



BOARD/COMMISSION RECOMMENDATION

Joint Sustainability Committee

Recommendation Number 20250326-007: Austin Core Transportation Plan

WHEREAS, the Austin Core Transportation Plan seeks to create a cohesive and adaptable transportation framework that addresses the unique mobility challenges of downtown Austin while building on previous downtown planning efforts and integrating upcoming major infrastructure projects like I-35 Capital Express Central and Project Connect; and

WHEREAS, the Downtown street network is 1% of Austin's overall network but accounts for [12% of all pedestrian crashes](#) and 17% of intersection-related pedestrian crashes; and

WHEREAS, the Austin Strategic Mobility Plan sets a goal of 50% non-single occupancy vehicle mode share by 2039; and

WHEREAS, [two-way streets are safer](#) and [increase economic activity](#) where conversions are implemented; and

WHEREAS, street trees and additional shade downtown make walking more feasible and can even reduce vehicle speeds; and

WHEREAS, the East side of downtown is not currently slated to have a new on-street, high-quality North-South bicycle facility in the current ACT plan; and

WHEREAS, the [Downtown Austin Alliance Downtown Parking Study](#) was created to comprehensively and holistically find parking management solutions to better serve the residents, workers, and visitors of downtown Austin; and

WHEREAS, the Urban Land Institute convened a [Technical Assistance Panel](#) focused on reducing the growth of parking downtown, improving management of current parking supply, improving the human experience downtown, and improving other transportation modes; and

WHEREAS, City Council Resolution No. 20240201-054 and corresponding ordinances seek to reduce the overall number of new parking spaces built within downtown Austin and create a more pedestrian-oriented built environment; and

WHEREAS, the future Austin Light Rail and expanded MetroRapid services are projected to carry tens of thousands additional riders into downtown; and

WHEREAS, there are limited resources devoted to transportation infrastructure improvements across the City, with competing priorities, including installing transportation facilities outside of downtown where no current facilities exist; and

NOW, THEREFORE, BE IT RESOLVED the Joint Sustainability Committee recommends that the City Council adopt the Austin Core Transportation plan; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends the Austin Core Transportation Plan prioritizes the needs of pedestrians, cyclists, and non-car modes of transportation throughout the downtown area over car volume throughput; and

BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends the ACT plan continue the protected bike lane on Red River Street from 7th Street to 12th Street, as contemplated by the [2023 Bicycle Plan](#) and the active project listed in the [2025 Local Mobility Annual Plan](#), to ensure a continuous protected bicycle facility that connects with the protected bike lanes on Robert Dedman Drive; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends additional one-way to two-way conversions on 5th Street, 6th Street, and other streets as is feasible; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends quick build options at a lower cost for more facilities in the short term to improve current conditions until more funding becomes available for full street rebuilds; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends that street trees and other shade structures be prioritized as crucial transportation infrastructure throughout the boundaries of the ACT Plan; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends that low-carbon concrete and other low-carbon materials be used for all construction needed to implement the ACT Plan; and

BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends that the ACT Plan includes a robust parking management strategy that aligns with the goals of the ASMP, and recent council resolutions that seek to limit the growth of additional new parking downtown; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends an implementation timeline that coincides with those of the 1-35 Cap and Stitch (if approved) and Austin Light Rail.

Motioned by:

Seconded by:

Date of Approval:

Record of the vote:

Attest: _____