

RESOLUTION NO.

WHEREAS, the City of Austin, the Capital Area Metropolitan Planning Organization (CAMPO), the Texas Department of Transportation (TxDOT) and the Central Texas Regional Mobility Authority (Mobility Authority) recognize bicycle and pedestrian transportation as an important component of local and regional mobility; and

WHEREAS, CAMPO is negotiating a financing agreement with the Mobility Authority for the MoPac Improvement Project to improve mobility by adding one express lane in each direction between Cesar Chavez Street and Parmer Lane; and

WHEREAS, this project will improve mobility for cars, transit buses, registered vanpools, and emergency vehicles and provides limited improvements for continuous north/south bicycle and pedestrian travel; and

WHEREAS, the Bicycle Master Plan and the CAMPO 2035 Plan identify the corridor as an important north/south connection; and

WHEREAS, Policies 19 and 20 of the CAMPO 2035 Plan state that implementing agencies should provide bicycle and pedestrian facilities, “with all new construction and reconstruction of roadways and bridges shown on the Priority Pedestrian Districts Map and/or Priority Regional Bicycle Corridors Map as ‘high’ or ‘medium’ priority, unless the jurisdiction constructing the project has demonstrated that providing the pedestrian facility and/or bicycle accommodation is not feasible due to excessive cost”; and

WHEREAS, the draft Environmental Assessment proposes construction of 3 miles of shared use paths, facility improvements at 13 MoPac cross streets, and 4 miles of sidewalks in the MoPac corridor, as well as to construct the project in such a way that a future north/south shared use path facility is not precluded; and

WHEREAS, the draft Environmental Assessment recommends that a properly designed continuous, grade-separated north/south shared use path would best be approached as a stand-alone project due to high cost and construction impacts resulting from right-of-way limitations; and

WHEREAS, the Mobility Authority is committed to designing and implementing shared use paths whenever possible, and

WHEREAS, schematic design of a continuous shared use path would allow the City of Austin, to incrementally engineer and build the path as funding is identified; **NOW, THEREFORE**,

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

The City of Austin supports the future construction of a shared use path between Enfield Road and Parmer Lane; in places where adequate right of way is an obstacle, alternative options should be identified.

BE IT FURTHER RESOLVED:

City Staff should work with the Mobility Authority, TxDOT, and CAMPO to improve bicycle and pedestrian connectivity along the entire corridor and to explore options for funding. A workable north/south route along the corridor that is consistent with the City of Austin Bicycle Plan

should be conveyed through schematic design of a continuous shared use path.

ADOPTED: _____, 2012 **ATTEST:** _____
Shirley A. Gentry
City Clerk