

1 **RESOLUTION NO.**

2 **WHEREAS**, the climate change crisis, air pollution, affordability, equity,
3 traffic deaths, and rapid regional population growth with a constrained public right
4 of way (“ROW”) for mobility are all serious challenges facing the City; and

5 **WHEREAS**, bicycles and transit offer better outcomes on all the above
6 issues than single-occupancy vehicles; and

7 **WHEREAS**, a lack of protected bike infrastructure is the biggest barrier to
8 increasing bike ridership due to safety concerns; and

9 **WHEREAS**, a lack of dedicated transit priority infrastructure is the biggest
10 barrier to increasing transit ridership due to comparative travel time and travel time
11 reliability; and

12 **WHEREAS**, off-street urban trails are ideal for bikes but expensive and
13 slow to build; and

14 **WHEREAS**, there is no off-street infrastructure alternative for transit; and

15 **WHEREAS**, reallocation of public ROW is a relatively cheap and fast way
16 to create protected bike and dedicated transit infrastructure; and

17 **WHEREAS**, recent ROW reconfiguration projects of Austin arterials,
18 including Pleasant Valley Road at the Longhorn Dam Bridge, Barton Springs
19 Road, and Guadalupe/Lavaca, have proven to have little to no impact on driving
20 travel time and positive safety and mode shift benefits for biking and/or transit
21 ridership; and

22 **WHEREAS**, Safe Streets Austin, a non-profit organization located in
23 Austin, has proposed the CityLeap concept; and

24 **WHEREAS**, the CityLeap concept envisions the City reallocating public
25 ROW on City-controlled arterials of four (or more) lanes to dedicate one lane to
26 either protected bike infrastructure or dedicated transit infrastructure within the
27 next five years; and

28 **WHEREAS**, Council is committed to addressing our climate change, air
29 pollution, affordability, equity, Vision Zero, and mobility challenges with the
30 urgency they demand; and

31 **WHEREAS**, the CityLeap concept offers a compelling proposal to help
32 address the challenges facing the City and is worthy of study by City staff to
33 determine feasibility and generate recommendations for implementation; **NOW,**
34 **THEREFORE,**

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

36 Council directs the City Manager to conduct a planning study of the
37 CityLeap concept and, for the portions of public ROW for which implementation
38 of the CityLeap concept may be feasible, prepare an implementation
39 recommendations report for Council consideration, including recommended
40 infrastructure improvements, estimated costs, timeline, and other relevant
41 considerations (CityLeap Implementation Report).

42 **BE IT FURTHER RESOLVED:**

43 If the City Manager wishes to present options to Council in the CityLeap
44 Implementation Report, those options should be accompanied by information
45 regarding anticipated policy trade-offs.

48 **BE IT FURTHER RESOLVED:**

49 Throughout the planning study and development of the CityLeap
50 Implementation Report, the City Manager is directed to collaborate with Capital
51 Metro and the Austin Transit Partnership to ensure the recommended infrastructure
52 improvements align with our partner agencies' transit service planning.

53 **BE IT FURTHER RESOLVED:**

54 The City Manager is directed to present the CityLeap Implementation
55 Report to Council no later than the last Council work session in May 2025, and,
56 before bringing the report to Council, to present it to relevant boards and
57 commissions for public feedback, including the Bond Election Advisory Task
58 Force, the Urban Transportation Commission, and the Planning Commission.

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61 **ADOPTED:** _____, 2024 **ATTEST:** _____

62 Myrna Rios
63 City Clerk