



RECOMMENDATION TO COUNCIL

**Urban Transportation Commission**

Recommendation Number 20260203-005: Changes to East 6th Street Design

WHEREAS, Old 6th Street is a major destination in Austin with restaurants, bars, entertainment, and historic landmarks; and

WHEREAS, the [nearest active transportation counter at East 4th Street and Waller Creek](#) counted 521,445 pedestrians and cyclists traveling in 2025; and

WHEREAS, 6th Street between Mopac and Interstate 35 is on the [City of Austin’s High Injury Network](#); and

WHEREAS, the [2001 Great Streets Master Plan](#) envisioned 6th Street as a “Bicycle & Local Access Street,” and

WHEREAS, the Austin Strategic Mobility Plan and 2023 Austin Bicycle Plan envisioned 6th Street as a part of the All Ages and Ability Bicycle Network with one-way protected bike lanes in each direction;

WHEREAS, there is currently only one East-West protected bicycle facility in Downtown, and 6th Street is the only street between 6th & 11th Street that could have a continuous on-street bicycle facility across both North Lamar and IH 35 after the I-35 CapEx Project; and

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

WHEREAS, protected bike lanes accommodate not only conventional bicycles and ebikes but also provide appropriate infrastructure for micromobility users (such as dockless scooters), which should not be ridden on sidewalks crowded with pedestrians;

WHEREAS, the absence of clear separation between pedestrians and cyclists/micromobility users on sidewalks increases the risk of collisions and diminishes the experience for both user groups;

WHEREAS, in [Recommendation 20251201-007](#) the Bicycle Advisory Council and Pedestrian Advisory Council issued a joint recommendation strongly recommending Alternative 1 and opposing Alternative 3;

WHEREAS, the Sixth Street Survey Results and Public Engagement Report found 63% of the 3,723 responses supported Alternative 1, which included bicycle/scooter lanes on both sides of Sixth Street as well as curb insets for vehicle access;

WHEREAS, the Sixth Street Survey Results and Public Engagement Report found only 27% of the 3,706 responses supported Alternative 3, which included no bicycle/scooter lanes with vehicle curb access on one side;

WHEREAS, City Staff recommended Alternative 3 be advanced to final design;

NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission recommends that Austin Transportation and Public Works (ATPW) advance Alternative 1 or Alternative 2 as its preferred street design on the Sixth Street Mobility and Revitalization Project; and

BE IT FURTHER RESOLVED, that the Urban Transportation Commission recommends that if Alternative 3 is adopted by the City of Austin, Austin Transportation and Public Works (ATPW) install alternative safety infrastructure interventions, such as signals timed to reduce vehicle speeds, clear signage indicating a shared vehicle and bicycle right-of-way and curb bulb-outs at intersections; and

BE IT FURTHER RESOLVED, that the Urban Transportation Commission recommends that if alternative 3 is adopted by the City of Austin, Austin Transportation and Public Works (ATPW) advance a design for an east-west continuous protected bike facility between 7<sup>th</sup> and 11<sup>th</sup> streets that crosses both I-35 and North Lamar Boulevard with no more than one redirection; and

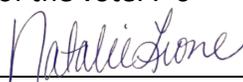
BE IT FURTHER RESOLVED, that the Urban Transportation Commission recommends that the City Council direct Austin Transportation and Public Works (ATPW) to develop a decision-making framework, similar to the one proposed by Mayor Watson for the [Bond Program Decision Framework](#), to provide transparency to the public on how ATPW will weigh established City of Austin plans, public feedback, and stakeholder engagement when making decisions on mobility projects.

Date of Approval: 2/3/2026

Motioned by: Commissioner Kavelman

Seconded by: Commissioner Schumacher

Record of the vote: 7-0

Attest:  \_\_\_\_\_