



BOARD/COMMISSION RECOMMENDATION

Urban Transportation Commission

Recommendation Number 20241001-003: CityLeap

WHEREAS, the [Austin Strategic Mobility Plan \(ASMP\)](#) sets forth a goal of reaching a 50/50 mode share (50% drive-alone, 50% taking transit, riding a bicycle, walking, carpooling, or teleworking) by 2039 and identifies infrastructure updates to our pedestrian, public transportation, and bicycle systems as paramount to that goal;

WHEREAS, the City of Austin is lagging behind on the ASMP goals of 14% of Austinites commuting by transit, 4% commuting by bicycling, and 4% commuting by walking;

WHEREAS, the Austin Climate Equity Plan noted that “our transportation system is already the primary source of local air pollution and will soon become the largest emitter of greenhouse gases;”

WHEREAS, in its August 8th, 2019 resolution, Austin City Council declared a climate emergency and called “for an immediate emergency mobilization to restore a safe climate.”

WHEREAS, the [CityLeap](#) plan would accelerate Austin’s transportation and climate goals by providing transit lanes (with bicycle-pedestrian pathways at sidewalk level) or protected bicycle lanes on every City of Austin-owned arterial within five years;

WHEREAS, converting one general travel lane in each direction on Barton Springs Road between Azie Morton Road and South Lamar Blvd to protected bicycle lanes and transit enhancements led to a 64% reduction in speeding, 67% reduction in crashes, and no discernable impact on motor vehicle travel times;

WHEREAS, the cost of converting one general travel lane over the Longhorn Dam Bridge was recovered in four months through comprehensive crash cost savings to society;

WHEREAS, lane conversions can also greatly improve transit reliability and speed, transportation choice, emergency response times, and air quality, while reducing carbon emissions; and

WHEREAS, City Council Resolution Resolution No. 20240829-138 directed the City Manager to relay input from the Urban Transportation Commission regarding the Comprehensive Climate Implementation program to the Bond Election Advisory Task Force and City Council.

NOW THEREFORE BE IT RESOLVED, that the Urban Transportation Commission recommends that the City Council initiate a planning and feasibility study of the CityLeap program that prioritizes safety, considers comprehensive crash cost savings to society, carbon emissions, air pollution, and both the impact of reduced demand and induced demand on our transportation network.

BE IT FURTHER RESOLVED, that the Urban Transportation Commission recommends that Transportation & Public Works Staff coordinate with CapMetro, Austin Transit Partnership, City of Austin Project Connect Office during the feasibility study, and consider effects on transit speed and reliability on CapMetro's Transit Plan 2035.

BE IT FURTHER RESOLVED, that the Urban Transportation Commission recommends the Bond Election Advisory Task Force evaluate opportunities to include CityLeap in the next appropriate bond package.

Motioned by: Commissioner Schumacher

Seconded by: Commissioner Somers

Date of Approval: 10/1/24

Record of the vote: 6-2 (Commissioners Brooks and Alvarez voting no, Commissioner Ortiz recusing)

Attest: *Natalie Leone*