RESOLUTION NO.

WHEREAS, the Capital Metro Red Line corridor provides a unique opportunity for a continuous urban trail and linear park from Downtown Austin to the northern city limits, including Williamson County; and

WHEREAS, efforts to improve and enhance the 32-mile Red Line Trail and its environs have occurred over the past 20 years but have been challenged by a lack of a multi-jurisdictional plan with a holistic corridor vision; and

WHEREAS, the Austin Strategic Mobility Plan, adopted by the City Council on April 11, 2019, includes a 2039 goal of half of all journey-to-work trips made by a means other than single-occupancy vehicles; and

WHEREAS, the Austin Urban Trails Plan, adopted by Council in 2014, includes the Red Line Trail from the Butler Trail on Lady Bird Lake to Howard Station as a Tier I trail; the remaining Austin segments are identified as conceptual Tier II trails, and over 400 miles of a planned urban trail network in Austin, part of an even larger metro trail network; and

WHEREAS, the Capital Metro Rail-with-Trail Feasibility Study, completed by Capital Metro in 2007, began formal detailed planning for creating pedestrian and bicycle trails along most of the 32-mile Red Line corridor with a timeline for full implementation by 2019; and

WHEREAS, 10 Austin Neighborhood and Regulating Plans, adopted between 1999 and 2008, recommend completion of the Red Line Trail and addition of adjacent parkland in their respective areas; and

WHEREAS, there are over 200,000 residents and 200,000 jobs within one mile of the 32-mile Red Line corridor, plus substantial projected growth; and

WHEREAS, there has been over one billion dollars' worth of public and private projects built in the Red Line corridor during the last decade and there will be substantial public and private investments made there in the next decade; and

WHEREAS, there is currently limited public or private funding identified to develop a plan that includes a continuous trail and linear park for the entire corridor or for implementation of such a plan, but a dedicated nonprofit could help identify new resources for these efforts; and

WHEREAS, the Capital Metro Red Line corridor provides a unique opportunity for a continuous urban trail and linear park from Downtown Austin to the northern city limits, including Williamson County; and

WHEREAS, cities throughout the country have revitalized and created urban greenways, trails and parks through active partnerships with nonprofit and conservancy organizations, including the Atlanta BeltLine Partnership, Midtown Greenway Coalition in Minneapolis, Friends of the High Line and Brooklyn Greenway Initiative, the Emerald Necklace Conservancy in Boston, and local groups Shoal Creek Conservancy, Waterloo Greenway, The Trail Foundation, and Hill Country Conservancy; and Page 2 of 3

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WHEREAS, the Red Line Parkway Initiative is a 501(c)(3) nonprofit founded in 2017 by Austin residents who are dedicated to serving as a city partner in helping to develop, operate and manage the Red Line Trail, improving connections to nature, parkland, and public space, and increasing everyday walking, bicycling, and transit use; NOW, THEREFORE,

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

The City Manager is directed to explore a partnership with the Red Line Parkway Initiative and relevant interlocal agreements for the creation of a Red Line Parkway Plan for Trails, Parks, Public Space, and Trail-Oriented Development; a strategy for the development, management, and operation of this plan; and to provide Council with a recommendation for potential structures of this partnership, potential roles and responsibilities, and an implementation schedule within 180 days.

| ADOPTED: | , 2019 | ATTEST: _ | |
|----------|--------|-----------|---------------------|
| | | | Jannette S. Goodall |
| | | | City Clerk |