

## RESOLUTION NO.

**WHEREAS**, the Historic Sixth Street District in Austin, Texas, has long served as a vibrant cultural and entertainment hub, attracting both residents and visitors alike with its historic charm, live music, and nightlife offerings; and

**WHEREAS**, this district has also experienced persistent challenges related to public safety, particularly during peak weekend hours when large crowds gather; ~~often resulting in incidents of violence, underage drinking, and safety hazards for patrons and first responders;~~ and

**WHEREAS**, previous assessments, such as the Responsible Hospitality Institute's 2009 report and the 2013 SXSW analysis, have identified recurring challenges, including the high presence of underage patrons, binge drinking, and insufficient crowd control measures; and

**WHEREAS**, the Public Assembly Code Enforcement (PACE) team was created in 2006 to reduce the numerous hazards and City Code violations associated with large gatherings and parties; and

**WHEREAS**, Resolution No. 20140327-36 directed the City Manager to conduct a full post-event evaluation of all events taking place during SXSW in 2014; and

**WHEREAS**, the 2014 SXSW Post-Event Evaluation stated permitted and unpermitted events are taking place year-round with inadequate oversight, undermining effectiveness of ordinances, and recommended increased funding for the PACE team to operate year-round; and

**WHEREAS**, in response to Resolution No. 20140925-081, staff recommended the PACE team be active throughout the year for consistent and expanded enforcement and increased collaboration between City departments in

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addition to implementing an entertainment license to address multiple City Code violations, including capacity loading, fire safety, and underage drinking; and

**WHEREAS**, the City Council has previously passed resolutions to address ~~these~~ public safety concerns, including Resolution No. 20210729-175, which initiated the Safer Sixth Street Initiative to implement safety improvements, and Resolution No. 20220303-061, which directed additional actions to improve lighting, crowd management, and partnerships with law enforcement agencies; and

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~~**WHEREAS**, historical reports and studies, such as the Responsible Hospitality Institute's 2009 report and the 2013 SXSW analysis, have identified recurring challenges, including the high presence of underage patrons, binge drinking, and insufficient crowd control measures; and~~

**WHEREAS**, in response to Resolution No. 20210729-175, staff recommended an annual entertainment permit required for places of assembly in the 6th Street district with operating hours after midnight and streamlining currently required inspections, reviews, and approvals into the annual entertainment permitting process.

**WHEREAS**, the June 12, 2021, mass shooting on Sixth Street and other incidents underscores the urgency of adopting multi-faceted strategies to ensure the safety and well-being of all who visit the area; and

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**WHEREAS**, the City has taken steps to improve infrastructure by upgrading street lighting, adding HALO cameras for enhanced surveillance, and piloting programs like the Nightlife Establishment Training Program and the Nightlife Establishment Accreditation Program to increase bar staff training and promote best practices in venue management; and

**WHEREAS**, the collaborative efforts of the Austin Police Department (APD), Texas Alcoholic Beverage Commission (TABC), and the Development Services Department (DSD) have resulted in targeted enforcement actions against underage drinking, as well as the establishment of an interdepartmental team to oversee safety improvements; and

**WHEREAS**, the Downtown Austin Alliance (DAA) released its Downtown Austin Parking Strategy in 2019 to provide a data-driven parking management approach to support a vibrant downtown that enhances quality of life for visitors, residents, businesses, and workers; and

**WHEREAS**, the Urban Land Institute Austin's Technical Advisory Panel Downtown Austin Parking Report, released in March 2024, provides key parking recommendations for downtown to curb new parking construction and improve the downtown experience; and

**WHEREAS**, the Austin Core Transportation (ACT) Plan, slated for City Council consideration and possible adoption in Spring 2025, is a 25-year update to previous transportation plans and a long-term vision for enhancing transportation and mobility options in and around Downtown Austin under one actionable plan to help accomplish the goals in the Austin Strategic Mobility Plan; and

**WHEREAS**, on March 11, 2025, the City released a memo outlining the phased implementation of the 2024 Centralized Parking Management Plan to create uniformity and a seamless parking experience for the public in both on-street and public parking garages; and

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WHEREAS, collectively, the prior analysis and recommendations provide guidance for parking and transportation circulation via valet, rideshare, and the City's affordable parking program; and

~~WHEREAS, Resolution No. 20220609-067 allocated resources for additional HALO cameras and directed the City Manager to explore further technological and procedural enhancements to support law enforcement efforts in the district; and~~

WHEREAS, the Sixth Street ~~Safety Plan~~Pilot, implemented in December 2024, reopened Sixth Street to vehicular traffic on select evenings, ~~leading to a~~ and fully reopened on January 16, 2025, with the goal of reducing crime and improving safety; and

WHEREAS, the Sixth Street Pilot implemented an initial street redesign that widened sidewalks, changed signal timing to slow vehicular speeds, added rideshare drop-off zones, installed fencing, and created a bike lane for enhanced pedestrian and bicyclist comfort and safety at all hours; and

WHEREAS, pilot data reported 50% reduction in that between January 1 and February 11, 2025, compared to the same period in 2024, overall use of force incidents, an 11% decline in on Sixth Street dropped by 50 percent and arrests, and fewer injuries among officers and patrons on Sixth Street declined by 34 percent; and

WHEREAS, the reorganization of the Economic Development Department (EDD), DSD, and the newly established Office of Arts, Culture, Music & Entertainment will reorganize the staffing and operational management of

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programs related to public safety, mobility, and entertainment district improvements; **NOW, THEREFORE,**

**WHEREAS,** next steps include evaluating data and metrics from the initial pilot to inform implementation of a mid-term plan and long-term upgrades, guided by the ACT Plan, including cost estimates, implementation timeline, and funding sources; and **NOW, THEREFORE,**

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

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The City Manager is directed to provide the following transportation, and public safety, ~~and economic impact~~ data along with status updates for the Sixth Street pilot program for future mid-term and long-term plans:

**1. Data Collection & Reporting:**

- o Collect data and metrics during the Sixth Street pilot program's duration from multiple departments related to safety, transportation, and economic development, ~~and impacts to local businesses~~, including but not limited to pedestrian safety, crime rates, code violations, line queuing issues, frequency of overnight pilot removals due to overcrowding, feedback from property owners and business owners, business revenue, and a public survey assessing perceptions of safety and vibrancy.

**2. Infrastructure & Mobility Improvements:**

- o ~~Develop and intentionally implement an interim design plan to phase out fencing in favor of a solution aligned with the Austin Core Transportation (ACT) Plan goals, including wider sidewalks~~

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and an all ages and abilities bike facility, with implementation timelines, cost estimates, and potential funding sources.

- Ensure project costs for the full reconstruction of Old 6<sup>th</sup> Street from Brazos to I-35 are inclusive of all project needs, including but not limited to green infrastructure, trees, and an all ages and ability bike facility.
- Full reconstructions should be phased if project cost exceeds funding availability.

### **3.2. Parking & Transportation Coordination:**

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- Explore and ~~implement ways~~provide recommendations to improve valet services to improve traffic circulation and pedestrian safety, including use of alleyways and nearby public and private garages.
- ~~Determine how~~Consider coordination with surface parking lots to enhance rideshare pick-up and drop-off circulation in the area, ~~including use of surface parking lots.~~
- ~~Explore ways in which alleyways can be utilized for enhanced circulation and access for valet services, rideshare, and parking.~~
- ~~Continue~~Provide recommendations to continue efforts to expand the Affordable Parking Program, with a focus on downtown workers and musicians during late night hours, ~~with special focus based on working through any challenges for lessons learned from~~ the Convention Center pilot program, and coordinate with the

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Downtown Austin Water garage use Alliance on efforts for a District Parking model.

- ~~o Coordinate with the Downtown Austin Alliance on their efforts for a District Parking model.~~

**4.3. Public Safety & Business Regulation:**

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- o Assess FTEs and costs needed to support a year-round Public Assembly Code Enforcement (PACE) team to address public safety concerns, including, but not limited to, after-hours establishments without a TABC license.
- o Conduct a stakeholder engagement survey and provide recommendations regarding the implementation of an entertainment license for businesses serving liquor past midnight.
- o Evaluate and provide recommendations on implementation of a Foreclosed Property Ordinance, Vacant Property Registration Ordinance, and a Vacant Building Program, which dedicates staff to work with property owners to find long-term solutions to vacancy.
- o Identify any high-priority areas, including alleyways, in need of additional streetlights or upgrades, security lighting, or pedestrian lighting solutions and associated costs.

**BE IT FURTHER RESOLVED:**

The City Manager is directed to present and solicit feedback from relevant boards and commissions regarding the next steps proposed for the Sixth Street

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Safety pilot, including the Pedestrian Advisory Council, the Bicycle Advisory Council, the Urban Transportation Commission, and the Downtown Commission.

**BE IT FURTHER RESOLVED:**

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The City Manager shall provide quarterly updates in the form of a memorandum to the City Council, with the first by April 30<sup>th</sup>, 2025, and a presentation to the Mobility Committee on December 4, 2025.

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**ADOPTED:** \_\_\_\_\_, 2025 **ATTEST:** \_\_\_\_\_

Myrna Rios

City Clerk