Mobility Committee (MOBC) Meeting Transcript – 11/12/2026

Title: ATXN-1 (24hr)
Channel: 1 - ATXN-1
Recorded On: 11/12/2026 6:00:00AM
Original Air Date: 11/12/2026
Transcript Generated by SnapStream
==========

Please note that the following transcript is for reference purposes and does not constitute the official record of actions taken during the meeting. For the official record of actions of the meeting, please refer to the Approved Minutes.

[1:03:39 PM]

Thank you, everybody for joining us today. This is the mobility committee. I am chair Paige Ellis, and I'm joined by vice chair zo qadri and council member Krista Laine. We are here in Austin city hall chambers and it is November 12th, 2026. It is 1:03 P.M. Let's go ahead and call up our speakers. I believe there's four speakers signed up today.

[1:04:02 PM]

>> Yes, ma'am. So, Maria Lopez, Adam, the on Pedro Hernandez junior and Vanessa. Calixto.

[1:04:12 PM]

>> Perfect. And you'll each have three minutes. Thanks for being here today.

[1:04:35 PM]

>> Okay. Hello. Good afternoon, committee members. My name is Maria Isabel Lopez. I'm the executive director for promo. Salud. We're based in a house in east Austin, montopolis neighborhood. And I'm also a part of the cac at Allison elementary, which is down the street from our office at Felix and vargas. I'm

here to express my deep concern regarding the jds grocery store that is on the intersection of Riverside and montopolis. There is plans from the mobility department to basically put a station in their gas station for the metro rail. We understand that at the beginning there was some kind of community process. Some of our community health worker promotoras were invited to some of those meetings, and they expressed their concerns regarding the grocery store. As you know, food deserts are a big part of the lack of health in some of our communities. Our community health workers are deployed through those neighborhoods to talk to community members about resources such as health insurance, food access, etc. A lot of the community members that live in the surrounding areas have to walk due to lack of transportation to grab their groceries at the market. As the plan currently stands, they're talking about taking a track of land that will impact the gas station. At jds, you might not know this, but 30% of the revenue for that store comes from the gas station. It's like a whole business model. So we're thinking even if that track of land were to be taken and not not impact the actual store, when you take 30% of business from a, from a business venture, it will eventually fail. So even taking that part of land is like taking the grocery store out, because it will eventually fail.

[1:07:03 PM]

Many of the residents are concerned because if that store goes away, they're going to stay. They're going to be like before, where they would have to take a couple of busses to go to the nearest grocery store at Riverside and pleasant valley. Many of the moms have kids with the with the ice presence right now, it's harder for them to get out of their homes and go grab groceries for their kids. So we're very concerned that these actions are going to take place, knowing that according to some of my promotoras or when the when when the when the plans were presented, that station was not going to be impacted and the store wasn't going to be impacted at the beginning when the when the plans were presented. So we're concerned how how did that change and why is that now in the plans.

[1:07:57 PM]

>> Okay. Thank you for your comments. I appreciate you being here.

[1:08:04 PM]

>> Chair, is it okay if I thank the current speaker?

[1:08:09 PM]

>> They may all speak on the same topic if you. Okay, go ahead and say what you want to say so they know before the.

[1:08:16 PM]

>> Remarks. I'm going to ask a member of my staff to connect with you. So we have contact information. And then I know we have multiple transportation, public works staff members listening. And so I appreciate you and the other speakers for coming out, but I want to make sure at least that contact is made. Okay. Thank you.

[1:08:34 PM]

>> Thanks. Go ahead.

[1:08:35 PM]

>> My name is Vanessa Calixto. I am here representing jd supermarket. I'm risk management and public relations for them. I am also serving cassie for Allison elementary. And thank you for giving us this minutes. The board of committee. We are very concerned. I want to share my concerns. Due to atp displacing our gas station, and that will end up affecting our supermarket. Atp has shared before the information on how they surveyed our Riverside and montopolis community. Their surveys are around almost 900 surveys. We have up to now in a few weeks have collected over 1600 signatures on our petition. We have also collected paper signatures, which are like around a thousand. So just by telling you that we want to, we want to inform that as to what we see that atp has not actually gone out and surveyed the entire community compared to what they had in their surveys, to what we currently have as signatures. It is very important to know that the community is with jd supermarket. They do not want this displacement. We also have been hearing from different sources sources that atp has been informing that they will not take our gas station, that they would only take part of our sidewalk that has not been informed to us. The only letter that we have received officially is from March 27th of 2026, and we have not received anything else formally from atp saying that they would only take our sidewalks. So we are here because we want transparency. We want atp to be able to inform us formally of what the changes are. And also we want them to take into consideration what the community has to say, because it's easy to just survey a few people, because in the information that they gave us, it said that they surveyed most of the survey was like 80% to English speakers. 20% was around for like Spanish speakers. So we do have more than that in the community. We want that transparency. We know that the supermarket will close if the gas station is being taken. We want to make sure that atp considers not only the supermarket itself as a business, but a supermarket that helps the community. We have always served the community, we have always helped out in community events.

[1:11:06 PM]

We give out back to the public. We give back out to our community. As I informed, I am in the cac for the for Allison, we give back to our schools. That's what we're for. We're here for our people and we are not against atp. And that's something that is very important to point out. We are not against the train station, but we just want more transparency in this situations.

[1:11:30 PM]

>> Thank you. I appreciate your comments.

[1:11:35 PM]

>> Good afternoon. My name is Pedro Hernandez and I am with poder transportation coordinator. But today I do not come as a representative of poder. I come as a community representative. I'm on the montopolis neighborhood association and the contact team for montopolis, and I'm the chair for my neighborhood association for Vasquez fields, and I'm coming as a concern for the same thing. Eminent domain on on part of that property. Being on the contact team, we know that this is not what we voted for because we we wanted jds here and we fought for jds to come here because it was a food desert. So you're taking part of that away. You're basically going to take it away eventually. And we're going to be a food desert again. So we appreciate if you would please pay attention to the to the community, because the community obviously is telling you a different story. I used to be on, while I still am connected with capital metro and project connect and atp, I used to be on the focus groups when it was the blue line, when we had the blue line going, and through all that community engagement, focus groups, all that good stuff. Never was. The never was the discussion about that bus stop being there or that station being there at that location used to be at a different location, which was between vargas and montopolis, so we don't know when that change came about, because that's something that we were not told about until the final.

[1:13:19 PM]

The final thing was, you know, published at the central library. But yes, please pay attention to the community because we don't want to have a food desert again. Thank you.

[1:13:31 PM]

>> Thank you.

[1:13:34 PM]

>> Hello. My name is Adam Dillon and I am a native austinite born and raised in east Austin. I now live in southeast Austin in dove springs area. This area is particularly, you know, an area of of mine that I feel connected to in a lot of different ways. And growing up in Austin, moving around throughout my life and coming back to Austin, I see a lot of things happening here in Austin in a way that are good and, you know, very beneficial to what we are doing here. And I really enjoy the upgrades. But at the same time, I don't like the upgrades at the expense of our community. What I want to share today is that in 1997, the city of Austin initiated a land use and zoning study of east Austin and the montopolis communities. There were two key objectives cited specifically for the montopolis community preserve neighborhood patterns. Managing the single family footprint while filtering out conflicting industrial zoning closer to residential pockets, and to mitigate gentrification, striking a balance between mixed use development and community preservation. Austin contains 33 identified food deserts and roughly 15% of residents. About 200,000 people experience food insecurity, exceeding the national average of 10.9%. It's no surprise to any of us that the vast majority of food deserts are located within the eastern crescent, in neighborhoods like del valle, dove springs and montopolis. We know firsthand about this disproportionate impact. We know firsthand about how the disproportionate impacts demographics, low income households and communities of color, particularly black and hispanic Latino residents, face the highest barriers to proximity and steady supply of fresh, healthy food. In fact, nearly 35% of montopolis residents live below the poverty line. So the goal here today is just to share that we don't want continued progress just so that there's advancement. And yet the community that they're being a part of are actually being dismantled. I'd like to preserve the communities that are there, preserve the businesses that are there, and incorporate those into the grand scheme of things, which in turn leads me to ask, I want more transparency. I want more community engagement. I want more community involvement when it comes to coming into communities to take over for the greater good of the city.

[1:15:59 PM]

So that's what I would like to share today. Thank you.

[1:16:05 PM]

>> Thank you all for being here today to share your comments. I know I've seen there's a lot of concern about jd's supermarket as well, and making sure that it can continue to exist in the community and serve the folks that live there. We'll make sure that we've got some coordination with staff and make sure that atp is doing that outreach with the community and understanding what it is that y'all are asking for. But I appreciate you taking time out of your day to be here with us.

[1:16:28 PM]

>> Thank you.

[1:16:28 PM]

>> Thank you.

[1:16:32 PM]

>> All right. Our first couple of items, item number one is approve the minutes for the October 1st, 2026 mobility committee. Do I have a motion by vice chair zo qadri seconded by council member Laine. All in favor? That is unanimous for the three of us that are here in attendance today. And item number two is to approve the corrected minutes for the may 15th, 2025 and February 12th, 2026 mobility committee meetings. I have a motion by vice chair zo qadri, seconded by council member Laine. All in favor of approving those? It is unanimous for the three of us in attendance today. Item number three is discussion and possible action to set the mobility committee meeting dates for calendar year 2027. Do we have a motion to approve the dates and back up? Vice chair qadri seconded by council member Laine. All in favor? All right. We've got that approved for the three of us that are here in attendance. Item number four is a briefing on the near-term implementation strategy for the Austin core transportation plan, which is part of the Austin strategic mobility plan that focuses on downtown specific transportation needs while accomplishing the citywide goals. And we have assistant director Anna martin here to present to us.

[1:17:48 PM]

>> Hello.

[1:17:53 PM]

>> Thank you. Good afternoon, Anna martin, assistant director, transportation public works. Thank you so much for the invitation today. I'm here today to give a briefing on our where we're at with act plan implementation. So the act plan was a small area mobility plan of the Austin strategic mobility plan approved by council just actually at the beginning of this year. So in March of 2026, it's a long term vision for improving transportation and mobility options in and around downtown. The advent of it really was to understand the changes that are coming to downtown. As part of Austin light rail and I-35 capex, and be able to plan the necessary changes in our street system to accommodate and maximize the benefits. There is an implementation plan associated with it, with a capital investment needed of over $1 billion. So again, this was a long term 20 year plan.

[1:18:55 PM]

We have a multi-tiered implementation strategy though. We are going to leverage projects by others. So we know about the lost and light rail and I-35, as well as a lot of private development still happening in downtown. We're going to maximize the outcomes of our ongoing work and plan projects in downtown. And then our team is planning for future, future capital investments. So the map on the left lays out the act plan projects. And the plan is divided into implementation categories. We have our priority projects, supporting projects, planned projects, as well as system improvements and strategies. So the four priority projects are the streets shown in red. And those are six I'm sorry, fifth, sixth, seventh and eighth streets. The priority projects are key improvements for downtown, designed to address major outcomes in the plan, as well as they're necessary to support the redesign of I-35.

[1:20:02 PM]

Address a lack in mobility options. Going east west by looking at providing dedicated space for transit, as well as bikes and scooters, and creating a pedestrian environment. So I'm going to go through each of these briefly and talk about work in progress. So the first priority is fifth and sixth street. And this is on the west side of downtown. So we're looking at north Lamar to congress avenue on both fifth and sixth. So our teams, our internal teams have conceptual design work underway to look at short term multimodal improvements to support safety improvements, as well as bikeways, transit and enhancing the pedestrian environment. We expect to begin some public engagement in 2027. There's no capital funding currently identified for this work, but we're trying to get the planning effort underway, so we're ready in future years.

[1:21:03 PM]

So moving down to the other end of sixth street to our historic entertainment district between congress avenue and I-35, we've had engineering work going on in this district for really since 2025, 2026. We've identified a preferred cross section for the nine blocks between congress and I-35. The. The graphic here really shows the focus and the. The space for pedestrians is enlarged and enhanced, as well as providing loading space and. For the businesses along the. The district. So design work has continued this year, including looking at potential. Project phasing is a large capital project. We estimated over $60 million to work on the nine blocks here. And so we're doing some detailed work this year to see about phasing that out into several sections. We are also reviewing options for grants, as well as partnering with private development that we know is occurring along the in the district. So moving on to seventh and eighth street. We know that changes are required for seventh and eighth street as part of the capex projects.

[1:22:22 PM]

So today, seventh street has four eastbound lanes that are heavily used in the afternoon for folks accessing I-35. In the future, there's going to be some ramp changes on I-35. So we expect that heavy eastbound demand to largely shift over to eighth street. Therefore, there's an opportunity here. To reallocate space and have seventh street serve both, both eastbound and westbound travelers. So consistent with the act plan recommendation, tp W is preparing preliminary engineering activities right now to lock in the cross section so that we can work with txdot to implement our desired cross section. And we also want to have a defined cross section as. So as private development occurs along the corridor, we're able to maximize the outcomes of that development as well. We're really looking at optimizing the section for transit use and bike connections and making sure we're being responsive, reactive to needs for parking, loading and vela Zones that serve the businesses. So stakeholder engagement is ongoing right now, and we plan to wrap up the preliminary engineering recommendation in early 2027. And there will be an interim project funded by the capex central project. And we know that the necessary street changes need to be in place by 2033. Ahead of the completion of the I-35 project.

[1:23:58 PM]

So similar to seventh street, eighth street is also a priority project due to due to the anticipated changes from the I-35 project. So eighth street will become the primary access point for northbound I-35 and needs to be converted from one way westbound to one way eastbound. We also plan to complete preliminary engineering so that we can can communicate to txdot our preferred cross section of eighth street, and that will start in 2027. And similar to seventh street, txdot will fund an interim project here to facilitate that directionality change that needs to be in place by 2033. Our other inflammation implementation strategy is really to maximize the outcomes of our ongoing and planned work. A lot is

happening in downtown right now, including the convention center, which will implement improvements to both Trinity street and red river street and the congress avenue urban design initiative, which I've highlighted here on this slide.

[1:25:07 PM]

Construction is in progress. On phase one, we're looking at, or we're working on sidewalk improvements, protected bike lanes, and TRE restoration between Cesar Chavez and seventh street. We've been taking a really hands on approach and building this block by block. If you've been on congress lately, you've noticed we're complete between Cesar Chavez and third street and currently working on the west side of congress between third and fourth, we'll keep working block by block to minimize disruptions to businesses and to travelers. And we anticipate wrapping up phase one in late 2027. And to circle back on the original intent of the act plan, we're welcoming two mega projects to downtown that will greatly influence how people travel to and from downtown, as well as within downtown. Our teams are deeply involved in design reviews with both atp and with txdot, so Austin light rail will, of course rebuild several streets to accommodate the rail, namely Guadalupe street and third street. Other major changes are anticipated on lavaca street as well, but other other important changes that we're engaged on include the relocation of the Lance Armstrong bikeway from third street to fourth street to make way for the light rail on third, and we are also working with atp to incorporate other act plan recommendations along the alignment, as well as all the intersecting streets. And similar for the I-35 project, we know that there's going to be reconstruction of the frontage roads and ramp changes that affect access in and out of downtown. We know, and we're working with txdot on the interim improvement strategy for seventh street and eighth street, and looking at working with txdot to incorporate ag plan recommendations into other frontage road intersections as they rebuild into a boulevard section. And supporting work. I want to mention a couple supporting strategic projects that are also impacting downtown. I know Louis was just here maybe last month or the month before giving you all a briefing on the curb management plan. There are a couple pilot projects active in downtown, and the goal really is with all these changes coming and all the activity in downtown to reduce pick up, drop off activity and deliveries in the travel lanes and the bike lanes.

[1:27:48 PM]

So implementation of that plan will continue through various pilot projects. Tp has also stood up the construction coordination office. We are we have staff that are performing coordination, analysis and management of work Zones, Laine closures as well as managing capacity. This is going to be an ongoing effort over the next 10 to 15 years as we experience this influx of construction. And we expect that that coordination group's efforts to just grow and change as construction impacts continue. I think that's all I have for today. Again, we're just six months since the passage of the act plan. So just wanted to give you a status update on what we're working on and happy to answer any questions.

[1:28:42 PM]

>> Thank you very much. I know vice chair qadri, this encompasses a large piece of your district. Do you have any questions you want to kick us off with?

[1:28:49 PM]

>> I do, I appreciate the presentation. Could we pull up the slides while I ask the questions? Is that possible? Could we get to the slide that had the fifth and sixth street presentation? I think it's after this. There you go. So my first question has to do with public engagement. What will that look like?

[1:29:12 PM]

>> I would say we haven't fully designed what the public engagement will look like, but I know that we'll be working block by block with all of the businesses along the corridor as well, as well as the the larger public that accesses downtown. All of these projects have trade offs with parking, loading deliveries, things like that. And so we'll have a thorough public engagement plan.

[1:29:35 PM]

>> Great. Yeah, I think that's the one thing that I always noticed that neighborhood meetings, having been on the campaign trail, thank god I'm off of it, is the is constituents coming and saying, hey, I felt like and I don't think this is a knock on you or anyone specifically, but but I always think we need to do better when it comes to public engagement, making sure as many folks, we touch as many folks as possible and that they really feel like they're part of the process. That way, when we ultimately get a finished product, it's with it's with the public and, you know, hand in hand with us. Another thing I kind of wanted to point out from, from, I guess the pictures shown all the pictures are one way. So I just want to, I guess, reiterate that I really do hope that we're having conversations on two way conversions in these projects. Do you have any any thoughts on that?

[1:30:23 PM]

>> Yeah, the picture here in the act plan shows kind of a long term scenario for fifth street and sixth street with our short term concepts are primarily keeping the streets. One way we've committed to in the act plan, though, that when we when we start preliminary engineering. So a, a, a real revamp of an entire corridor that we will evaluate one way to two way conversions. We're doing so on seventh street right now and will on eighth street as well.

[1:30:54 PM]

>> Great. Well, I appreciate your work on that. And then something that we've heard from businesses on sixth street as we look to revitalize the area. And I forget what the tagline is, the new old sixth street, are we on track to make sure we're getting streetscapes done in a timely manner in that area on sixth street?

[1:31:12 PM]

>> Yeah, that's one of the things we're working really hard on right now is we do not have capital funding identified for the for the nine blocks, but we're looking at phasing opportunities so that we could work with partners or a grant to get certain blocks done that are higher priorities.

[1:31:28 PM]

>> Great. Do you have a rough timeline on any of that?

[1:31:30 PM]

>> I don't right now.

[1:31:31 PM]

>> Okay. No worries. Could we get to the seventh street slide? There you go. So something that we've been hearing while we've talked to folks on red river is musician loading and unloading. So I just want to make sure that the coordination is, is, is, you know, we're, we're in touch with folks on red river and coordination is kind of as robust as possible. Do you have any insight on that?

[1:31:53 PM]

>> Yeah, we have been working with all the businesses as well as the red river historic district. We've been hearing that same feedback. And so we're making sure to incorporate that into our design options.

[1:32:02 PM]

>> Great. Wonderful. That's that's it on my end. Thank you all. Perfect.

[1:32:07 PM]

>> I'll ask a couple questions. The relocation of the protected bike Laine from third street to fourth street. What does that timeline look like? We obviously have the conversation around light rail and the convention center, like you said. And right now that convention center protecting wall is kind of in what used to be the pavilion between that center and the hotel. Can you tell me what that coordination looks like? And expected timeline for moving the third street bike Laine to fourth street?

[1:32:34 PM]

>> I'll say that we've been working very carefully with atp, and there's been a commitment to make sure that the thousands of people weekly that use the lab on third street will be able to travel safely from east to west and downtown. Design work is already underway. Our staff helped atp by providing a schematic of what we'd like to see on fourth street, and they've already kind of taken that and taken the next steps in design. I don't have a a firm commitment if fourth street will absolutely be complete before third street, we put a shovel in the ground. But there is a commitment to ensure people can safely keep traveling through downtown.

[1:33:17 PM]

>> And I do know on Trinity in particular, that bike Laine has stayed open, even though there is construction, you know, immediately on the other side of that protecting wall. So I know that they're looking at making sure that that bike Laine is still accessible to folks. We had a conversation as we were undertaking the I-35 conversations around speed limits on the access road. Can you tell me where those

conversations are at? Preliminary people on the access road going north south on I-35, having to turn into tighter corners, heading into downtown or heading into neighborhoods on the east side of I-35. Where are those conversations right now?

[1:33:53 PM]

>> Txdot has been a great partner for us. And again, they're they've been open to a lot of our act plan recommendations and making sure the boulevard is a slower speed than most of their other furniture that you'd see in downtown. Signal timing also plays a key role in how fast people are able to travel there, and that's something that the city of Austin controls. I can't say that we've come to a firm commitment on a posted speed limit, but we've been working with them in design to try to keep it as low as possible, given the environment.

[1:34:27 PM]

>> Okay, I appreciate that, and we'll follow those conversations moving forward. And on the slide around seventh street, were you saying that that one might be two Laine, even though fifth, sixth and eighth might be one direction? Is that what you were saying?

[1:34:42 PM]

>> Yes. Seventh street will be two way. The limits are tbd on how far that will go, and that's some of the options we'll take back to the community in the spring. But at the intersection with I-35, we need to accommodate westbound traffic, and then that eastbound is still really important to connect over to east Austin.

[1:35:01 PM]

>> Okay.

[1:35:02 PM]

>> That sounds good. And then my last question is actually outside of this footprint, but I'm just curious since we're talking about fifth and sixth street between mopac and north Lamar, is chaos for bicyclists, is there a plan to improve that in the future?

[1:35:16 PM]

>> Certainly it is part of the plan. Fifth street, I would say, currently has the best bike Laine, which is very helpful for cyclists on sixth street. There's a lot of opportunity there. I believe there's many, maybe 1 or 2 lanes closed currently for construction. And so I think as when we see those that construction coming to an end, we'd like to be ready to, to work on a new cross section there.

[1:35:43 PM]

>> That would be great because right now people are going both directions and the bus Laine on fifth street, simply because sixth street is not really that easy to utilize as a cyclist unless you're, you know, heading north of sixth street. But if you're trying to be anywhere where there's more entertainment on, on fifth street, you're not really going to use the westbound Laine and then cut across because you've got cars at your back. And that's not really very comfortable for cyclists. Okay, that's my last question. Council member Laine, did you have any other questions or thoughts?

[1:36:13 PM]

>> No, I just appreciate the update and the questions that both of y'all have. Thanks.

[1:36:17 PM]

>> Okay, perfect. Thank you. Thanks. That takes.

[1:36:21 PM]

>> Us to item number five, the briefing from the urban transportation commission.

[1:36:33 PM]

>> Welcome.

[1:36:34 PM]

>> Thank you. Good afternoon, chair council members Natalie Leone. I am a business process consultant at transportation and public works. I have two meetings worth of updates for you and I'll be pretty quick. So on October 6th, the urban transportation commission passed their 2027 meeting dates. And then in November 10th. So earlier this week, they approved a right of way vacation of a partial alley abutting 2300 east second street, and also recommended that the applicant be reimbursed for the fair market value of the right of way in the event that city council approves the vacation. They also approved a recommendation regarding palmer Laine. Sorry corridor study, and the recommendation supported the action taken by council at the October 22nd meeting and also expanded upon that a bit. And that is posted in backup. The commission intends to send that to campo as well.

[1:37:44 PM]

>> Okay. That's great.

[1:37:46 PM]

>> Thank you.

[1:37:47 PM]

>> Council member.

[1:37:48 PM]

>> Laine.

[1:37:48 PM]

>> I know this is right up your alley.

[1:37:50 PM]

>> Why yes, you read my mind. Thank you for that report. And I also want to take a moment to thank our urban transportation commissioner and district six resident, Kevin Chen for his work on this resolution, including the clear position statement that it provides from this commission. So my office, as you all know, probably by now, has been hearing from community members about concerns for pedestrian and cyclist safety on palmer, be that residents of the surrounding neighborhoods and concern for schoolchildren safety. Employees at the apple campus. That is right along there. And so for some time. But after campo had its last community engagement event and there's been some additional discussion, at least on the campo tpb side, the amount of in incoming communication that we're getting has increased. And so I'm just very happy to, at this point in time, have something so clearly provided that I can take into my next meetings with campo on this topic, which are upcoming in the next couple of weeks. Thank you.

[1:38:59 PM]

>> Yeah. No problem.

[1:39:01 PM]

>> It's great.

[1:39:01 PM]

>> Any other questions? That's good. Thank you. Item number six is our report from Austin Austin transportation and public works. It has too long of a name, but I'd like to call it the director's report.

[1:39:17 PM]

>> Thank you, madam chair. And my name is Richard Mendoza, the director. I'm going to give the director's report in your packet. You'll have backup on a very active last couple of months. On the mobility front, I'm going to begin with our Austin airport. And if you've noticed, I've been swapping back and forth between the ground mobility and air mobility in terms of who goes first on the report to ensure they get equal, equal exposure. But out of our airport's been very eventful. For November, you'll find information on a number of mobility project events and programs, beginning with our Austin airport celebrating a couple of groundbreaking events. First, the construction of the concourse M project for six new Gates to meet future growth. And then also as important but not as visible, the utilities infrastructure campus wide project to support that infrastructure. And so while the concourses and everything above ground get all the fanfare, it takes a lot in terms of utilities, both electrical, plumbing and drainage to support those amenities. And then also in the month of October, recorded three of the top ten busiest days ever for our Austin airport. So this work could not have gotten underway. It couldn't be more timely. And to support all this added traffic at the report, we opened the atrium project, which made available 12,000 more square feet to accommodate the TSA queuing to handle the volumes that we're seeing at our popular airport. And then finally, one of our tenants, southwest airlines, has announced an expanded international service for Austin airport, including beginning June 3rd, nonstop service to the Bahamas and Costa Rica. So everyone, start planning your summer travels now. Switching to the ground, mobility on the local mobility front, transportation public works is moving forward with the public engagement process for the Barton springs bridge project. This will be next Monday, November 16th from 5 to 7 at the Dougherty arts center, where our public will be able to review the latest plans for the Barton springs project, as well as ask questions directly from the project team, and the project team will consist of staff from tpw, as well as parks and watershed protection and txdot, which is administering the FEMA environmental review for the federally funded portion of the

[1:42:18 PM]

project. Additionally, transportation public works has reached a significant milestone in the completion of the vision zero citywide lighting plan, and it's been demonstrated that adequate street lighting provides a much safer mobility environment and and reduces the incidence of serious crashes and injuries in our roadway. We've been very successful recently in receiving a number of state grants, safe streets for all grants, and this is that grant money being put to work. Also, as exciting as the launch of the cct go app, cct go is, as many of you know, is a collaborative effort multi agency to provide real time construction data that may impact our daily commuters so that they can plan and adjust their daily commutes accordingly. And we can mitigate to a degree, possible impacts to congestion and traffic as a result of that construction. And then finally, our vision zero report is showing reducing speeds as well as construction of intersection improvements are resulting in significant reductions in traffic fatalities and serious injuries as we move toward our vision zero goals. That completes my report. I'm available for any questions you might have.

[1:43:45 PM]

>> Thank you. Are there any questions from committee members? Thank. So I will just give a very brief shout out to one of these metrics that's included for neighborhood streets. Crashes involving death or serious injury fell 39% on residential streets after Austin approved a 25 mile per hour default speed limit on hundreds of miles of neighborhood streets. So I think that that improvement, obviously is helping save lives and help keep families safer. So I really appreciate, you know, the the foresight of transportation, public works all those years ago to get those updated and that we're seeing real, meaningful improvement in our neighborhoods.

[1:44:22 PM]

>> Thank you, chair.

[1:44:27 PM]

>> All right.

[1:44:27 PM]

>> We've got a handful of previously distributed memos that are for information only. And item number seven is to identify items to be discussed at future meetings. If there's any items now that people want to daylight, feel free to let us know. We've got council member Laine, do you have a new idea?

[1:44:43 PM]

>> I do.

[1:44:44 PM]

>> After a few months off of sending them out here. So taking into account how much the political landscape has changed recently changed, and also how important that is for finding grant funding for very high dollar infrastructure projects, including the one that assistant director martin described just

now in our meeting. I wonder if it would make sense to bring the government relations team in for a transportation specific briefing on on opportunities and shifts.

[1:45:15 PM]

>> We'll certainly add that to the list. I know there's a whole ton of conversations happening right now about what might change with the state government and what the perspectives are on all the different statewide offices, including mobility and transportation in particular that we cover here. We also have a couple that have been postponed from this meeting, which is why this is a fairly short meeting, one of which is an update on the cap metro bike share, bike share update and anticipated FAA flight path changes that might be coming our way so that we can understand how that impacts the community. Any other items that you want to add? You can always email us.

[1:45:51 PM]

>> Perfect.

[1:45:52 PM]

>> On that note, I think we have made it through the agenda. Thanks for everyone getting things done today so that we could have a nice short meeting. It is 1:45 P.M. And we are adjourned. Thanks.