

ID	Recommendation	Staff Response	Notes
UTC-1	NOW, THEREFORE, BE IT RESOLVED the UTC recommends that the City Council adopt the Austin Core Transportation plan; and	Staff does not oppose.	
UTC-2	BE IT FURTHER RESOLVED that the Urban Transportation Commission recommends the Austin Core Transportation Plan prioritizes the needs of pedestrians, cyclists, and non-car modes of transportation throughout the downtown area over car volume throughput; and	Staff supports elements of this change.	The ACT Plan recommends projects that address ASMP goals and major outcomes in the plan, such as prioritizing Safety, Climate, and Mode Share goals, by allocating more space to pedestrians through wider sidewalks, tree zones and shorter crossings, providing bicycle facilities in at least one direction on almost every street, and prioritizing transit with transit-only lanes. While the ACT Plan strongly supports increased infrastructure for pedestrians, cyclists, and transit users, it also recognizes the need to manage downtown traffic operations holistically, including maintaining essential vehicle access into and out of downtown by preserving vehicle capacity at constrained intersections at the gateways to downtown.
UTC-3	BE IT FURTHER RESOLVED, that the UTC recommends the ACT plan continue the protected bike lane on Red River Street from 7th Street to 12th Street, as contemplated by the 2023 Bicycle Plan and the active project listed in the 2025 Local Mobility Annual Plan, to ensure a continuous protected bicycle facility that connects with the protected bike lanes on Robert Dedman Drive; and	Staff supports elements of this change.	<p><u>See Amendment Log ID 1</u></p> <p>The 2025 Local Mobility Annual Plan identifies Red River Street as a potential Bikeways Project from 15th Street to Cesar Chavez Blvd, however, the LMAP does not prescribe the type of bicycle facility. A public process is required to determine whether any changes are made to the street as well as the design of the improvement. A protected bicycle lane would require the removal of parking on one or both sides of the street along constrained blocks. Improvements that allow bicycles to share travel lanes with vehicles safely without removing parking/loading is another feasible outcome.</p> <p>The ACT Plan long-term vision for Red River Street recommends providing a consistent cross-section along the entire corridor that prioritizes curb access to support business activity, especially in the Red River Cultural District, wide sidewalks with tree and furniture zones on both sides of the street, one travel lane in each direction and left turn lanes at intersections. The long-term vision recognizes the need to accommodate bicycles and micromobility safely and would not preclude the City's ability to implement short-term solutions to support bicycles while balancing the needs of the corridor. Should a large-scale capital improvement project for Red River Street be initiated in the future, a project development process would be used to determine the exact design block-by-block, which can include bicycle improvements.</p> <p>Furthermore, the ACT Plan also recognizes San Jacinto Blvd, Trinity Street, the Sabine Street Promenade, the Waterloo Greenway, and I-35 shared-use paths as north-south protected bicycle lanes on the east side of downtown.</p>

ID	Recommendation	Staff Response	Notes
UTC-4	BE IT FURTHER RESOLVED that the UTC recommends additional one-way to two-way conversions on 5th Street, 6th Street, and other streets as is feasible; and	Staff supports elements of this change	<p>The ACT Plan includes select one-way to two-way street conversions as part of its broader strategy to enhance multimodal connectivity and improve downtown circulation. For example:</p> <ul style="list-style-type: none"> - 7th Street from San Jacinto Blvd to I-35 - Brazos Street from 11th Street to 6th Street - 9th and 10th Streets from Guadalupe St to I-35 <p>However, while the ACT Plan does not currently recommend additional conversions for 5th and 6th Streets, it recognizes the importance of balancing multimodal priorities with operational needs, access management, and broader downtown transportation goals. The ACT Plan evaluated every street downtown and determined that in order to serve vehicle travel demand to and from I-35 and Mopac, 8th, 6th, and 5th Streets must remain one-way. Both 5th and 6th Streets have been designed to facilitate northbound and southbound ramps to and from Mopac, including the future Mopac South Managed Lanes. Two-way conversions would require a reconfiguration of these ramps and the overpass to Lake Austin Blvd. Furthermore, transit-only lanes are proposed in one out of the three travel lanes on both streets connecting to and from Guadalupe Street. 8th Street is being converted from one-way westbound to one-way eastbound to access the new two-lane northbound ramp to I-35, replacing the current one-way eastbound access from 7th Street. 8th Street is also envisioned to serve future high-frequency transit in one out of the three eastbound travel lanes. Converting 5th, 6th, and 8th Streets to two-way would limit vehicle access to and from I-35 and Mopac and impact transit.</p> <p>Additionally, during Phase 2 Public Engagement feedback on two-way conversions found a slight preference for converting every street to two-way, but not at the expense of transit and bicycle improvements.</p> <p>Lastly, data show nearly 20% of vehicles on 6th Street pass through downtown from I-35. The ACT Plan recommendation to maintain two westbound travel lanes supports that travel pattern. A two-way conversion would limit the amount of vehicles accessing and passing through downtown from 6th Street at I-35 without increasing the number of lanes.</p>
UTC-5	BE IT FURTHER RESOLVED that the UTC recommends quick build options at a lower cost for more facilities in the short term to improve current conditions until more funding becomes available for full street rebuilds; and	Staff does not oppose.	The ACT Plan includes a section called Considerations for Phased Implementation on page 108 that discusses short-term cost effective solutions in advance of implementing the ultimate vision, including pilot projects.
UTC-6	BE IT FURTHER RESOLVED that the UTC recommends that street trees and other shade structures be emphasized as crucial transportation infrastructure throughout the boundaries of the ACT Plan; and	Staff does not oppose.	Every ACT Plan project recommends allocating space in the right of way to street trees to support continuous shade canopy.

ID	Recommendation	Staff Response	Notes
UTC-7	BE IT FURTHER RESOLVED, that the UTC recommends that the ACT Plan includes a robust parking management strategy that aligns with the goals of the ASMP, and recent council resolutions that seek to limit the growth of additional new parking downtown; and	Staff does not oppose.	<p>The ACT Plan evaluated the right-of-way from property line to property line to develop typical cross-sections for every street. The plan recommends removing on-street parking on most east-west streets in order for street trees and bicycle facilities to be included while also balancing the number of travel lanes. The ACT Plan recognizes that parking and loading spaces must be carefully considered in the design of these streets to allow curb insets into the bicycle facility and tree/furniture zones and that spaces will need to be prioritized along adjacent north-south streets. Furthermore, the ACT Plan recognizes Curb Management as an important strategy on page 97 to make the most efficient use of limited curb space. Additionally, the ACT Plan recognizes that travel lanes may be flexibly managed on page 98 to serve different uses at different times of the day, including for parking and loading. The reduction of on-street parking may increase the demand and utilization of off-street parking, however, the ACT Plan does not focus on parking management strategies for off-street parking.</p> <p>Additionally, outside of the ACT Plan, other City initiatives may provide an appropriate opportunity to further discuss parking management strategies, such as a Curb Management Study that is about to begin and the update to the Downtown Austin Plan.</p>
UTC-8	BE IT FURTHER RESOLVED that the UTC recommends an implementation timeline that coincides with those of the 1-35 Cap and Stitch and Austin Light Rail.	Staff does not oppose.	The ACT Plan includes a hypothetical implementation timeline in the Phasing and Coordination section on page 108 that discusses coordinating with these projects.
DC-1	The Design Commission recommends the Austin Core Transportation Plan to City Council with the following friendly amendments.	Staff does not oppose.	See Amendment Log for amendments supported by staff.
DC-2	Street trees be mandatory in the corridor projects presented in the Austin Core Transportation Plan	Staff does not oppose.	Every ACT Plan project recommends allocating space in the right of way to street trees to support continuous shade canopy.
DC-3	The implementation of the plan shall include the green costs and green infrastructure estimates be part of the base estimates and not a line item	Staff does not oppose.	The ACT Plan includes Class 5 level project cost estimates that include the cost of landscaping, on page 125 under Description of Standard Cost Categories "Landscaping assumes trees are planted every 22 ft with paver grates. No metal grates are included. For areas where the tree zone in our typical section is less than 8 feet wide, structural soil cells are included. If the tree zone is 8 feet or wider, structural soil cells are not necessary."
DC-4	The inclusion of a multimodal transportation plan in and out of the urban core to the surrounding communities.	Staff does not oppose.	The Austin Strategic Mobility Plan (ASMP) serves as the citywide multimodal transportation plan and identifies the long-term vision for mobility in the communities surrounding downtown. The ASMP includes many improvements in and out of the urban core. Additionally, Small Area Mobility Plans are opportunities to further evaluate the needs of the community at a more focused geographic scale, like the ACT Plan. The I-35 Equitable Mobility Study is envisioned to serve as a Small Area Mobility Plan for communities along the downtown segment of I-35 Capital Express project to further identify improvements to and through the proposed Caps & Stitches.
DC-5	Projects in the Austin Core Transportation Plan be brought to the Design Commission.	Staff does not oppose.	The Design Commission will be included in future project development activities for projects in the ACT Plan
PC-1	Include all UTC recommendations	Staff does not oppose.	See responses to UTC recommendations UTC-1 through UTC-8

ID	Recommendation	Staff Response	Notes
PC-2	Include the below Design commission recommendations: <ul style="list-style-type: none"> • Street trees be mandatory in the corridor projects presented in the Austin Core Transportation Plan • The implementation of the plan shall include the green costs and green infrastructure estimates be part of the base estimates and not a line item 	Staff does not oppose.	See responses to Design Commission recommendations DC-2 and DC-3
PC-3	General recommendation to staff to consider how the plan's vision for 6th street can also meet the revitalization and safety goals for Old 6th Street, another City of Austin priority	Staff does not oppose.	<u>See Amendment Log ID 2</u> The base recommendation for 6th Street in the ACT Plan proposes a balanced approach to the many needs competing for space in the limited 80 feet of right-of-way. Due to the current demand and future desire to serve bicycle and micromobility devices to and through 6th Street, staff recommends providing protected bicycle facilities in both directions. However, through the project development process, multiple alternatives are being considered and specific design considerations for passenger loading/unloading and deliveries will be evaluated block by block to ensure all desired uses can co-exist in the street.
PC-4	ACT plan to prioritize key facilities (including bus lanes, bicycle lanes in both directions, trees, two-way vehicle flow, and on-street parking) above more than one vehicle lane in each direction	Staff supports elements of this change.	The ACT Plan recommends projects that address ASMP goals and major outcomes in the plan, such as prioritizing Safety, Climate, and Mode Share goals, by allocating more space to pedestrians through wider sidewalks, tree zones and shorter crossings, providing bicycle facilities in at least one direction on almost every street, and prioritizing transit with transit-only lanes. While the ACT Plan strongly supports increased infrastructure for pedestrians, cyclists, and transit users, it also recognizes the need to manage downtown traffic operations holistically, including maintaining essential vehicle access into and out of downtown by preserving vehicle capacity at constrained intersections at the gateways to downtown.
PC-5	General recommendation to make reference to Cap Metro's Transit Enhancement Infrastructure Report	Staff does not oppose.	The Transit Enhancement Infrastructure Report was developed by City staff, in coordination with CapMetro, to identify transit infrastructure improvement projects within the city of Austin. Reference to this report and the associated recommended improvements found downtown were included on page 88 under Transit System Improvements.
PC-6	Approve the ACT Plan, as amended	Staff supports elements of this change.	See Amendment Log for amendments supported by staff.
JSC-1	NOW, THEREFORE, BE IT RESOLVED the Joint Sustainability Committee recommends that the City Council adopt the Austin Core Transportation plan; and	Staff does not oppose.	
JSC-2	BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends the Austin Core Transportation Plan prioritizes the needs of pedestrians, cyclists, and non-car modes of transportation throughout the downtown area over car volume throughput; and	Staff supports elements of this change.	See response to UTC Recommendation UTC-2

ID	Recommendation	Staff Response	Notes
JSC-3	BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends the ACT plan include protected bike lanes in both directions on all downtown streets; and	Staff supports elements of this change.	See response to UTC Recommendation UTC-2
JSC-4	BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends the ACT plan continue the protected bike lane on Red River Street from 7th Street to 12th Street, as contemplated by the 2023 Bicycle Plan and the active project listed in the 2025 Local Mobility Annual Plan, to ensure a continuous protected bicycle facility that connects with the protected bike lanes on Robert Dedman Drive; and	Staff supports elements of this change.	See response to UTC Recommendation UTC-3 and Amendment Log ID 1
JSC-5	BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends exploring additional one-way to two-way conversions on 5th Street, 6th Street, and other streets as is feasible and beneficial for pedestrian and bike safety; and	Staff supports elements of this change	See response to UTC Recommendation UTC-4
JSC-6	BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends quick build options at a lower cost for more facilities in the short term to improve current conditions until more funding becomes available for full street rebuilds; and	Staff does not oppose.	See response to UTC Recommendation UTC-5
JSC-7	BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends that street trees and other shade structures be prioritized as crucial transportation infrastructure throughout the boundaries of the ACT Plan; and	Staff does not oppose.	See response to UTC Recommendation UTC-6
JSC-8	BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends that low-carbon concrete and other low-carbon materials be used for all construction needed to implement the ACT Plan; and	Staff does not oppose.	The ACT Plan provides a basis for project cost estimates to begin the capital planning and programming process. As projects advance through the project development process cost estimates can be revised to account for materials, including low carbon concrete and other low-carbon materials. Impacts to the total project cost will need to be accounted for in advance of requesting and securing funding for construction.
JSC-9	BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends that the ACT Plan includes a robust parking management strategy that aligns with the goals of the ASMP, and recent council resolutions that seek to limit the growth of additional new parking downtown; and	Staff does not oppose.	See response to UTC Recommendation UTC-7

ID	Recommendation	Staff Response	Notes
JSC-10	BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends an implementation timeline that coincides with those of the 1-35 Cap and Stitch (if approved) and Austin Light Rail.	Staff does not oppose.	See response to UTC Recommendation UTC-8



BOARD/COMMISSION RECOMMENDATION

URBAN TRANSPORTATION COMMISSION

Recommendation Number 20250304: Austin Core Transportation Plan

WHEREAS, the Austin Core Transportation Plan seeks to create a cohesive and adaptable transportation framework that addresses the unique mobility challenges of downtown Austin while building on previous downtown planning efforts and integrating upcoming major infrastructure projects like I-35 Capital Express Central and Project Connect; and

WHEREAS, the Downtown street network is 1% of Austin's overall network but accounts for 12% of all pedestrian crashes and 17% of intersection-related pedestrian crashes; and

WHEREAS, the Austin Strategic Mobility Plan sets a goal of 50% non-single occupancy vehicle mode share by 2039; and

WHEREAS, two-way streets are safer and increase economic activity where conversions are implemented; and

WHEREAS, street trees and additional shade downtown make walking more feasible and can even reduce vehicle speeds; and

WHEREAS, the East side of downtown is not currently slated to have a new on-street, high-quality North-South bicycle facility in the current ACT plan; and

WHEREAS, the Downtown Austin Alliance Downtown Parking Study was created to comprehensively and holistically find parking management solutions to better serve the residents, workers, and visitors of downtown Austin; and

WHEREAS, the Urban Land Institute convened a Technical Assistance Panel focused on reducing the growth of parking downtown, improving management of current parking supply, improving the human experience downtown, and improving other transportation modes; and

WHEREAS, City Council Resolution No. 20240201-054 and corresponding ordinances seek to reduce the overall number of new parking spaces built within downtown Austin and create a more pedestrian-oriented built environment; and

WHEREAS, the future Austin Light Rail and expanded MetroRapid services are projected to carry tens of thousands additional riders into downtown; and

WHEREAS, there are limited resources devoted to transportation infrastructure improvements across the City, with competing priorities, including installing transportation facilities outside of downtown where no current facilities exist; and

NOW, THEREFORE, BE IT RESOLVED the UTC recommends that the City Council adopt the Austin Core Transportation plan; and

BE IT FURTHER RESOLVED that the Urban Transportation Commission recommends the Austin Core Transportation Plan prioritizes the needs of pedestrians, cyclists, and non-car modes of transportation throughout the downtown area over car volume throughput; and

BE IT FURTHER RESOLVED, that the UTC recommends the ACT plan continue the protected bike lane on Red River Street from 7th Street to 12th Street, as contemplated by the 2023 Bicycle Plan and the active project listed in the 2025 Local Mobility Annual Plan, to ensure a continuous protected bicycle facility that connects with the protected bike lanes on Robert Dedman Drive; and

BE IT FURTHER RESOLVED that the UTC recommends additional one-way to two-way conversions on 5th Street, 6th Street, and other streets as is feasible; and

BE IT FURTHER RESOLVED that the UTC recommends quick build options at a lower cost for more facilities in the short term to improve current conditions until more funding becomes available for full street rebuilds; and

BE IT FURTHER RESOLVED that the UTC recommends that street trees and other shade structures be emphasized as crucial transportation infrastructure throughout the boundaries of the ACT Plan; and

BE IT FURTHER RESOLVED, that the UTC recommends that the ACT Plan includes a robust parking management strategy that aligns with the goals of the ASMP, and recent council resolutions that seek to limit the growth of additional new parking downtown; and

BE IT FURTHER RESOLVED that the UTC recommends an implementation timeline that coincides with those of the 1-35 Cap and Stitch and Austin Light Rail.

Motioned by: Commissioner Kavelman

Seconded by: Susan Somers

Date of Approval: 3/4/2025

Record of the vote: 7-0

Attest: Meredith Rusin



BOARD/COMMISSION RECOMMENDATION

Joint Sustainability Committee

Recommendation Number 20250326-007: Austin Core Transportation Plan

WHEREAS, the Austin Core Transportation Plan seeks to create a cohesive and adaptable transportation framework that addresses the unique mobility challenges of downtown Austin while building on previous downtown planning efforts and integrating upcoming major infrastructure projects like I-35 Capital Express Central and Project Connect; and

WHEREAS, the Downtown street network is 1% of Austin's overall network but accounts for [12% of all pedestrian crashes](#) and 17% of intersection-related pedestrian crashes; and

WHEREAS, the Austin Strategic Mobility Plan sets a goal of 50% non-single occupancy vehicle mode share by 2039; and

WHEREAS, [two-way streets are safer](#) and [increase economic activity](#) where conversions are implemented; and

WHEREAS, street trees and additional shade downtown make walking more feasible and can even reduce vehicle speeds; and

WHEREAS, the East side of downtown is not currently slated to have a new on-street, high-quality North-South bicycle facility in the current ACT plan; and

WHEREAS, the [Downtown Austin Alliance Downtown Parking Study](#) was created to comprehensively and holistically find parking management solutions to better serve the residents, workers, and visitors of downtown Austin; and

WHEREAS, the Urban Land Institute convened a [Technical Assistance Panel](#) focused on reducing the growth of parking downtown, improving management of current parking supply, improving the human experience downtown, and improving other transportation modes; and

WHEREAS, City Council Resolution No. 20240201-054 and corresponding ordinances seek to reduce the overall number of new parking spaces built within downtown Austin and create a more pedestrian-oriented built environment; and

WHEREAS, the future Austin Light Rail and expanded MetroRapid services are projected to carry tens of thousands additional riders into downtown; and

WHEREAS, there are limited resources devoted to transportation infrastructure improvements across the City, with competing priorities, including installing transportation facilities outside of downtown where no current facilities exist; and

NOW, THEREFORE, BE IT RESOLVED the Joint Sustainability Committee recommends that the City Council adopt the Austin Core Transportation plan; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends the Austin Core Transportation Plan prioritizes the needs of pedestrians, cyclists, and non-car modes of transportation throughout the downtown area over car volume throughput; and

BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends the ACT plan include protected bike lanes in both directions on all downtown streets; and

BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends the ACT plan continue the protected bike lane on Red River Street from 7th Street to 12th Street, as contemplated by the [2023 Bicycle Plan](#) and the active project listed in the [2025 Local Mobility Annual Plan](#), to ensure a continuous protected bicycle facility that connects with the protected bike lanes on Robert Dedman Drive; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends exploring additional one-way to two-way conversions on 5th Street, 6th Street, and other streets as is feasible and beneficial for pedestrian and bike safety; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends quick build options at a lower cost for more facilities in the short term to improve current conditions until more funding becomes available for full street rebuilds; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends that street trees and other shade structures be prioritized as crucial transportation infrastructure throughout the boundaries of the ACT Plan; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends that low-carbon concrete and other low-carbon materials be used for all construction needed to implement the ACT Plan; and

BE IT FURTHER RESOLVED, that the Joint Sustainability Committee recommends that the ACT Plan includes a robust parking management strategy that aligns with the goals of the ASMP, and recent council resolutions that seek to limit the growth of additional new parking downtown; and

BE IT FURTHER RESOLVED that the Joint Sustainability Committee recommends an implementation timeline that coincides with those of the 1-35 Cap and Stitch (if approved) and Austin Light Rail.

Vote: 11-0

Motion: Haris Qureshi

Second: Charlotte Davis

For: Anna Scott, Haris Qureshi, Kaiba White, Charlotte Davis, Heather Houser, Christopher Campbell, Marissa Bell, Lane Becker, Rodrigo Leal, Melissa Rothrock, Yure Suarez

Against:

Abstain:

Absent: Chris Maxwell-Gaines, Amy Noel, Chris Crookham, Alberta Phillips, Diana Wheeler

Off Dais:

Attest:



Rohan Lilauwala, Staff Liaison



DESIGN COMMISSION RECOMMENDATION 20250224-003

Date: February 24, 2025

Subject: Austin Core Transportation Plan

Motioned By: Commissioner Luckens

Seconded By: Commissioner Carroll

Recommendation

The Design Commission recommends the Austin Core Transportation Plan to City Council with the following friendly amendments.

- *Street trees be mandatory in the corridor projects presented in the Austin Core Transportation Plan*
- *The implementation of the plan shall include the green costs and green infrastructure estimates be part of the base estimates and not a line item*
- *The inclusion of a multimodal transportation plan in and out of the urban core to the surrounding communities.*
- *Projects in the Austin Core Transportation Plan be brought to the Design Commission.*

Rationale:

The rationale for supporting The Core Transportation Plan with the friendly amendments is to emphasize items of importance that reflect vision and goals set forth in the Urban Design Guidelines.

1. *We strongly feel the need to prioritize the mandatory inclusion of street trees for any right of way improvements. Street trees are a necessity that greatly helps us meet our goals of becoming a more walkable city by providing critical shading along sidewalks, helps mitigate climate change through carbon sequestration and can act as a barrier to protect pedestrians from vehicular traffic.*
2. *The commission believes that the plan should also include provisions to address the reduction of the TxDOT level speeds as vehicles enter downtown city streets. This protects pedestrian and existing downtown multimodal transportation from collisions with vehicles moving at unsafe rates of speed.*
3. *The plan should also include a plan for multimodal transportation in and out of the urban core from the surrounding districts to provide for an equitable opportunity to explore the downtown core.*
4. *The commission agreed that the priority and supporting projects presented in The Austin Core Transportation Plan meet the requirements of infrastructure projects to be reviewed by the commission and should come before the commission for review and comment. A majority of the elements proposed in the plan include design strategies that directly correspond to the goals of the Urban Design Guidelines.*

Vote: 10-0

For: Chair Salinas, Vice Chair Meiners, Commissioner Carroll, Commissioner Gelles,
Commissioner Howard, Commissioner Ladner, Commissioner Luckens,
Commissioner McKinney, Commissioner Wallace, Commissioner Wittstruck

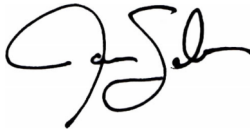
Against:

Abstain:

Absent:

Vacancy: District 6

Attest:

A handwritten signature in black ink, appearing to be 'JS' with a flourish.

Jon Salinas, AIA
Chair - Design Commission
District 2

From: [Land Use Liaison](#)
To: [Kitten, Cole](#)
Cc: [Land Use Liaison](#); [Harden, Joi](#); [Thomas, Eric](#)
Subject: ACT Plan Approved Amendments from Planning Commission
Date: Wednesday, March 12, 2025 9:54:57 AM
Attachments: [Outlook-o4opax2u.png](#)

Hi Cole,

Here are my notes for the amendments that passed last night on your item. I did not include failed motions, please feel free to reach back out if you need any further information.

Maxwell: (Maxwell, Woods) Include *all* UTC recommendations. Passed 8-0-1, Com. Skidmore abstained.

Johnson: (Johnson, Woods) Include the below Design commission recommendations: Passed 9-0.

- Street trees be mandatory in the corridor projects presented in the Austin Core Transportation Plan
- The implementation of the plan shall include the green costs and green infrastructure estimates be part of the base estimates and not a line item

Woods: (Woods, Maxwell) General recommendation to staff to consider how the plan's vision for 6th street can also meet the revitalization and safety goals for Old 6th Street, another City of Austin priority. Passed 9-0.

Maxwell: (Maxwell, Hempel) ACT plan to prioritize key facilities (including bus lanes, bicycle lanes in both directions, trees, two-way vehicle flow, and on-street parking) above more than one vehicle lane in each direction. Passed 9-0.

Skidmore: (Skidmore, Woods) General recommendation to make reference to Cap Metro's Transit Enhancement Infrastructure Report. Passed 9-0.

Base motion: (Hempel, Barrera-Ramirez) Approve the ACT Plan, as amended. Passed 9-0.

Vice Chair Azhar and Commissioners Cox, Haynes, and Phillips were absent.

Thanks!