

**ENVIRONMENTAL COMMISSION MOTION 20190306 007a**

**Date:** March 6, 2019

**Subject:** Austin Strategic Mobility Plan

**Motion by:** Hank Smith

**Seconded by:** Pam Thompson

**RATIONALE:**

**WHEREAS**, the performance of the Austin Transportation System has a significant impact on public health, air and climate, water, land and ecology and other environmental factors; and

**WHEREAS**, the proposed current transportation plan has received extensive public outreach; and

**WHEREAS**, the planning and analysis phase has been completed and a preferred strategy has been developed; and

**WHEREAS**, the plan has specific indicators and targets to:

- increase the access by active modes to and around parks and trails
- increase the number of sidewalks, bicycle facilities, and urban trails that are within ZIP codes with disproportionate prevalence of chronic diseases or conditions;
- reduce greenhouse gas emissions
- reduce average ozone level region-wide
- reduce the risk of flooding on all roads and road crossings in the 100-year floodplain, including provision of adequate warning at dangerous crossings
- reduce the danger of street flooding created by substandard storm drains
- increase tree canopy along the transportation network

**THEREFORE**, the Environmental Commission recommends support of the current draft of the Austin Strategic Mobility Plan with the following:

**Environmental Commission Recommendations:**

- encourage trip consolidation such as combining as many trips together as possible;
- encourage lighting at intersections to improve crosswalk visibility in compliance with dark skies where possible;
- provide additional education regarding potential air quality standards non-attainment;
- provide success measures for key indicators and targets;

- implement holistic green infrastructure into the proposed upgrades and the Transportation Criteria Manual;
- ensure that tree planting standards for right-of-way (ROW) align with City Arborist advice on appropriate spacing and anti-compaction techniques to ensure a healthy urban forest;
- ensure metrics and design standards maximize the optimized provision of ecosystem services;
- evaluate overall ROW requirements; as well as ROW requirements for current roadway classifications and ROW trees in areas of proposed improvements;
- provide necessary infrastructure such as public showers and showers in new offices to promote bicycle opportunities and other transportation alternatives;
- encompass all available technology and use the diversity of innovation that is available throughout the City;
- incorporate sustainability with all tree planting criteria in the transportation plan and manuals;
- incorporate no-idle zones in the overall plan;
- identify and track non-work related trips; and,
- promote the use of electric bicycles and educate the public on available rebates for electric bicycles.

**VOTE 7-0**

For: Creel, Thompson, Guerrero, Coyne, Neely, H. Smith and B. Smith

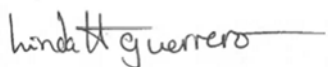
Against: None

Abstain: None

Recuse: None

Absent: Gordon, Maceo and C. Smith

Approved By:



Linda Guerrero, Environmental Commission Chair

## Pedestrian Advisory Council (PAC) Recommendation:

Austin Strategic Mobility Plan

WHEREAS, the purpose of the Pedestrian Advisory Council (PAC) is to advise the City of Austin on pedestrian planning, policy, design, funding, education, and enforcement efforts regarding the creation, maintenance and operation of pedestrian facilities;

WHEREAS, adoption and implementation of the Austin Strategic Mobility Plan (ASMP) is very important to improving the quality of life for all the people of the City of Austin;

WHEREAS, no loss of life or serious injuries are acceptable in our transportation system;

WHEREAS, all of our transportation system should be accessible to all people of all abilities;

WHEREAS, climate change and rapidly decreasing transportation emissions are urgent;

WHEREAS, all children in all neighborhoods deserve the freedom of safe multimodal access.

NOW, THEREFORE, BE IT RESOLVED, the PAC supports the overarching top priority of safety in the ASMP and urges the Austin City Council to adopt the ASMP as soon as possible and ensure that it is used to guide policy, funding, and planning decisions;

BE IT FURTHER RESOLVED, the PAC supports the prioritization of walking as a leading mode of transportation

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council take steps to ensure that the ASMP will achieve a safe transportation system giving abundant affordable access for all people of all ages and abilities and all modes;

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council empower staff to develop even stronger partnerships with Travis County, the Capital Area Metropolitan Planning Organization, Capital Metro, the Central Texas Regional Mobility Authority, the Texas Department of Transportation, the US Department of Transportation, and any other entity able to assist in rapidly changing our built form and transportation system to achieve reductions in traffic deaths and serious injuries, reductions in vehicle miles traveled, and increased safe, easy, comfortable access by various modes to all sectors of the city;

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council amend the ASMP to include or expand upon the following:

1. Design Speeds – Target design speeds should not exceed 35 mph
2. Speed Management – Prioritize Action Item #9 (Speed Management Guidelines) and implement it as soon as possible
3. Sidewalk Construction – Ensure Council Strategic Direction 2023 achieves Action Item #65 (Sidewalk Construction)
4. Sidewalk Plan – Expand Sidewalk Plan / ADA Transition Plan to fund all missing sidewalks in the City
5. Latent Demand and Signalization – Consider where to change signal timing include areas that may not currently have high pedestrian levels but could have a latent demand if prioritization of signalization were to change.
6. Accessibility – The definition of accessible and safe transportation network include all modes at all hours of the day and night
7. Car Free Zones – Add an Action Item for determining a process to consider whether / how a right of way might be converted to a car free space (e.g. Speedway on UT Campus)

8. Missing Middle Mobility – The emerging mobility solutions summary text should include Neighborhood Electric Vehicles (NEVs) and Pedicabs because they are safer transportation choices in pedestrian zones due to their small size, low weight and speed
9. Ped Bike Transit Connections – Ensure that new road connections are not exclusively vehicular and can also include exclusively pedestrian and bike connections
10. Sprawl and Roadways – New roadways should only be built connecting areas with transit supportive densities, whether as-built or entitled
11. Sidewalk Obstructions – Achieve Action Item #69 (Vegetative Obstruction and Removal Program) within 3 years and develop policies to ensure motor vehicles do not obstruct the pedestrian right of way

Date of Approval: March 4, 2019

Vote: 6 – 0 with Henderson, Wochner, and Bauereis absent

Attest:

A handwritten signature in black ink, appearing to be 'JB' with a long, sweeping horizontal line extending to the right.

Jay Blazek Crossley, Pedestrian Advisory Council Chair



**COMMUNITY DEVELOPMENT COMMISSION  
RECOMMENDATION 20190312-3C**

**Date:** March 12, 2019

**Subject:** The Austin Strategic Mobility Plan

**Motioned By:** Commissioner Paup

**Seconded By:** Commissioner Zamora

**Recommendation**

The CDC recommended support of the ASMP with revisions to add 30% MFI and 50% MFI in reference to MFI levels, include the concept of mobility justice, and include the use of Neighborhood Electric Vehicles.

**Date of Approval:** March 12, 2019

**Vote:** A motion to approve the recommendation was approved on Commissioner Paup's motion, Commissioner Zamora's second, on a 15-0 vote.

**Absent:** None

**Against:** None

**Attest:** *CDC Chair, Joe Deshotel*

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**COMMUNITY DEVELOPMENT COMMISSION  
RECOMMENDATION 20190312-8A**

**Date:** March 12, 2019

**Subject:** Passive Houses

**Motioned By:** Commissioner McGhee

**Seconded By:** Commissioner Fadelu

**Recommendation**

The CDC recommended that the Austin City Manager:

-issue an RFQ for the conductance of the Passive House study as referenced in the Community Development Commission and Joint Sustainability Committee recommendations by the end of FY 2019;

- conduct all analyses, data gathering, and feasibility evaluations to incorporate review of the original Passivhaus standard, as well as the current PHIUS (Passive House Institute, U.S.) and any other Passivhaus standards.

**Date of Approval:** March 12, 2019

**Vote:** A motion to approve the recommendation was approved on Commissioner McGhee's motion, Commissioner Fadelu's second, on a 14-0 vote.

**Absent:** Commissioner Motwani

**Against:** None

**Attest:** *CDC Chair, Joe Deshotel*

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### COMMISSION ON SENIORS RECOMMENDATION

#### Recommendation Number 20190313-04a: Recommendations on the Austin Strategic Mobility Plan

WHEREAS, the Commission on Seniors serves as an advisory board to the council concerning the quality of life for senior citizens in the Austin area; and

WHEREAS, the City of Austin Transportation Department (ATD) has been engaged in developing a strategic plan for mobility in the Austin area entitled the Austin Strategic Mobility Plan (ASMP); and

WHEREAS, the ASMP will be the guiding document for the City's mobility development for years to come; and

WHEREAS, access to transportation consistently ranks as a top concern for seniors, particularly those who no longer drive themselves; and

WHEREAS, the City's Commission on Seniors has a specific interest in implementing the Age Friendly Action Plan and making sure that the needs and interests of the City's senior population are adequately served by the provisions of the ASMP and has received regular briefings from ATD staff; and

WHEREAS, several provisions of the draft ASMP specifically support the needs of Seniors and align with the Age Friendly Action plan, including goals related to Safety, Equity, Affordability, Accessibility, Public Health and Public Interaction.

NOW, THEREFORE, BE IT RESOLVED that the Commission on Seniors supports the ASMP and makes the following recommendations to strengthen provisions for meeting the mobility needs of seniors, including:

- Involve the community, agencies serving seniors, and the Commission on Seniors to ensure the needs of seniors are met in implementing the plan.
- The following areas should be prioritized to meet the needs of seniors: Pedestrian Safety, adequate Street Lighting, enhanced Sidewalk construction and maintenance throughout all the City, adequate ADA compliant parking spaces, longer and safer street crossing times on busy streets, and more options for innovative transit use for seniors all over the City.



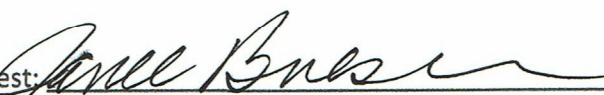
- Consider the creation of a “Pedestrian Safety Zone”—a lowering of speed limits (similar to school zones) wherever there is extensive pedestrian traffic such as hospitals, senior centers, or community centers.
- Amend Action Item #26 (parking) to specify that the item refers to non-accessible parking and clarify that even with reduced or zero parking there will be adequate ADA compliant spaces. In addition, the Commission suggests inclusion of temporary use parking spaces available for the safe pick up and drop off of riders who may not be able to use public transportation and rely on rides from a friend or family member, TNC, volunteer driver program, shuttle bus, etc.
- Expand Action Item # 35 (TDM website) to recognize that not all riders have access to or skills to use the internet.
- Enable 311 or another appropriate entity with central dispatch capabilities to provide callers with information and assist with scheduling of rides.
- Amend Action Item #64 to include reference to voluntary services for the non-driving population (eg. Drive a Senior).
- Amend Action Item # 213 to include offering customer service and sensitivity training to drivers at companies providing service to riders of all ages and abilities.
- Regarding Action Item # 226, include age in the demographic data collected.
- Include in the definition of micromobility Neighborhood Electric Vehicles (NEVs) and other new and emerging technologies that could serve seniors.

Date of Approval: March 13, 2019

Record of the vote:

1. Motion to accept Resolution as amended
  - a. Moved by Vice-Chair Varteressian
  - b. Seconded by Commissioner Kareithi
  - c. Motion passed 12-0. (For: Briesemeister, Varteressian, Angel, Bordie, Cagle, Grampp, Hauser, Jackson, Kareithi, Nicola, Garcia-Pittman, Van Sickle) Commissioner Lugo off the dais.
2. Motion to reconsider the recommendation to add a reference to NEVs specifically to the resolution
  - a. Moved by Commissioner Cagle
  - b. Seconded by Commissioner Grampp
  - c. Motion passed 10-2. Opposed by Commissioners Hauser and Jackson, Commissioner Lugo off the dais.

Attest:

  
chair



## Bicycle Advisory Council (BAC) Recommendation:

Final Draft of the Austin Strategic Mobility Plan (ASMP)

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the Austin Strategic Mobility Plan (ASMP) represents a unique opportunity to bring Austin's transportation plan into line with modern practices, including greater focus and funding for active transportation and public transit;

WHEREAS, the ASMP serves to integrate numerous diffuse plans, including the Bicycle Master Plan, Urban Trail Master Plan and Project Connect amongst others;

WHEREAS, transportation is currently the largest source of CO<sub>2</sub> pollution in America, and encouraging the use of bicycles through policy and infrastructure represents a short-term path to reducing these emissions;

WHEREAS, the principles of Vision Zero are not the primary guiding principles of Austin's currently adopted mobility plan, the 1995 Austin Metropolitan Area Transportation Plan;

WHEREAS, access to transportation choices has been shown to improve quality of life and reduce cost of living;

WHEREAS, people of all ages and abilities should have access to safe and reliable transportation choices, including facilities for riding bicycles;

WHEREAS, shared lanes between people on bicycles and automobiles are not an all ages and abilities bicycle facility in Austin's high traffic downtown core and representing them as such sets a dangerous standard;

WHEREAS, "quiet streets" in the central core currently become congested detour corridors in high traffic situations;

NOW, THEREFORE BE IT RESOLVED that the BAC recommends adoption of the ASMP as it represents an immense step forward in the systemic focus on safety and the use of the bicycle for peoples of all ages and abilities;

BE IT FURTHER RESOLVED that the BAC fully endorses Chapter 3: Supplying Our Transportation Network: Section 4 Bicycle System, including all eight Bicycle System Action Items in Chapter 7: Implementation;

BE IT FURTHER RESOLVED that the BAC commends the inclusion of the following Action Items in Chapter 7: Implementation:

1. Safety Culture Items 2: Vision Zero Curriculum and 6: Mobility and Public Safety Strategy

2. Designing for Safety Items 9: Speed Management Guidelines, 11: Safety guidelines for traffic signalization, 13: Right turn on red restrictions, and 15: Fire code street width requirements
3. Safe Behaviors Items 18: Integrate active transportation into driving curriculum and 20: Legislative safety efforts
4. Land Use Items 21: Land Development Code update, 22: Corridor-based land use planning and 25: Open Streets Events
5. Parking Items 27: Parking management and pricing and 28: Parking and Transportation Management Districts
6. Transportation Demand Management Programming: Items 33: Citywide TDM plan, 41: Chapter 380 TDM strategies and 51: Congestion pricing.
7. Shared Mobility Items 61: Shared micromobility parking
8. Public Transportation System Item 90: Last-mile mobility and transit information together
9. Urban Trail System Item 104: Urban trail access points and new connections and 106: Ongoing urban trail maintenance budget
10. Transportation Operations Items 133: Priority Network signals (as it relates to the Bicycle Priority Network) and 134: Mobility violation enforcement
11. Closures and Detours Items 138: Disruption minimization on Priority Networks, 139: Multimodal temporary traffic controls, 143: Advanced notifications and 147: Special events transportation planning
12. Public Health Items 159: Walkability and bikeability evaluations and 161: Encouragement programs
13. Land and Ecology Items 184: Street trees and 185: Green streets
14. Equity Item 187: Historic investment patterns analysis
15. Public Interaction Items 218: Improved 3-1-1 response and 219: Public Engagement Program
16. Data Items 225: Setting ASMP benchmarks and targets and 230: Improve data sharing
17. Collaboration Items 234: Transportation Criteria Manual and 247: Private development incentives
18. Financial Strategies Item 268: Street Impact Fee

BE IT FURTHER RESOLVED that the BAC recommends adding a new action item to the executive summary section stating that a near term goal is advancing active transportation initiatives;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for regular post-implementation review of a representative sample of the all ages and abilities bicycle network to ensure that safety and mobility goals are adequately being met by current design practices;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for identifying possible streets as Car Free Zones such as pedestrian and bicycle malls or connectivity-focused pocket parks, particularly in areas where the road network is over capacity such as West Campus;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for the Aviation section to create all ages and abilities bicycle access to and between all airport terminals;

BE IT FURTHER RESOLVED that the BAC recommends adding a unified timeline section to the ASMP that allows for all metrics to have checkpoints with Austin Transportation and stakeholders at the same time (ASMP currently uses 2020, 2022, 2023, 2026 etc.);

BE IT FURTHER RESOLVED that the BAC recommends modifying Action Item 95 (Construct bicycle facilities) by adding the following sentence: "Recommit to constructing 50 percent of the short-term all ages and abilities network by 2020, and 100 percent by 2025.";

BE IT FURTHER RESOLVED that the BAC recommends clearer delineation within the High Injury Network to allow for mode specific viewing;

BE IT FURTHER RESOLVED that the BAC recommends the final draft of the ASMP be amended to include a more ambitious bicycle mode share of 10% citywide by 2039;

BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to the Designing for Safety section to end the practice of bike lanes terminating at intersections to allow for shared right turn lanes;

BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to ensure that private developments and redevelopments are required to construct all ages and abilities bike facilities on internal and private roads where automobile traffic is high;

BE IT FURTHER RESOLVED that the BAC recommends explicitly stating on page 120 that urban trails are an important tool to "connect the street grid" to provide additional pedestrian & bicycle connectivity and shorten walking & bicycling distances, inserting this language either in the policy subheading or the description text;

BE IT FURTHER RESOLVED that the BAC recommends listing pedicabs and Neighborhood Electric Vehicles within the "Emerging Mobility Solutions" section, e.g. in the introductory text on page 128;

BE IT FURTHER RESOLVED that the BAC recommends amending the street network table's desired condition section in the downtown area to replace all shared lanes with protected bicycle lanes. This should include but not be limited to: Colorado St, Brazos St, 9<sup>th</sup> St and 10<sup>th</sup> St;

BE IT FURTHER RESOLVED that the BAC recommends that all quiet streets in the downtown area be either thoroughly modified to prevent their permeability to automobile through traffic or have bicycle lanes added;

BE IT FURTHER RESOLVED that the BAC recommends adding W 29<sup>th</sup> St between Lamar and Rio Grande to the Bicycle Priority Network as a key link between the Shoal Creek Trail and the Rio Grande Cycle track;

BE IT FURTHER RESOLVED that the BAC recommends with respect to Action Item 26, update the Land Development Code related to parking to:

- Eliminate parking minimums in all land use categories throughout the City, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors, as a means to achieving mode split and climate change goals (Consistent with Action Item 164 - Reduce Impacts of Global Warming);
- Support any opportunity for sites to reduce parking requirements;
- Continue to ensure adequate ADA car parking;
- Preserve or increase the minimum required parking for bicycles.

BE IT FURTHER RESOLVED that the BAC recommends a connected street grid that is open, safe and accessible at all times, including night time hours without curfews for pedestrians and people on bikes;

BE IT FURTHER RESOLVED that the BAC commends Chapter 7: Implementation's Financial Section's Indicator & Target 1 for including all networks for full funding & implementation by 2039 or sooner except for the vehicle priority network.

Date of Approval: March 19, 2019

Vote: 8-0 with Alcorn absent

Attest:

A handwritten signature in black ink, appearing to read 'K. Flowers', with a stylized flourish extending to the right.

Kathryn Flowers, BAC Chair



## JOINT SUSTAINABILITY COMMITTEE MOTION

Date: March 27, 2019

Subject: Austin Strategic Mobility Plan

Motion by: Holt Lackey

Seconded by: Kelly Davis

## RATIONALE:

WHEREAS, the performance of the Austin Transportation System has a significant impact on public health, air and climate, water, land and ecology and other climate factors; and

WHEREAS, the proposed current transportation plan has received extensive public outreach; and

WHEREAS, the planning and analysis phase has been completed and a preferred strategy has been developed; and

WHEREAS, the plan has specific indicators and targets to:

- increase the access by active modes to and around parks and trails
- increase the number of sidewalks, bicycle facilities, and urban trails that are within ZIP codes with disproportionate prevalence of chronic diseases or conditions;
- reduce greenhouse gas emissions
- reduce average ozone level region-wide
- reduce the risk of flooding on all roads and road crossings in the 100-year floodplain, including provision of adequate warning at dangerous crossings
- reduce the danger of street flooding created by substandard storm drains
- increase tree canopy along the transportation network

NOW, THEREFORE, BE IT RESOLVED that the Joint Sustainability Committee:

1. Supports adoption and implementation of the Austin Strategic Mobility Plan in a manner consistent with and furthering the Austin Community Climate Plan, including coordination of the two plans' transportation-related emissions targets and other goals of the Austin Community Climate Plan.

2. Reaffirms the call for bolder initiatives to encourage alternatives that reduce greenhouse gas emissions contained in the recommendations passed by the Pedestrian Advisory Council, Urban Transportation Commission, Environmental Commission, and Planning Commission.
3. Supports the Recommendations to prioritize transit, bicycle and pedestrian infrastructure in the Recommendations passed by the Planning Commission, Urban Transportation Commission, Environmental Commission, Pedestrian Advisory Council, and Bicycle Advisory Council;

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends support of the current draft of the Austin Strategic Mobility Plan with the following specific recommendations:

1. Update Action Item 164 from “Reduce impacts of global warming” to “Require compliance with the Austin Community Climate Plan.” Description should include “Require and enforce policy and planning as necessary to reach the outcomes and objectives of the Austin Community Climate Plan.”
2. With respect to Action Item 26, update the Land Development Code related to parking to: Eliminate parking minimums in high-density land use categories throughout the City, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors, as a means to achieving mode split and climate change goals (Consistent with Action Item 164 – Reduce Impacts of Global Warming).
3. Make it a clear priority for the use of right of way will be given to public transit, sidewalks and bike lanes.
4. Minimize highway and other roadway expansion, in order to reduce climate and other environmental impacts, especially where other multi-modal options are not given equal or priority consideration.
5. Ensure access to and prioritization of multi-modal transportation to historically underserved communities, and specifically:
  - a. Identify and seek additional funding sources to achieve ADA-compliant sidewalks, transit stops, and other infrastructure.
  - b. Update Action Item 65 to state: “Ensure Council Strategic Direction 2023 calls for the construction of all sidewalk segments and address ADA barriers and gaps in the sidewalk system according to the Sidewalk Plan/ADA Transition Plan.”
  - c. Before Action Item 207, insert a new accessibility action item that states: “Complete Accessibility: Accessibility in transportation shall include all modes at all hours of the day and night.”
6. Further develop metrics, goals, and timelines for implementation to encourage long-term accountability and opportunities to measure success related to climate resilience and adaptation goals.
7. Encourage trip consolidation.
8. Provide additional education regarding health and economic implications of potential failure to meet federal air quality standards.
9. Implement holistic green and climate-friendly infrastructure that promotes resilience and stacked benefits into the proposed upgrades and the Transportation Criteria Manual.



10. Ensure that tree planting standards for right-of-way (ROW) align with City Arborist advice on appropriate spacing, anti-compaction techniques, and appropriate soil volumes to ensure a healthy urban forest, to maximize carbon sequestration and adaptive capacity.
11. Consider improved enforcement and expansion of anti-idling regulations and promote public awareness on the health and environmental impacts of idling.
12. Promote the use of electric bicycles and educate the public on available rebates for electric bicycles.
13. Promote the use of electric vehicles.

BOARD/COMMISSION RECOMMENDATIONUrban Transportation CommissionRecommendation Number 20190318-04C: Austin Strategic Mobility Plan

WHEREAS, the Imagine Austin Comprehensive Plan was adopted in 2012 as a vision for Austin's future, focusing on sustainability, social equity, economic opportunity; and,

WHEREAS, Imagine Austin identified preserving livability, expanding transportation choices, tackling the ethnic divide, protecting our natural resources, promoting prosperity for all, and collaborating regionally as key challenges and opportunities; and,

WHEREAS, codified racial inequity, housing affordability, and transportation and traff concerns are among the foremost issues for the City's citizens; and,

WHEREAS, Imagine Austin had as one of its key actions to create a mobility plan; and,

WHEREAS, the City of Austin's Land Development Code is likely to be updated in the next 12 months, building on the CodeNEXT process, which identified that the existing code lacks the tools our city needs to effectively shape and manage growth, and has exacerbated our congestion, displacement, and segregation issues; and,

WHEREAS, the Austin Strategic Mobility Plan will guide future growth of the city's transportation network; and,

WHEREAS, the Austin Strategic Mobility Plan is a comprehensive multimodal transportation plan that integrates the recommendations from previous transportation plans dedicated to specific modes, such as our Sidewalk, Bicycle, and Urban Trails plans, into one comprehensive document to align them into complementary systems; and,

WHEREAS, the City of Austin and the Central Texas region will not build its way out of congestion and transportation issues with current growth patterns and transportation priorities; and,

WHEREAS, the Urban Transportation Commission, via Recommendation 20181113-04B, indicated its support for the Project Connect vision; and,

WHEREAS, the Urban Transportation Commission issues its complete support for the motion related to the Austin Strategic Mobility Plan passed on March 4, 2019 by the Pedestrian Advisory Council;

NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission recommends that the approved Austin Strategic Mobility Plan should include the following to reflect the values in Imagine Austin and best practices for addressing the City's most pressing transportation issues:

Prioritizing Our Safety

- Change the language in Policy 1 from "Manage for safe speeds" to "Design and manage for safe speeds" as a City of Austin value statement.

- Require a transportation safety analysis for every infrastructure and development project that reflects existing infrastructure and collision problems, as well as induced demand and actual travel speeds, and truly prioritizes transportation safety with respect to design decisions and transportation funding (Consistent with Action Item 158 -Health Impact Assessments).
- Update Action Item 9 to state: "Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide, with no design speed to exceed 35 MPH. This action item will be prioritized and implemented as soon as possible."
- Car-Free Zones -Add an Action Item for determining a process to consider whether / how a right of way might be converted to a car-free space (e.g. Speedway on UT Campus)

#### Managing Our Demand

- With respect to Action Item 21, update the Land Development Code related to housing and transit-supportive density to:
  - o Increase density not just on identified transit-friendly corridors but within  $\frac{1}{4}$  mile of those corridors to further shift mode choice away from single-occupancy vehicles; transition zones from corridor should reflect Imagine Austin and extend one to four blocks on either side of the corridor;
  - o Increase residential zoning to more ably address the housing affordability crisis and provide more options (including "missing middle" housing);
  - o Incentivize shared driveways for all types of development to both reduce impervious cover and better manage access points along roadways.
- With respect to Action Item 21, update the Land Development Code related to parking to:
  - o Eliminate parking minimums in all land use categories throughout the City, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors, as a means to achieving mode split and climate change goals (Consistent with Action Item 164 - Reduce Impacts of Global Warming);
  - o Support any opportunity for sites to reduce parking requirements.
- Insert new action item aft Action Item 22 to state: "Plan for downtown growth. Plan and zone for the downtown and the university to grow in both residential and employment density as fast as the region's growth or faster." Downtown is a special part of the transportation network as the one part of the city that can reach and be reached by public transportation to and from anywhere in the city that is on public transportation. The existence of the downtown housing and job cluster makes it much easier for job movers and two-earner households to find transit-supportive residential and job locations.
- Update Action Item 26 to include new bullets:

- o "Eliminate the exemption of above-grade parking facilities from FAR." This exemption acts as a form of a parking subsidy.
  - o "Replace existing parking opt-out incentives with other incentives." Current land development code in certain zoning areas (e.g. VMU, UNO, etc.) allows developers to provide less parking by providing affordable housing and other community benefits; other incentives will need to be provided.
- With respect to Action Items 27, 28, and 32, empower staff to set and adjust parking rates as necessary to achieve average occupancy rates no greater than 85 percent per blockface, reflecting a main implementation item in the Downtown Austin Parking Strategy document.
- Update Action Item 28 to state: "Identify and implement geographical Parking and Transportation Management Districts as the preferred method of managing parking demand in excess of on-street parking supply in coordination with local business and neighborhood districts."
- With respect to Action Item 32, develop a detailed curb management plan that allows staff to identify issues and address through a number of options, including flexible designations.
- Develop priorities for locating dockless vehicle parking (including bicycles) within the curb-to-curb spaces (including existing on-street parking spaces) to not reduce available sidewalk space as part of Action Items 32 and 61.
- Amend Policy 1 ("Promote transit-supportive densities along the Transit Priority Network") to direct that all land use processes and decisions adopt minimum targets of transit-supportive densities along the High-Capacity Transit Network appropriate for the transit mode planned. Average densities for the lines should achieve a "High" rating for the immediate portion of the High-Capacity Transit Network and a "Medium-High" rating for the evolving portion of the network, and be based on the recommended density levels in the Puget Sound Transit-Supportive Densities and Land Uses study.
- An action item should be created to create and adopt a comprehensive transit-oriented development strategy for new planning along the entire High Capacity Transit Network, and an indicator showing the progress towards completing those plans. The plan should include developing pedestrian-friendly infrastructure to support walkable neighborhoods near transit.
- Make conforming changes throughout the ASMP.
- Establish indicators and targets for the amount of parking per-capita within ½ mile of the High Capacity Transit Network and Transit Priority Network. Develop targets in cooperation with Capital Metro to advantage parking metrics in Federal Transit Administration grant applications. Create an action item to work with Planning and Zoning Department to develop parking requirements as part of the Land Development Code re-write to achieve targets.

#### Supplying Our Infrastructure

- Update Action Item 65 to state: "Ensure Council Strategic Direction 2023 calls for the construction of all sidewalk segments and address ADA barriers and gaps in the sidewalk system according to the Sidewalk Plan/ADA Transition Plan."

- Update Action Item 72 to state: "Develop a prioritization process for the design and construction of new roadway connections and capacity projects. New roadway capacity projects shall be built only to places entitled or built to transit-supportive densities. New connectivity projects shall include multimodal connectivity. New connections should have a projected decrease in system Vehicle-Miles Traveled (VMT)."
- Revise the text of Action Plan Item 73 to "Develop projects that increase person capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity, but not at the expense of achieving mode share goals. Lane additions and roadway widening along the Transit Priority Network and Bicycle Priority Network must first dedicate space to building that segment of the networks."
- Where right-of-way is constrained, prioritize bicycle and transit improvements over roadway improvements for private automobiles.
- Update the bicycle supply goals to be as ambitious as the Austin Bicycle Master Plan.
- Commit to the proposed Bus Rapid Transit network proposed as part of the Project Connect plan
- Update text regarding Emerging Mobility Solutions (page 128) to state: "Emerging technologies include new modes of vehicular travel, like scooters, connected and automated vehicles, neighborhood electric vehicles, and pedicabs. They also include innovation in operating our transportation network, such as sensors and communication systems." Reflect these changes in Action Items 115-124.
- Establish per-capita VMT as an indicator and develop periodic targets to hit to achieve the 50/50 mode split by the conclusion of the ASMP term.
- Apply indicator/target throughout the ASMP as appropriate.
- Amend Policy 4 ("Increase the person-carrying capacity of the highway system") to state that it is the policy of the City of Austin that all highway improvements that correspond with the Commuter Transit Service should have access for buses that is separate from traffic (e.g. as part of an HOV lane, tolled lane, etc.), that highway entrances and exits be configured to allow the smooth and efficient entrance and exit of Commuter Transit Service near stations, and that this is a top priority when dealing with regional and state transportation agencies.
- Amend Policy 1 ("Give public transportation priority") to give the city traffic engineer authority to initiate a process to dedicate lanes to transit whenever the lane dedication would substantially improve the efficiency of moving people through a corridor. The traffic engineer shall give notice to City Council on the proposed dedication and give Council 90 days to overrule the dedication, and may otherwise move forward with the dedication. (This process is similar to the bike lane dedication process.)
- Develop an action item to create the framework and metrics for periodic review of corridors on the High Capacity Transit Network and initiation of lane dedication.
- Amend Policy 4 ("Invest in a high-capacity transit system") to state that it is the City of Austin's policy to pursue any and all funding opportunities to make effective investments in high-capacity transit systems.

- Add an action item for ATD to work with Capital Metro to determine the investment required to achieve mode split goals by the conclusion of the ASMP term.
- Amend Policy 4 ("Invest in a high-capacity transit system") and the Public Transportation System Map (pg. A16) to designate the "Dedicated Transit Pathway" network as the "High Capacity Transit Network (immediate)" and incorporate the "BRT-lite" network into the High Capacity Transit Network as the "High Capacity Transit Network (evolving)". While the immediate part of the network is the highest priority for investments and planning, the evolving part of the network is also a high priority.
- State that it is city policy that the High Capacity Transit Network (Evolving) lines be transitioned to full dedicated-pathway status with high service-level Bus Rapid Transit by the completion of the ASMP term (2039). This policy should guide actions to identify opportunities both immediate (e.g. re-stripping lanes downtown to be dedicated transit pathways) and longer-term (e.g. future bond issues or federal funding applications). Land use planning should also anticipate the future complete High Capacity Transit Network and plan transit-supportive development appropriate to a Bus Rapid Transit along the network corridors.
- Make conforming changes throughout the ASMP.

#### Operating Our Transportation Network

- Update Action Item 132 to state: "Develop guidance, evaluate, and implement pedestrian crossing improvements, including leading pedestrian intervals and pedestrian scrambles at signalized intersections with high pedestrian volumes and signalized crossings at areas with high potential for pedestrian crossings."

#### Protecting Our Health and Environment

- Move away from "level of service" language in Action Item 159 - Walkability and Bikeability Evaluations. Focus on separate evaluations for roadway segments and for intersections treatments.
- Update Action Item 164 from "Reduce impacts of global warming" to "Require compliance with the Austin Climate Protection Plan." Description should include "Require and enforce policy and planning as necessary to reach the outcomes and objectives of the Austin Climate Protection Plan."
- Remove SH45SW highway improvements, the MoPac South Express Lanes, the expansion of Escarpment Blvd, and the extension of South Bay Lane.

#### Supporting Our Community

- Before Action Item 207, insert a new accessibility action item that states: "Complete Accessibility: Accessibility in transportation shall include all modes at all hours of the day and night."

#### Implementing Our Plan

- As part of Action Item 234, require that the updated Transportation Criteria Manual reflect the following goals:



- o Transportation Impact Analyses should focus less on peak 15-minute period traffic congestion and more on aligning with larger plans and goals, such as the ASMP, Vision Zero, active transportation plans and goals, and Capital Metro operating and capital plans;
  - o Specifically, remove intersection level of service (LOS) as a metric and include VMT per person-trip and target mode share as replacements to better align analyses with the City's goals;
  - o Change the language of these analyses to reflect person trips and not vehicle trips;
  - o Create and/or adopt a person trip generation model specific to the City of Austin that includes the specific context of the development and location and has as its major output person trip generation by mode;
  - o In the event that any parking requirements are maintained, create a parking generation model specific to the City of Austin that includes the specific context of the development and location;
  - o Incentivize low VMT per person-trip and high non-SOV mode share developments;
  - o Re-examine the Rough Proportionality and cost-sharing requirements to more directly reflect the impact of the development and not the cost of historical infrastructure;
  - o Focus on Transportation Demand Management (TOM) strategies rather than supply-side improvements (LOS analysis);
  - o Develop TOM standards for development that focus on the inclusion of TOM elements rather than trip reduction results;
  - o Develop a TOM model specific to the City of Austin that predicts the impacts of TOM strategies.
- Expedite development review for projects strongly align with Austin Strategic Mobility Plan goals.

Date of Approval: March 18, 2019

Record of the vote: 7-0-1 with Commissioner Davis abstaining and Commissioners Blume and Reyna absent.

Attest:



Jim Dale, Executive Staff liaison



## PLANNING COMMISSION RECOMMENDATION 20190326-C-16

Date: March 26, 2019

Subject: Austin Strategic Mobility Plan

Motioned By: Anderson

Seconded By: Schneider

### Recommendation

To grant Staff's recommendation, as amended.

### Description of Recommendation to Council

*Please see attachment.*

### Vote: 11-0

For: Vice-Chair Kazi, and Commissioners Anderson, Flores, Howard, DeHoyosHart, Kenny, McGraw, Schissler, Schneider, Seeger and Thompson.

Against:

Abstain:

Absent: Chair Shieh and Commissioner Shaw

Attest:

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Andrew Rivera  
Commission Liaison

## PLANNING COMMISSION ADOPTED AMENDMENTS TO THE AUSTIN STRATEGIC MOBILITY PLAN

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner DeHoyosHart to Update Parking Policy 2: Remove Parking Requirements: Remove parking minimums from the land development code (except for accessibility requirements) to end subsidies for non- sustainable trip options, improve affordability and reduce impervious cover. Amendment adopted on a vote of 9-2. Commissioners McGraw and Seeger voted. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Seeger to amend Policy 4 ("Invest in a high-capacity transit system") and the Public Transportation System Map (pg. A16) to designate the "Dedicated Transit Pathway" network as the "High Capacity Transit Network (immediate)" and incorporate the "BRT-lite" network into the High Capacity Transit Network as the "High Capacity Transit Network (evolving)". While the immediate part of the network is the highest priority for investments and planning, the evolving part of the network is also a high priority.

State that it is city policy that the High Capacity Transit Network (Evolving) lines be transitioned to full dedicated-pathway status with high service-level Bus Rapid Transit by the completion of the ASMP term (2039). This policy should guide actions to identify opportunities both immediate (e.g. re-striping lanes downtown to be dedicated transit pathways) and longer-term (e.g. future bond issues or federal funding applications). Land use planning should also anticipate the future complete High Capacity Transit Network and plan transit-supportive development appropriate to a Bus Rapid Transit along the network corridors. Make conforming changes through the ASMP. Amendment adopted on a vote of 11-0. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner DeHoyosHart, seconded by Commissioner Howard to include the [Austin Community Climate Plan](#) as a source for the ASMP and include Civil Rights Act SEC. 601. *No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.* Amendment adopted on a vote of 11-0. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Schissler, seconded by Commissioner Seeger to state that it is city policy that the High Capacity Transit Network (Evolving) lines be transitioned to full dedicated-pathway status with high service-level Bus Rapid Transit by the completion of the ASMP term (2039). This policy should guide actions to identify opportunities both immediate (e.g. re-striping lanes downtown to be

dedicated transit pathways) and longer-term (e.g. future bond issues or federal funding applications). Land use planning should also anticipate the future complete High Capacity Transit Network and plan transit-supportive development appropriate to a Bus Rapid Transit along the network corridors. Make conforming changes through the ASMP. Amendment adopted on a vote of 10-0. Commissioner McGraw abstained. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment, as amended, by Commissioner Anderson, seconded by Commissioner Thompson to add with respect to Action Items 27, 28, and 32, empower staff to set and adjust parking rates as necessary to achieve average occupancy rates no greater than 85 percent per blockface, reflecting a main implementation item in the Downtown Austin Parking Strategy document. Potentially as part of a parking benefit district program as appropriate. Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment, as amended, by Commissioner Flores, seconded by Commissioner Anderson to add Sidewalk Construction – Ensure Council Strategic Direction 2023 achieves Action Item #65 (Sidewalk Construction); Sidewalk Plan – Expand Sidewalk Plan / ADA Transition Plan to fund all missing sidewalks in the City and Sidewalk Obstructions – Achieve Action Item #69 (Vegetative Obstruction and Removal Program) within 3 years and develop policies to ensure motor vehicles do not obstruct the pedestrian right of way. Educate property owners regarding regulations and their responsibilities to maintain portions of the ROW. Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Howard, seconded by Commissioner Kenny to strengthen policy to facilitate transit-supportive density along the Transportation Priority Network and high-capacity transit routes. Amendment adopted on a vote of 8-2. Commissioner McGraw and Seeger voted nay. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Schneider, seconded by Commissioner McGraw to add Government employer TDM Strategies: Seek partnerships with various federal and state government agencies and universities that are major employers within the city limits to develop pilots and demonstration projects that encourage telework, transit, and other modes and disincentivizes employees to drive alone. Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Anderson, seconded by Commissioner Howard to 1. Implement NACTO “critical” recommendations for safe design speeds (with relevant PAC and UTC recommendations). 2. Require Transportation Safety Impact Assessments for infrastructure and development projects (with relevant PAC and UTC recommendations). Design for 35 MPH. Design Speeds – Target design speeds should not exceed 35 mph. Speed Management – Prioritize Action Item #9 (Speed Management Guidelines)

and implement it as soon as possible. Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner Seeger to change to two lane road with bike/pedestrian way through the Muny golf course. Amendment adopted on a vote of 9-1. Commissioner McGraw voted nay. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Thompson to 1. Strengthen policy to facilitate transit-supportive density along the Transportation Priority Network and high-capacity transit routes. 2. Provide specificity to action item for Land Development Code updates for transit-supportive density. 3. Provide specificity to action item for corridor-based land use planning. 4. Create action item for updates to downtown and UNO plans. 5. Create action item to implement comprehensive transit oriented development (TOD) strategy. 6. Create indicator and target on progress in planning transit-supportive density / transit-oriented development around high-capacity transit lines. 7. Revise explanation of transit-supportive densities to reflect federal grant benchmarks and evidence-based practices. Amendment adopted on a vote of 8-0. Commissioner McGraw and Seeger abstained. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner Anderson to strategically provide new roadway connections and add capacity for vehicles. Identify and develop project that, while helping meet our mode share goals, increase vehicle capacity on our roadway system at strategic locations to manage congestions, facilitate emergency response, and prioritize connectivity of our streets for the common good over grid rupture for the benefit of the few. Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Anderson, seconded by Commissioner Kenny to include Update Action Item 28 to state: "Identify and implement geographical Parking and Transportation Management Districts as the preferred method of managing parking demand in excess of on-street parking supply in coordination with local business and neighborhood districts." Establish indicators and targets for the amount of parking per-capita within ½ mile of the High Capacity Transit Network and Transit Priority Network. Develop targets in cooperation with Capital Metro to advantage parking metrics in Federal Transit Administration grant applications. Create an action item to work with Planning and Zoning Department to develop parking requirements as part of the Land Development Code re-write to achieve targets. Amendment adopted on a vote of 9-0. Commissioner McGraw abstained. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Vice-Chair Kazi to Amend Policy 3 ("Increase the person-carrying capacity of the highway system") to state that it is the policy of the City of Austin that all highway improvements that correspond with the Commuter Transit Service should have access for buses that is separate from traffic (e.g. as part of an HOV lane, tolled lane, etc.), that highway entrances and exits be configured to allow the smooth and efficient entrance and exit of Commuter Transit Service near stations, and that this is a top priority when dealing with regional and state transportation agencies. Remove SH 45 Southwest from the map, currently unbuilt portion. Action item to oppose state or regional authority efforts to expand or connect SH45. Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner McGraw to add an action item to 4. Strengthen ASMP direction to minimize curb cuts as sites are developed/redeveloped (with relevant UTC recommendation). Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Thompson to develop an action item to create the framework and metrics for periodic review of corridors on the High Capacity Transit Network and initiation of lane dedication. Amendment adopted on a vote of 8-0. Commissioner McGraw abstained. Commissioner Flores off the dais. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner Kenny to Change Metric: Years to complete and Capital Scenario. Clarify the use of fee-in-lieu in neighborhoods to effectively require sidewalks and redirect new funds quickly to appropriate locations. Clarify citizen participation. Amendment adopted on a vote of 9-0. Commissioner DeHoyosHart off the dais. Commissioner Seeger off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner McGraw, seconded by Commissioner Thompson to coordinate with trash providers and pickup locations (re: subdivision and resubdivision) so that changes do not make trash pickup more detrimental to transportation modes. Amendment adopted on a vote of 10-0. Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Anderson, seconded by Commissioner Kenny to adopt the following:

Coordinate with City departments and external stakeholders to update the Transportation

Criteria Manual. Including,

1. Transportation Impact Analyses should focus less on peak 15-minute period traffic congestion and more on aligning with larger plans and goals, such as the ASMP, Vision Zero, active transportation plans and goals, and Capital Metro operating and capital plans;



2. Specifically, remove intersection level of service (LOS) as a metric and include VMT per person-trip and target mode share as replacements to better align analyses with the City's goals;
3. Change the language of these analyses to reflect person-trips and not vehicle trips;
4. Create and/or adopt a person- trip generation model specific to the City of Austin that includes the specific context of the development and location and has as its major output person trip generation by mode;
5. In the event that any parking requirements are maintained, create a parking generation model specific to the City of Austin that includes the specific context of the development and location;
6. Incentivize low VMT per person-trip and high non-SOV mode share developments;
7. Re-examine the Rough Proportionality and cost-sharing requirements to more directly reflect the impact of the development and not the cost of historical infrastructure;
8. Focus on Transportation Demand Management (TDM) strategies rather than supply-side
9. improvements (LOS analysis);
10. Develop TDM standards for development that focus on the inclusion of TDM elements rather than trip reduction results;
11. Develop a TDM model specific to the City of Austin that predicts the impacts of TDM strategies.

Amendment adopted on a vote of 8-2. Commissioner McGraw and Seeger voted nay. Commissioners Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner McGraw, seconded by Commissioner Kenny to evaluate current new additions to the city, their access to businesses without always driving and the potential for complete communities. Revise codes to ensure that goals are being met and Austin is not simply fostering more single use use sprawl and unwalkable neighborhoods to be built on the fringes of the city. Amendment adopted on a vote of 9-0. Commissioner Schissler abstained. Commissioners Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Anderso to revise the text of Action Plan Item 73 to "Develop projects that

increase person capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity, but not at the expense of achieving mode share goals. Lane additions and roadway widening along the Transit Priority Network and Bicycle Priority Network must first dedicate space to building that segment of the networks." Where right-of-way is constrained, prioritize bicycle and transit improvements over roadway improvements for private automobiles. Amendment adopted on a vote of 10-0. Commissioners Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Flores to amend Policy 4 ("Invest in a high-capacity transit system") to state that it is the City of Austin's policy to pursue any and all funding opportunities to make effective investments in high-capacity transit systems. Amendment adopted on a vote of 8-1. Commissioner McGraw voted nay. Commissioner Seeger abstained. Commissioners Commissioner DeHoyosHart off the dais. Chair Shieh and Commissioner Shaw absent.