

1 **RESOLUTION NO.**

2 **WHEREAS**, the City has embraced the goal of the international Vision  
3 Zero movement to end traffic-related fatalities and serious injuries; and

4 **WHEREAS**, the City committed to be a Vision Zero city in October 2015  
5 when Council amended the Imagine Austin Comprehensive Plan (Imagine Austin)  
6 to add the goal of zero traffic-related fatalities in our community; and

7 **WHEREAS**, people on bicycles have died and been seriously injured due to  
8 motor vehicles being parked in bike lanes; and

9 **WHEREAS**, Imagine Austin envisions the City as mobile and  
10 interconnected, with a "transportation network [that] provides a wide variety of  
11 options that are efficient, reliable, and cost-effective to serve the diverse needs and  
12 capabilities of our citizens"; and

13 **WHEREAS**, the Austin Strategic Mobility Plan (ASMP), the transportation  
14 element of Imagine Austin, sets a primary goal of a 50 percent non-single  
15 occupancy vehicle mode share by 2039; and

16 **WHEREAS**, the ASMP includes action items to "reduce the number of  
17 conflicts between parking and bicycle lanes," "prevent parking in bicycle  
18 facilities," and create a "program to allow community enforcement of accessible  
19 parking violations"; and

20 **WHEREAS**, last November, Council adopted the 2023 Bicycle Plan, one  
21 of three active transportation plans updated through the rigorous, multi-year ATX  
22 Walk Bike Roll initiative and, upon adoption, the 2023 Bicycle Plan was officially  
23 incorporated into the ASMP; and

24           **WHEREAS**, the 2023 Bicycle Plan speaks to the problem of vehicular  
25 parking in bike lanes, stating, “when a vehicle parks in a bicycle lane, it creates a  
26 dangerous situation requiring people on bicycles to merge into a traffic lane to get  
27 around the vehicle. Therefore, parking shall not be permitted in bicycle lanes”; and

28           **WHEREAS**, the 2023 Bicycle Plan recommends “a city-wide ordinance  
29 that prohibits parking in all bicycle lanes,” noting that it “will reduce parking  
30 signage needs and sign clutter and make educating the public easier, and behavior  
31 more consistent”; and

32           **WHEREAS**, vehicular parking in a bike lane or an off-street bikeway is  
33 currently illegal where marked by no-parking signage, but violations are frequent  
34 in occurrence and wide in geographic spread; and

35           **WHEREAS**, the current process of residents reporting vehicles parked in  
36 bike lanes to 3-1-1 and then 3-1-1 sending Transportation Mobility Service  
37 Officers (TMSO) to investigate results in poor enforcement outcomes due to the  
38 limited availability of mobility officers and the delay in response times; and

39           **WHEREAS**, the City may issue tickets for illegal parking in a bike lane, but  
40 driver training can also be an effective behavior modification strategy; and

41           **WHEREAS**, in October 2020, the City of Houston made vehicular parking  
42 in dedicated bike lanes illegal; and

43           **WHEREAS**, the City of Houston also created a Bicycle Friendly Driver  
44 Training program to allow first-time violators of the new law to have their ticket  
45 waived in exchange for successful completion of the driver training program,

46 thereby improving driver compliance, cyclist and driver safety, and affordability  
47 and equity outcomes; and

48 **WHEREAS**, on December 8, 2022, then-Interim Director of Austin  
49 Transportation Richard Mendoza and then-Austin Police Chief Joseph Chacon  
50 jointly authored a memo to Council which concluded that state law allows civilian  
51 enforcement of non-moving violations, such as parking enforcement; and

52 **WHEREAS**, to increase enforcement capacity, the City currently operates  
53 the Accessible Parking Enforcement Program, in which the Transportation and  
54 Public Works Department (TPWD), in partnership with the Austin Police  
55 Department (APD), trains civilian volunteers to issue citations and warnings for  
56 illegally parked vehicles in designated accessible parking spaces; and

57 **WHEREAS**, Bicycle Advisory Council Recommendation No. 20230620-  
58 005 and Urban Transportation Commission Recommendation No. 20230711-004  
59 provide multiple recommended measures to improve the safety of bicyclists by  
60 ensuring bike lane parking regulations are enforced; **NOW, THEREFORE,**

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

62 The City Manager is directed to initiate amendments to City Code Title 12  
63 (*Traffic Regulations*) and any other necessary Code or Transportation Criteria  
64 Manual (TCM) sections to prohibit motor vehicle parking in bicycle lanes and off-  
65 street bikeways, by default; this parking prohibition shall apply to all bikeway  
66 types listed in TCM Section 5.1.4 (*Bikeway Types*) except for neighborhood  
67 bikeways, which are low-speed and low-volume streets where vehicles are not  
68 separated from cyclists.

69 **BE IT FURTHER RESOLVED:**

70 The City Manager is further directed to evaluate and provide  
71 recommendations regarding providing visual cues notifying drivers of the parking  
72 prohibition along currently unprotected bike lanes, potentially including posting  
73 signage, improving painted markings, and/or installing physical bike lane  
74 protection; the recommendations should address cost estimates and cost-  
75 effectiveness.

76 **BE IT FURTHER RESOLVED:**

77 The City Manager is further directed to acquire a fleet of electric bicycles for  
78 TMSO use and to set ambitious, but appropriate, goals for the percentage of time  
79 the TMSO corps conducts their work via bicycle and the percentage of time the  
80 TMSO corps spends on bikeway parking enforcement; if the TMSO e-bike fleet  
81 cannot be acquired within the current Fiscal Year 2024 budget, the Manager is  
82 directed to provide a cost estimate and funding source recommendation for Council  
83 consideration in the Fiscal Year 2024-2025 budget adoption process.

84 **BE IT FURTHER RESOLVED:**

85 The City Manager is further directed to develop and implement a Volunteer  
86 Bike Lane Enforcement Program, and to consider modeling it after the existing  
87 Accessible Parking Enforcement Program, such that TPWD, in partnership with  
88 APD, would train volunteers to issue citations and warnings for illegally parked  
89 motor vehicles in bike lanes and off-street bikeways.

90 **BE IT FURTHER RESOLVED:**

91 The City Manager further is directed to develop and implement a Bicycle  
92 Friendly Driver Training Program and to consider modeling it after the City of  
93 Houston’s Bicycle Friendly Driver Training program, which allows first-time  
94 violators of the bikeway parking prohibition to have their ticket waived in  
95 exchange for successful completion of the driver training program, thereby  
96 improving driver compliance, cyclist and driver safety, and affordability and equity  
97 outcomes.

98 **BE IT FURTHER RESOLVED:**

99 Given that the purpose of a bikeway parking prohibition is to prevent death  
100 and injury by changing dangerous driver behavior, the first six months after the  
101 adoption of a bikeway parking prohibition should be a grace period during which  
102 warnings with educational content would be issued instead of citations and during  
103 which the City Manager should conduct a public education and media outreach  
104 campaign regarding the regulatory changes and supportive programming initiated  
105 in this resolution.

106 **BE IT FURTHER RESOLVED:**

107 The City Manager is further directed to bring to Council:

- 108 • A memo on (a) recommended visual cues for unprotected bike lanes with  
109 cost information and (b) progress on TMSO e-bike fleet acquisition, with, if  
110 necessary, the cost estimate and recommended funding source, by May 28,  
111 2024; and
- 112 • A Mobility Committee update on the Code amendments, TMSO goal  
113 setting, the Volunteer Bike Lane Enforcement Program, the Bicycle Friendly

114 Driver Training Program, and public education campaign plans by October  
115 17, 2024; and

- 116 • Code amendments for full Council consideration by October 24, 2024.

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119 **ADOPTED:** \_\_\_\_\_, 2024 **ATTEST:** \_\_\_\_\_

120 Myrna Rios  
121 City Clerk  
122

DRAFT