\$11,300,000 (Transportation Alternative Set-Aside Grant)	N/A (Grant funds 100 new stations, replacing 83 existing, and 800 e-bikes)	\$22,600,000
Urban Trails	Build 94 miles of Tier 1 trails by 2043 (Short Term: 15.6 Miles by 2028 to stay on-track) 2023 Urban Trails Plan Section 3.5	\$80,174,000 (2016, 2018, and 2020 Mobility Bonds)	\$10,000,000/mile (Enough funds to build 8 miles)	\$75,826,000
Sidewalks	340 miles of sidewalks & 200 miles of shared streets in 10 years (Short Term: 136 miles of new sidewalks and 80 miles of shared streets by 2028 to stay on-track) 2023 Sidewalks, Crossings, and Shared Streets Plan Section 2.3.4	~\$64,000,000 (2016, 2018, & 2020 Mobility Bonds and fee-in-lieu)	\$1,000,000/mile for sidewalks and \$250,000 for shared-streets (Sidewalks, Crossings, and Shared Streets Plan notes the city has “less than half the estimated funding required to meet plan goals through 2028”)	\$64,000,000

*As of December 5th, 2023 (last CDS Update to the UTC)

How this meets our ASMP and Climate Equity Plan Goals

- Austin Climate Equity Plan Goal 3: By 2030, 50% of trips in Austin are made using public transit, biking, walking, carpooling, or avoided altogether by working from home
 - Strategy 4: Prioritize bicycle networks
 - Strategy 6: Improve sidewalks, urban trails, and crossings
- ASMP Pedestrian Network Policy 1 and 2: (1) Complete the pedestrian network, and (2) make the sidewalk system accessible and comfortable for all
- AMSP Bicycle System Policy 2: Complete the All Ages and Abilities Bicycle Priority Network
- ASMP Urban Trails System Policy 2: and 3: (2) Provide high-quality Urban Trails that can serve all users, and (3) pursue opportunities to connect to and expand the Urban Trail System
- ASMP Shared Mobility Policy 1: Emphasize and incentivize shared mobility solutions

Bridge Investment

- NOW THEREFORE BE IT RESOLVED that the Urban Transportation Commission recommends that these investments be considered a bridge investment to ensure adequate funding to reach our short-term mobility goals and that the City Council direct staff to develop a plan for future funding strategies to ensure Austin can reach our long-term mobility goals;
 - Additional investment will be needed to meet build-out goals beyond 2028
 - Our 2016, 2018, and 2020 Mobility Bonds should all be entirely spent by 2029

Additional Recommendations to Prioritize Equity and Carbon Emission Reductions

- All Ages and Abilities Bike Network Projects should be selected using the project prioritization model in the 2023 Bicycle Plan, which scores projects based on equity, destinations & travel demand, connectivity & safety, and cost
- Metro Bike investments should prioritize new stations in low-income areas with high mobility needs and connections to CapMetro's existing high-frequency bus and Metro Rail network
- Sidewalks and Shared Street Investments projects in the highest Equity Analysis Zones should be prioritized for funding, per the Sidewalks, Crossings, and Shared Streets Plan
- The City Manager should also consider investments to ensure "the Urban Trails Plan is deliver[ing] projects on an accelerated timeline" as the Urban Trails Plan notes doing so is "dependent on increasing internal City of Austin capacity across supporting departments concerning staffing, systems, and the processes for permitting (Urban Trails Plan Section 3.5)."

Capital Area Metropolitan Planning Organization (CAMPO) Recommendation

- The UTC recommends that that City Council members serving on the CAMPO Transportation Policy Board request the creation of a Select Committee on Representation to consider:
 - The current voting structure of the CAMPO TPB and its impact on regional growth, inequities in resource allocation, and the organization's responsiveness to the needs of historically underrepresented and underserved communities served by the organization;
 - The effectiveness of the CAMPO TPB Executive Committee, including whether the CAMPO TPB Executive Committee is in compliance with the Texas Open Meetings Act;
 - The process by which TPB Members elect the Executive Committee and the TPB Officers;
 - Whether certain decisions should be made by a full vote of the TPB rather than by the Executive Committee or administrative review; and
 - Changes to the voting structure of the CAMPO TPB and its committees to ensure all communities are represented fairly;

Additional CAMPO Recommendations

- City Council members serving on the CAMPO TPB offer amendments to the TPB Bylaws to apportion votes on the basis of population, notwithstanding statutory voting members;
- If the aforementioned amendments fail to receive an affirmative vote by the TPB, the City Council begin working with TXDOT and Counties of Travis, Williamson, and Hays to renegotiate or terminate the CAMPO TPB Joint Powers Agreement;
- City Council direct the City Attorney to produce a memo regarding the City of Austin's legal options for renegotiating, terminating, or withdrawing from CAMPO, the CAMPO TPB, or TPB Executive Committee. The memo should include an analysis of possible charter amendments and an evaluation of efforts to renegotiate or terminate Metropolitan Planning Organizations in other cities; and
- The City Council direct the 2024 Charter Review Commission to evaluate possible charter amendments regarding the City of Austin's participation in a Council of Government or Metropolitan Planning Organization, and include a recommendation on the topic in their final report to the council*.
 - *Included in the Suggested Future Topics Section of the Charter Review Commission's report to Council.