

1. **Chapter 3.3., Policy 4 (Supply Our Transportation Infrastructure, Public Transportation System, Invest in a High-Capacity Transit System), page 100**

Amend staff recommendation B-3

"...For the BRT Light corridors in the Project Connect Long Term Vision Plan that are not slated for dedicated transit pathways in the near-term, we must continue to advance the levels of transit service, such as by increasing frequency to less than 15 minutes **on both weekdays and weekends** and by providing high-capacity vehicles, ~~in order to have a complete high-capacity transit system in the long-term.~~ Opportunities to make near-term operational improvements, such as designating transit-only lanes, should be made while pursuing longer-term opportunities to operate transit in dedicated pathways in the future in order to have a complete high-capacity transit system by 2039." **We should commit to evaluating opportunities to make near-term operational improvements, including the full range of transit enhancement treatments, while pursuing longer-term opportunities to incrementally transition to operating transit in dedicated pathways in the future when transit service levels justify such a transition, in order to have a complete high-capacity transit system by 2039.**

2. **Page 102 – Policy 6 Improve the Public Transportation Experience**

In order to attract and retain public transportation riders, it is important that the City of Austin and its public transportation providers create a transportation service that can rival the comfort and convenience of individual automobiles. During the Connections 2025 planning effort, a survey of riders conducted found that the second highest reason riders use Capital Metro was because it is more enjoyable than driving. What makes a transit rider's experience more enjoyable is influenced by many factors, from the time traveling to the time waiting. The City of Austin and public transportation providers must emphasize quality experiences at stops and stations, in addition to frequent service, travel time, and reliability, and safe, comfortable roadway pavement conditions in order to grow the number of public transportation users. There are a variety of services and facilities that the public transportation system should offer to make the system appealing. Public transportation stops and stations should be well lit, and they should be safe, accessible and well-connected to the surrounding transportation network. Public transportation vehicles, stops and the areas surrounding stops should be clean, and the local streetscape should welcome people. Stops and stations should provide shade and a place to sit as people wait for their ride. Information, such as when vehicles are expected to arrive or how riders should pay their fare, should be provided in a clearly visible location. All of these factors are important to achieve the best overall public transportation experience.

3. Timetable for implementation of bike facilities.

Modify Action Item 95 (Construct bicycle facilities) by adding the following sentences:
"Establish new timetables for implementation of facilities recommended in the Bicycle Plan. Prioritize build-out of the all ages and abilities network, and identify funding amounts currently needed for timely completion."

Adler → captured on Adler's motion sheet.

4. Bicycle and pedestrian detours during construction projects.

Modify Action Item 139 (Multimodal temporary traffic controls) by adding the following sentence: "Incorporate bicycle and pedestrian detours as a requirement within the scope of work for all projects that affect bicycle routes and any multi-use trails, ~~if the~~ *within the* cost of those detours would add less than 20% of the project costs. ~~is~~ *revised* ~~established~~ *established & set forth* in the Transportation Criteria Manual."

*Adler ↑
p. 70 except*