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WHEREAS, the average American family spends more on transportation-related expenses than all other types of expenses except housing; and

WHEREAS, Black, Latinx, lower-income, immigrant, and differently-abled residents have disproportionately lower access to car ownership; and

WHEREAS, between 2012 and 2019, an average of 79 people died each year using Austin’s transportation system, accounting for a total of 635 victims, 210 of whom were pedestrians; and

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20 **WHEREAS**, the Austin Strategic Mobility Plan (ASMP) (2019) calls for a 50/50
21 mode share whereby 50 percent of commutes are made in ways other than driving alone
22 and envisions completing the Bicycle, Sidewalk, and Urban Trails Plans by 2039; and

23 **WHEREAS**, the ASMP directs transportation decisions to be centered on equity,
24 including a policy to “partner with the public and private sectors to expand and improve
25 mobility solutions for historically underserved communities”; and

26 **WHEREAS**, the Vision Zero Action Plan (2016) sets the goal of eliminating
27 traffic deaths and serious injuries by 2025; and

28 **WHEREAS**, the Austin Sidewalk Plan/ADA Transition Plan (2016) sets a target
29 to “address all very high and high priority sidewalks within one-quarter mile of all
30 identified schools, bus stops, and parks” by constructing sidewalks at a rate of 39 miles
31 per year; and

32 **WHEREAS**, the Austin Bicycle Plan (2014) sets the goal of implementing, by
33 2025, 80 percent of an all-ages-and-abilities bicycling network to increase ridership,
34 improve safety, and provide equitable access; and

35 **WHEREAS**, the Austin Community Climate Plan (2015) set the goal of reaching
36 net-zero community-wide greenhouse gas emissions by 2050; and

37 **WHEREAS**, Council’s Strategic Direction 2023 has as one of its mobility goals
38 to: “Provide equitable access to multimodal transportation choices to link people to
39 opportunities, such as education, healthcare, healthy food including community

amenities such as grocery stores, open space, and jobs, especially in historically underserved and underrepresented communities”; **NOW, THEREFORE,**

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

This resolution is intended to be the contract with the voters to use the bond funds from the November 2020 general obligation bond election for enhanced funding for the following active transportation improvements identified in the Austin Strategic Mobility Plan:

- Sidewalks: high- and very-high priority sidewalk segments and address ADA barriers and gaps in the sidewalk system
- Safe Routes to Schools Plans
- Bikeways: All Ages and Abilities bicycle facilities, including the Bicycle Priority Network
- Urban Trails: Tier I urban trails and identify alignments and develop designs for Tier II urban trails
- Safety/Vision Zero: Projects that reduce conflicts and improve safety for all users on the High-Injury Network and at high-risk locations by systematically implementing both major reconstruction and rapid implementation of low-cost, high-impact engineering countermeasures
- Transit Enhancement Program: Projects that improve the speed and reliability of public transportation service on the Transit Priority Network

- Neighborhood Partnering Program: Active transportation mobility projects that leverage community-led partnerships.

BE IT FURTHER RESOLVED:

The City Manager is directed to work with neighborhood groups throughout the City in implementing small and medium-sized transportation infrastructure projects, on the City's right of way or on the City-owned land, in an effort to reduce the City's cost of funding transportation infrastructure projects with proceeds of general obligation bonds and notes. The methods of cost-sharing that may be considered include, but are not limited to, cash contributions, in-kind services and donated labor (sweat equity).

BE IT FURTHER RESOLVED:

The City Manager is directed to implement roadway projects in furtherance of the goals set forth in the Austin Transportation Transit Enhancement Program to facilitate vehicular and pedestrian mobility, in an effort to access to the citizens of Austin, increase transportation speed in an effort to reduce traffic delays, and which promote public safety and reliability in the use of roadways in the City. Projects that may be implemented with proceeds of general obligation bonds and notes include, but are not limited to, signage, striping and concrete and intersection improvements to enhance bus operations on City roadways; designing and installing special traffic signals to expedite bus movement on City roadways and to enable buses to more easily merge, turn or travel through City roadway intersections; roadway improvements to

optimize bus stop design and usage in mitigating traffic delays; construction of vehicular transit priority lanes on City roadways; develop and construct shared bus-bike lanes on City roadways; develop and construct contraflow bus lanes on City roadways; and provide enhanced roadway markings for bus-only lanes on City roadways.

BE IT FURTHER RESOLVED:

The funding shall be used in a manner that provides equitable access to multimodal transportation choices to link people to opportunities, such as education, healthcare, healthy food including community amenities such as grocery stores, open space, and jobs, especially in historically underserved and underrepresented communities

BE IT FURTHER RESOLVED:

The City Manager is directed to develop recommendations for implementation of these proposals in manner that prioritizes investments in traditionally underserved communities, communities of color, low-income communities, and other vulnerable communities; and anticipates unintended consequences that may disproportionately affect historically underserved and underrepresented populations and proactively mitigates these effects.

BE IT FURTHER RESOLVED:

Council contracts with the voters to use these bond funds, to the extent possible, within six years of the first project being approved by Council.

BE IT FURTHER RESOLVED:

Council contracts with the voters to adopt guidelines for the implementation of this bond program in a manner that maximizes opportunities for local hiring, apprenticeships, and other workforce development activities in traditionally underserved communities, communities of color, low-income communities, and other vulnerable communities.

BE IT FURTHER RESOLVED:

Council contracts with the voters to adopt guidelines for implementation of the projects funded with these bond funds that maximizes opportunities for integration of green infrastructure and increasing the urban tree canopy.

ADOPTED: _____, 2020

ATTEST: _____

Jannette S. Goodall
City Clerk