RESOLUTION NO.

- WHEREAS, railroad crossings can present a special hazard for conveyances with narrow wheels, including bicycles, wheelchairs, pedicabs, and scooters when crossings are made that catch wheels or force an individual into motor vehicle lanes to cross tracks at a safe (more perpendicular) angle; and
- WHEREAS, the City of Austin Bicycle Advisory Council (BAC) recognized this public safety hazard and unanimously recommended safety improvements to allow bicyclists and individuals of all ages and abilities to be able to cross railroad tracks at a safe angle without entering motor vehicle lanes at the October 16, 2018 BAC meeting; and
- WHEREAS, the City of Austin Pedestrian Advisory Council (PAC)
 recognized this public safety hazard and unanimously forwarded to Council a
 recommendation for safety improvements at railroad crossings at the August 5, 2019
 PAC meeting; and
- WHEREAS, the Bike Austin, Walk Austin, and ADAPT have endorsed these recommendations; and
- WHEREAS, the 2016 Mobility Bond dedicates \$37.5 million for improvements to sidewalks; and
 - WHEREAS, the Americans with Disabilities Act (ADA) Transition Plan includes rehabilitation, ramps, bus stops, and vegetation clearing, as well as new sidewalk construction and ADA compliant accessibility throughout the City's sidewalk network; and
- WHEREAS, the American Association of State Highway and Transportation
 Officials (AASHTO) have published specifications providing best practices and
 guidelines to address railroad crossings; NOW, THEREFORE,

26 BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

- The City Manager is directed to review railroad crossings to be considered for improvements including but not limited to the following:
- Vinson Drive/Emerald Forest near St. Elmo
- West Mary Street near Evergreen
- Rosewood Avenue near the Pleasant Valley underpass
- North and Southbound MOPAC frontage road between Gracy Farms Lane
 and Park Bend Road at the Red Line; and
- Stassney Lane near Akins High School
 - 4th and Guadalupe bus stop at nearby track along access route
- 36 The City Manager shall make determinations of appropriate improvements best
- suited to the condition, such as creating a separate path or widened shoulder, use of
- 38 compressible flangeway fillers, or if possible for abandoned tracks, rail removal or
- 39 other mitigation identified by staff.

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BE IT FURTHER RESOLVED:

- The City Manager is directed to review the above-identified crossings and
- other railroad crossings in the City, provide a determination of whether the
- crossing is safe or has challenges, prioritize those with challenges, and determine
- 44 what mitigation is needed to make the challenged crossings safe, including cost
- estimates for needed mitigation as well as seeking cooperation and potential
- partnerships with owners of rights of way, CapMetro, and other regional partners
- that can participate in identifying and allocating necessary funds.

BE IT FURTHER RESOLVED:

The City Manager is directed to report back to Council, December 5, 2019, 49 findings as well as opportunities to incorporate crossing improvements as part of 50 other public work and transportation project implementation. For crossings 51 without opportunities to coordinate with current projects, maintain a list of these as 52 part of ongoing needs to be addressed either through future budget considerations, 53 future CIP/Transportation/Public Works projects or in coordination with railroad 54 crossing improvement projects initiated by owners of the right of way. 55 56 57 58 **ADOPTED**: ______, 2019 ATTEST: 59 Jannette S. Goodall 60 City Clerk

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