

PROPOSED ZACH SCOTT ST IMPROVEMENTS

AUGUST 8TH, 2018

austin
MOTION
2016 MOBILITY BOND



POLICY AND BEST PRACTICES

POLICY FRAMEWORK

This project is intended to align with and be supported by Council-adopted citywide plans and policies including

- Imagine Austin (2012)
- Austin Complete Streets Policy
 - All modes and all ages and abilities
 - All project phases (resurfacing coordination)
- Austin Bicycle Plan (2014)
- Vision Zero Action Plan (2016-18)
- The Big Jump Initiative



AUSTIN
complete
streets



austin
MOTION
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BICYCLE PLAN

DESIGN FOR ALL AGES AND ABILITIES

THE 4 TYPES OF CYCLISTS



Percentages by proportion of the City of Austin population
Source: City of Austin
Phone Survey of Austin Cyclists, 2013

17% of Austinites are willing to ride on a *standard bicycle lane*

56% of Austinites are willing to ride on a *protected bicycle lane*

Strong and Fearless



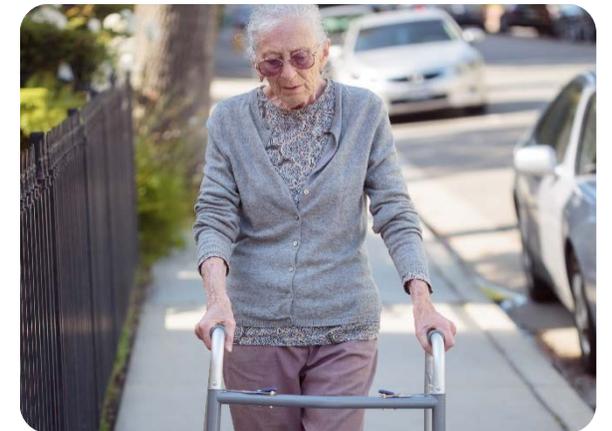
Enthusied and Confident



Interested but Concerned

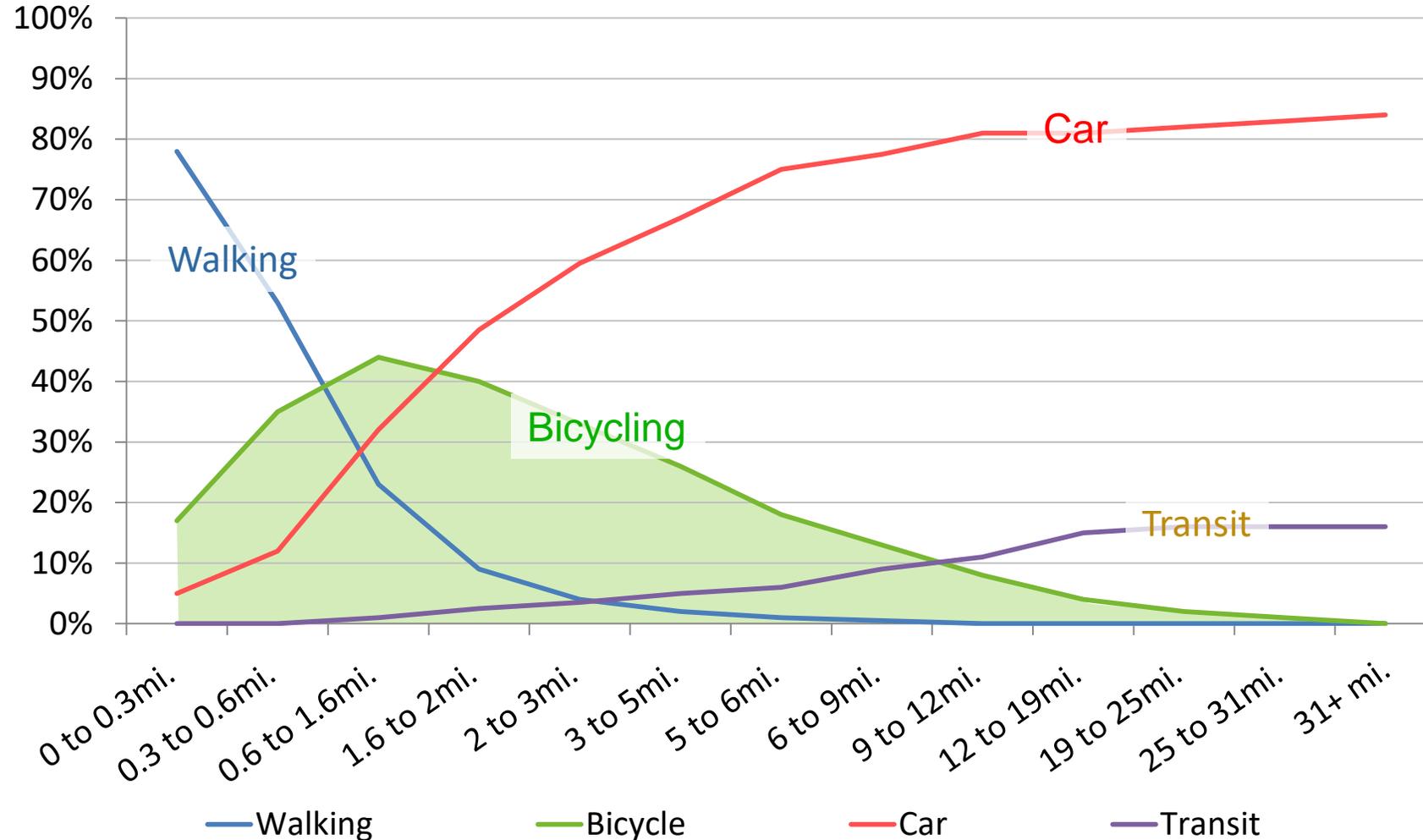


No Way No How



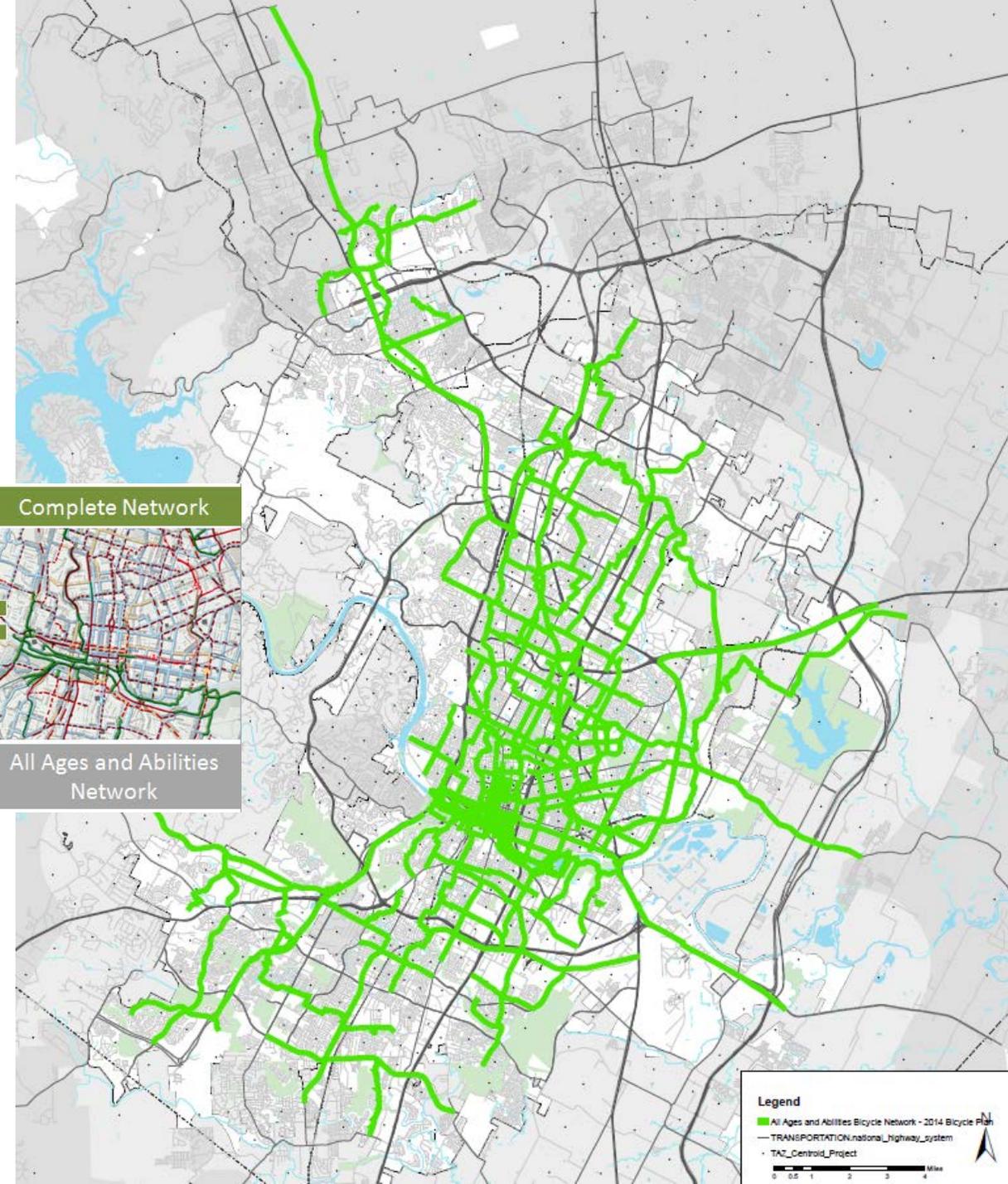
BICYCLE PLAN

CONVERT SHORT TRIPS



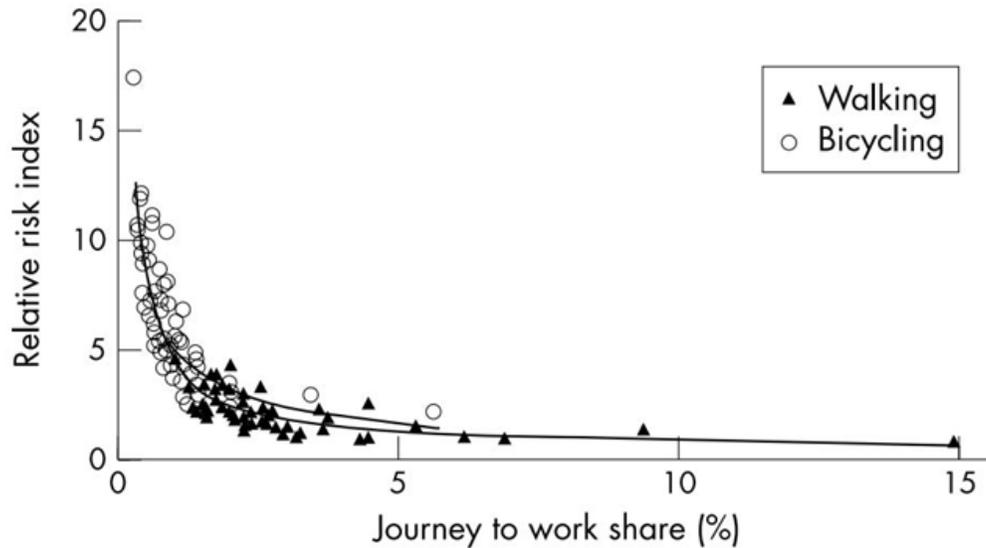
BICYCLE PLAN

CREATE AN ALL AGES AND ABILITIES BICYCLE NETWORK



SAFETY IN NUMBERS

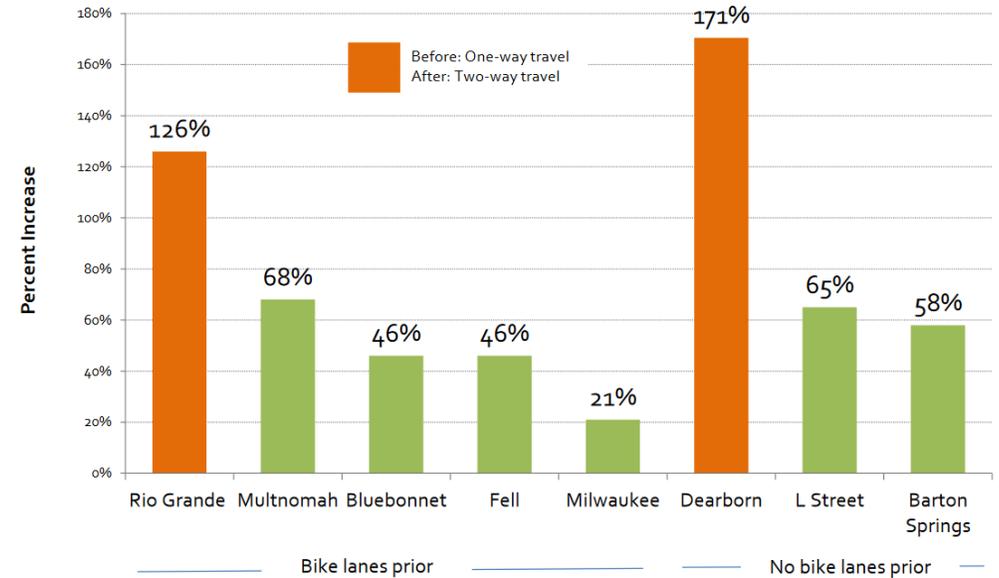
THE MORE PEOPLE WALK AND BIKE, THE SAFER TRAVEL IS FOR EVERYONE



Source: Ewing, R., and E. Dumbaugh. The Built Environment and Traffic Safety: A Review of Empirical Evidence. *Journal of Planning Literature*, Vol. 23, No. 4, 2009, pp. 347–367. <https://doi.org/10.1177/0885412209335553>.

MORE PEOPLE RIDE WHEN PROTECTED FACILITIES ARE AVAILABLE

Change in Observed Bicycle Volumes

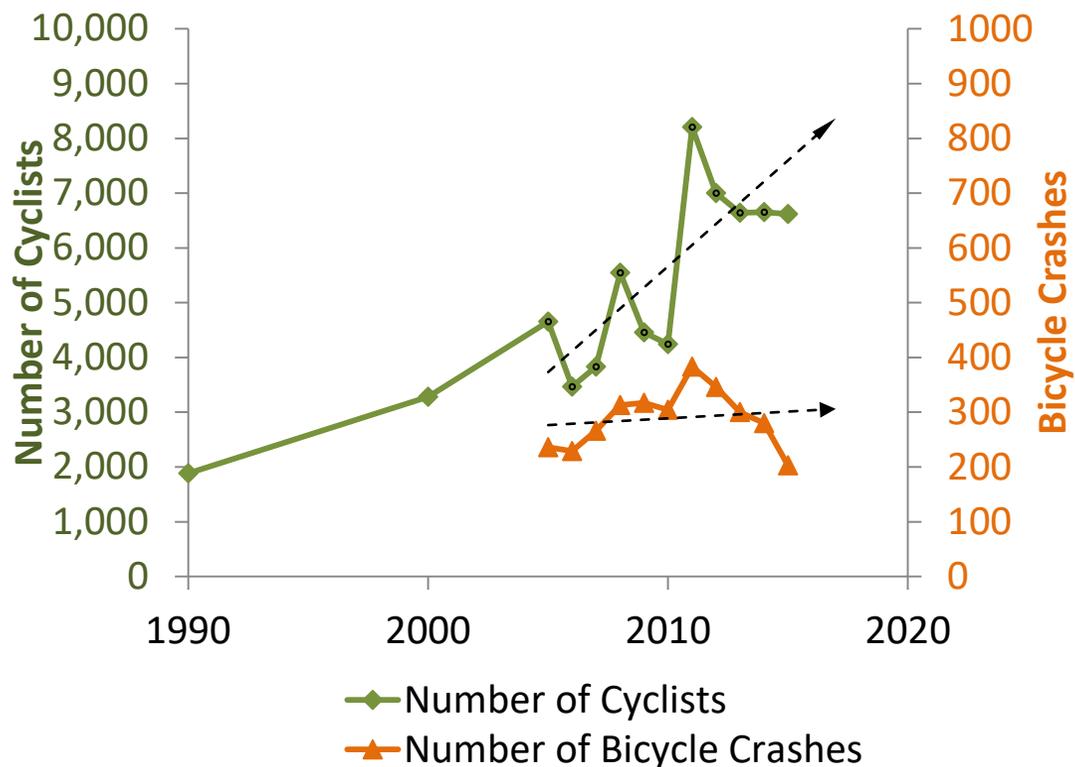


Source: Monsere, Christopher, Dill, Jennifer. NACTO Designing Cities 2014. Accessed 8/8/18: https://nacto.org/wp-content/uploads/2014/10/Monsere-Dill_NACTO2014-PSU-Protected-bike-lanes.pdf

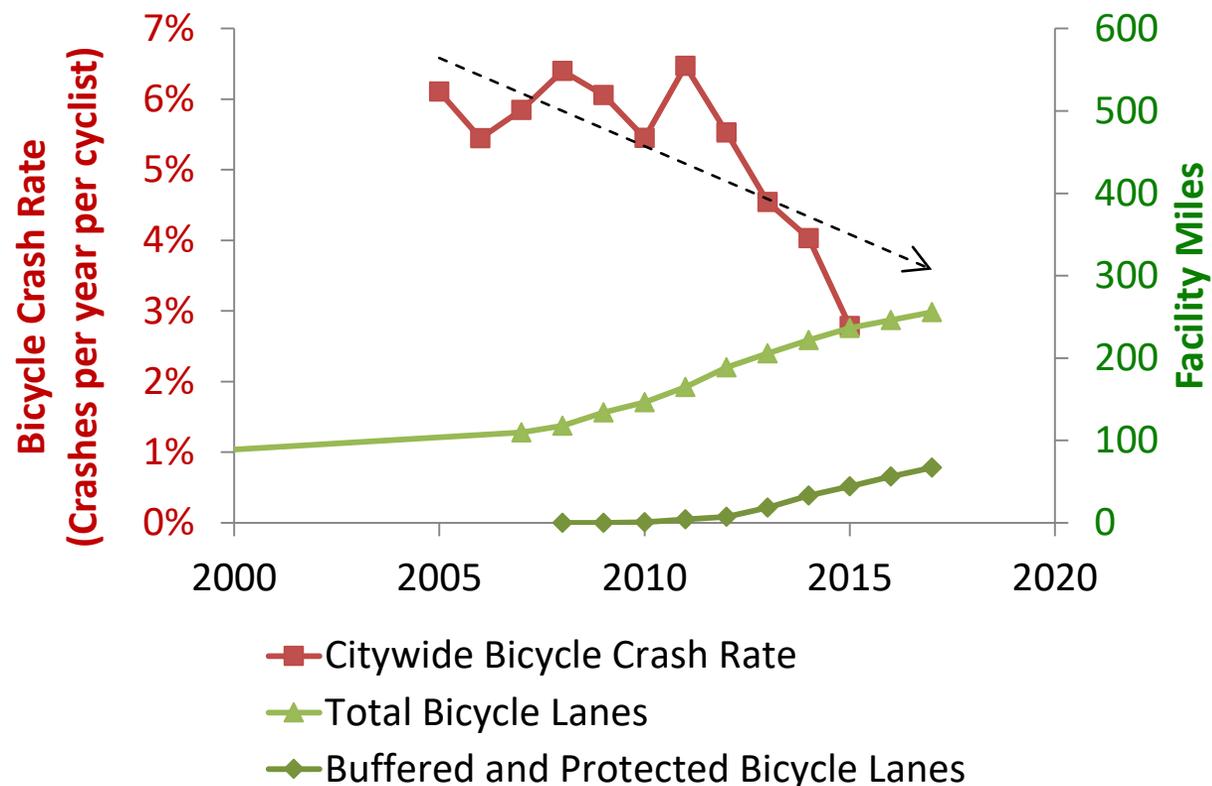
SAFETY IN NUMBERS

BICYCLE CRASH RATE IS GOING DOWN IN AUSTIN

Citywide Bicycle Commuters vs. Bicycle Crashes



Citywide Bicycle Crash Rate vs. Facility Miles



ZACH SCOTT STREET

ZACH SCOTT STREET TIMELINE



2000-2004

Mueller streets originally planned with painted bicycle lane approach.

2006

The original section of Zach Scott Street from Airport Boulevard to Berkman Drive was built around 2006.

2011

In March 2011, the first national guidance on protected bicycle lanes was released. In November 2011, the first Mueller streets, Berkman Drive and Mueller Boulevard, were redesigned to have protected bicycle lanes.

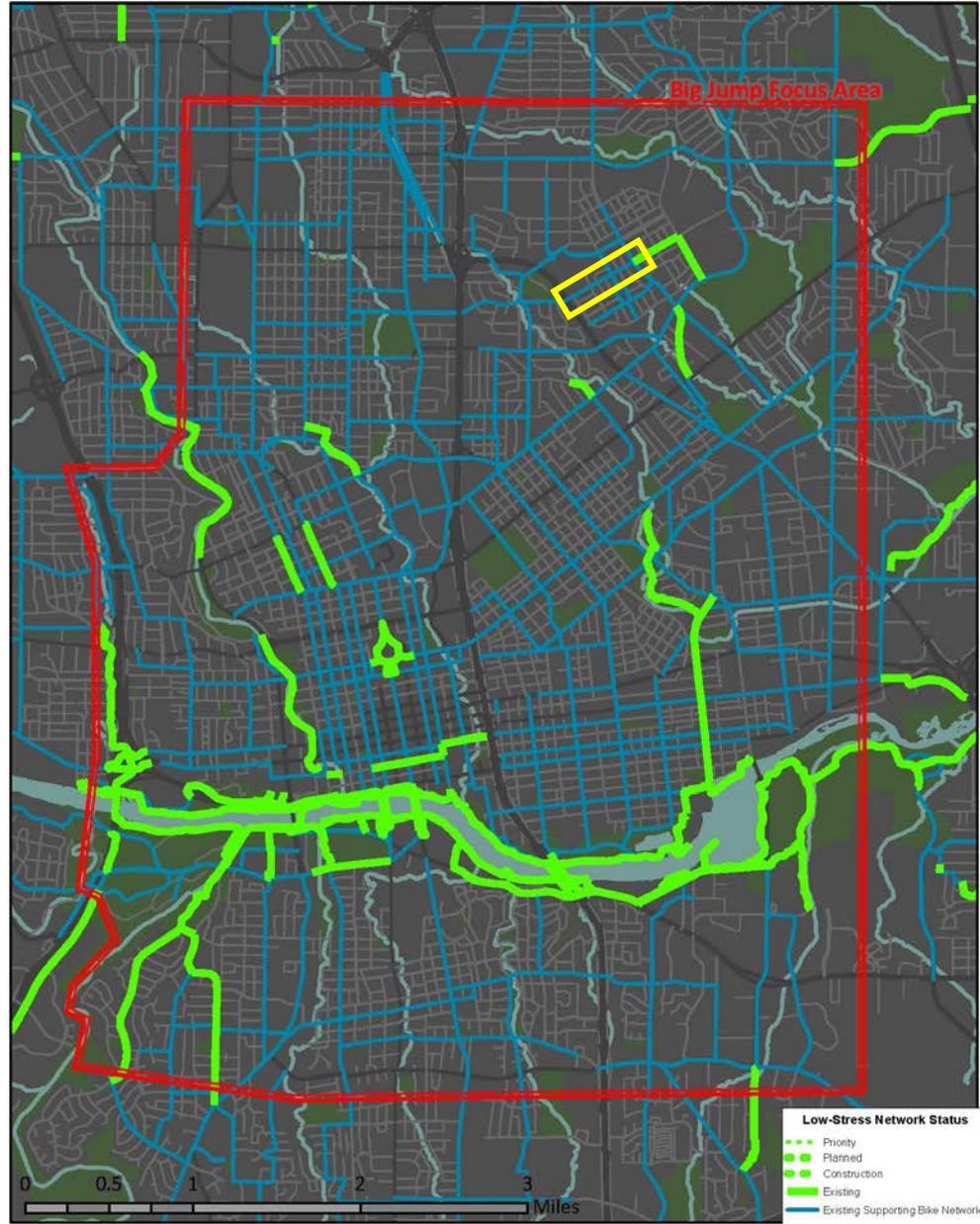
2012

A new cross section was developed for Tilley and Zach Scott Streets with protected bicycle lanes after speeding complaints surfaced along Zach Scott Street.

2018

The first resurfacing of the original Zach Scott Street section is opportunity to relook at the street layout.

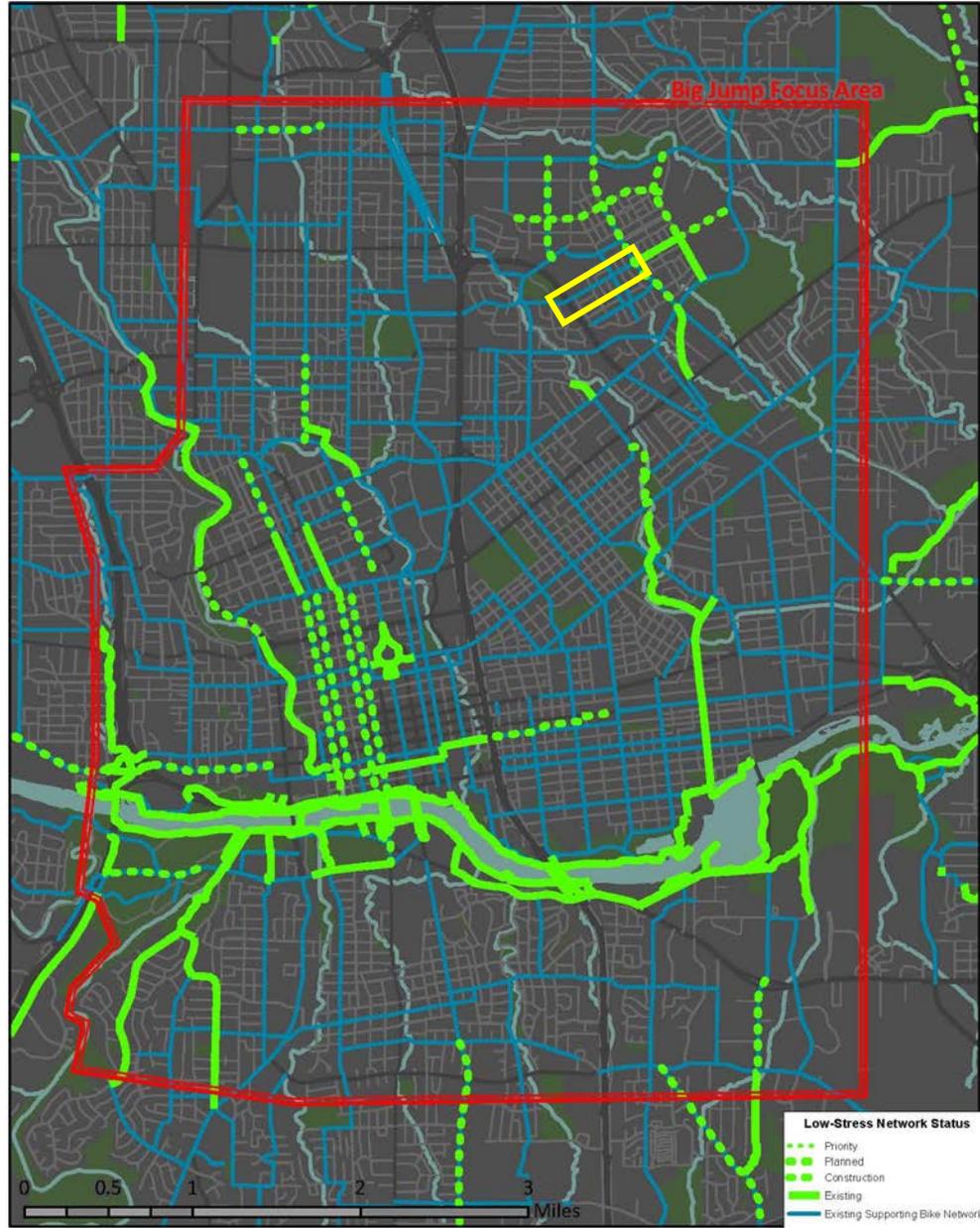
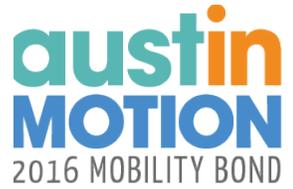
ZACH SCOTT STREET & THE EXISTING ALL AGES AND ABILITIES BICYCLE NETWORK



ZACH SCOTT STREET & THE PLANNED ALL AGES AND ABILITIES BICYCLE NETWORK



Planned Low Stress Network - Austin, TX

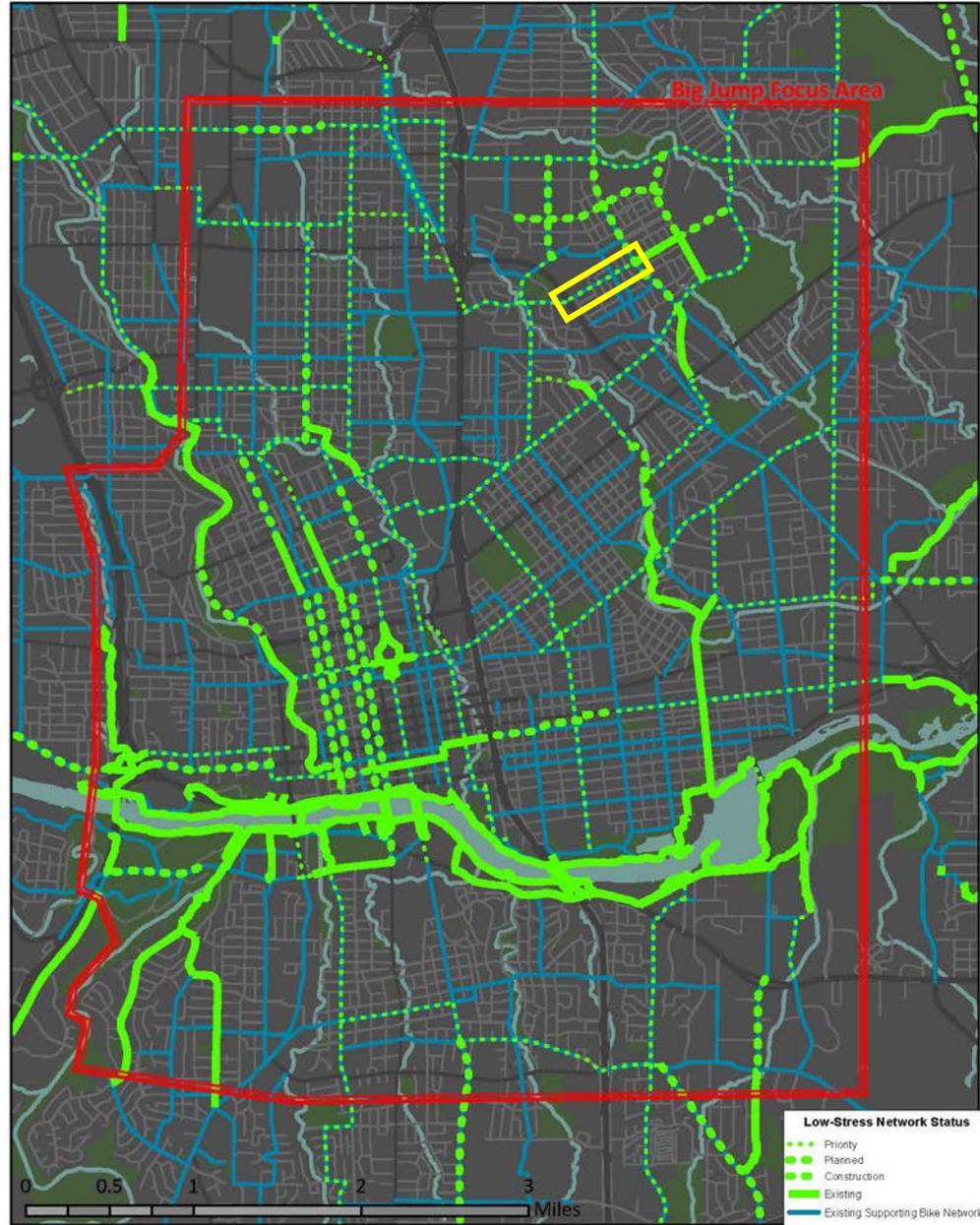


ZACH SCOTT STREET & THE PRIORITY ALL AGES AND ABILITIES BICYCLE NETWORK

*All projects will undergo feasibility analysis, coordination and/or public process prior to installation or construction.

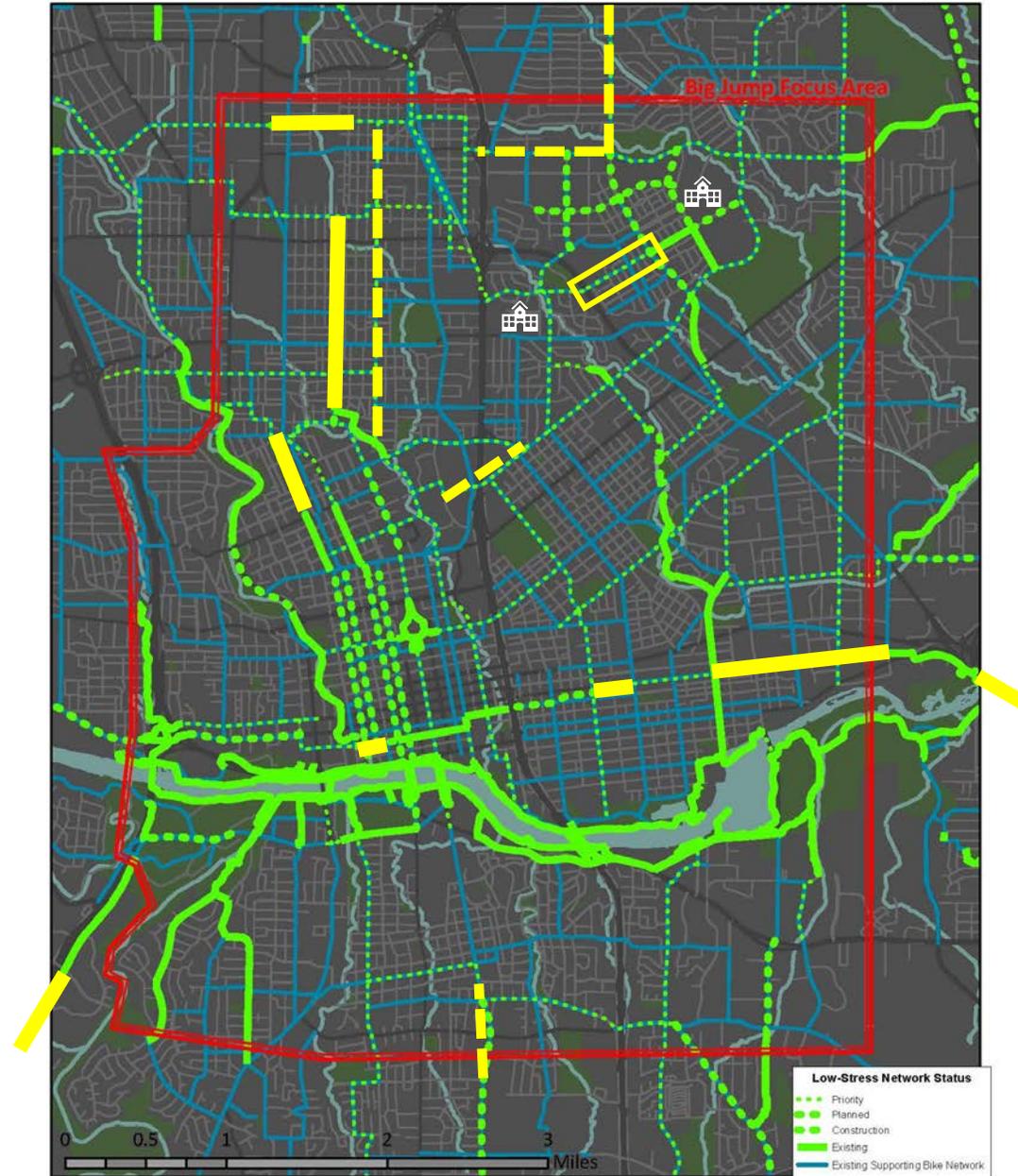


Priority Low Stress Network - Austin, TX



ZACH SCOTT STREET & RECENT BICYCLE NETWORK BUILD OUT PROGRESS

- Zach Scott St connects to the future middle school and Maplewood Elementary School site



ZACH SCOTT ST: EXISTING CONDITIONS

- Speeding concerns raised on Zach Scott Street raised by community members in 2012
- Current bicycle lane does not accommodate people of all ages and abilities
- The current painted bicycle lane does not meet current standards for width adjacent to the door zone of parked cars
- Airport Boulevard and Berkman Drive are currently tricky crossings by bicycle, particularly when traveling east



PROPOSED ZACH SCOTT ST IMPROVEMENTS

- Upgrades bicycle facility to protected bicycle lanes
 - Eliminates door zone conflicts
 - Completes a critical gap in the all ages and abilities network
- Travel lane widths are narrowed. In comparable projects, significant reductions in high risk speeding were observed after installations.
- Simplified crossings with improved safety at Airport Boulevard and Berkman Drive
- Allows for parking to be maintained on one side of the street. Alternative designs using one-way protected bicycle lanes would require removing parking from both sides of the street.



Barton Hills Drive
Improvement Project

46%

DECREASE IN
SPEEDS OVER
35 MPH

67%

DECREASE IN
SPEEDS OVER
40 MPH

Friedrich/Ponciana
Improvement Project

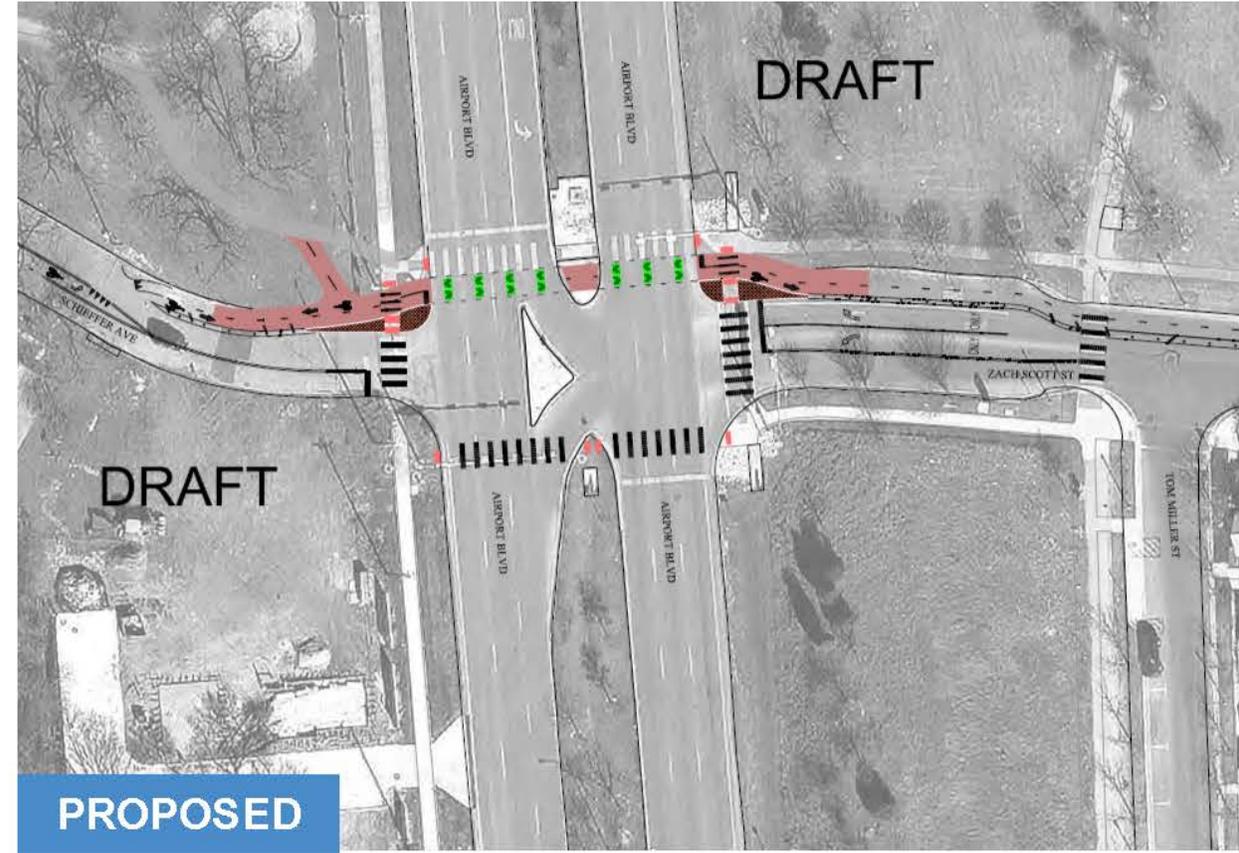
41%

DECREASE IN
SPEEDS OVER
35 MPH

3%

DECREASE IN
SPEEDS OVER
40 MPH

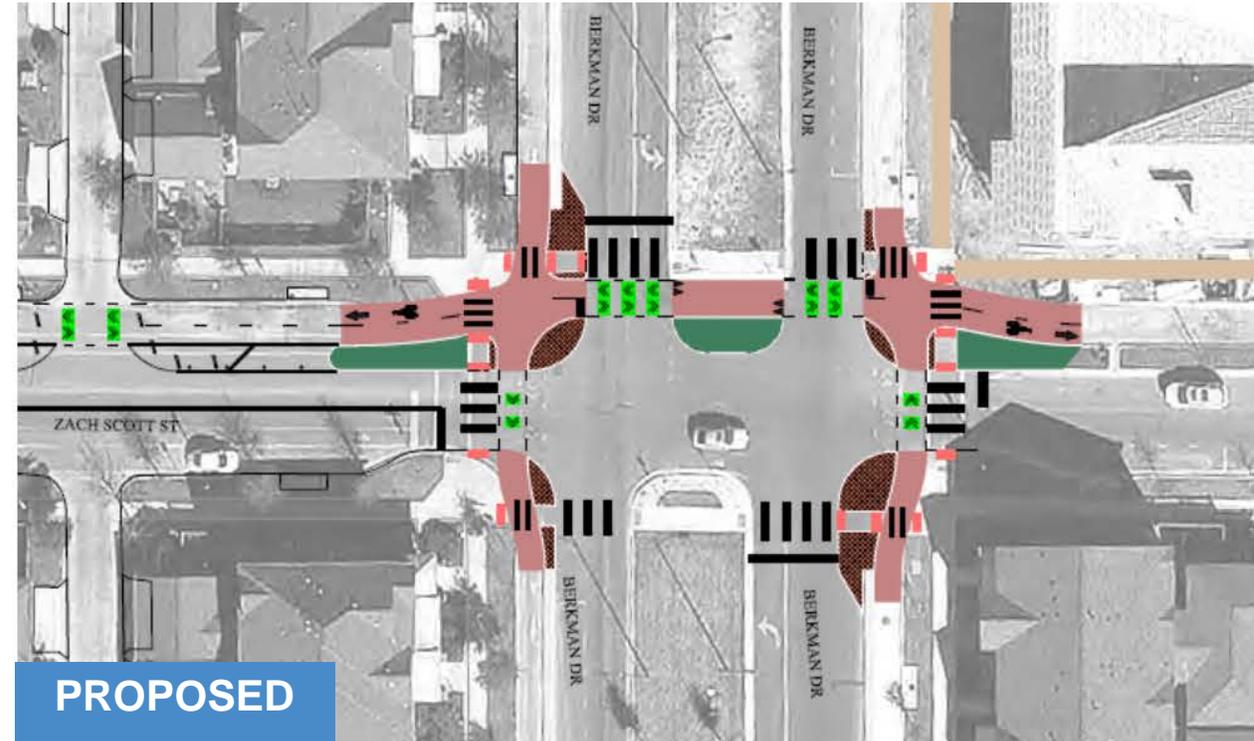
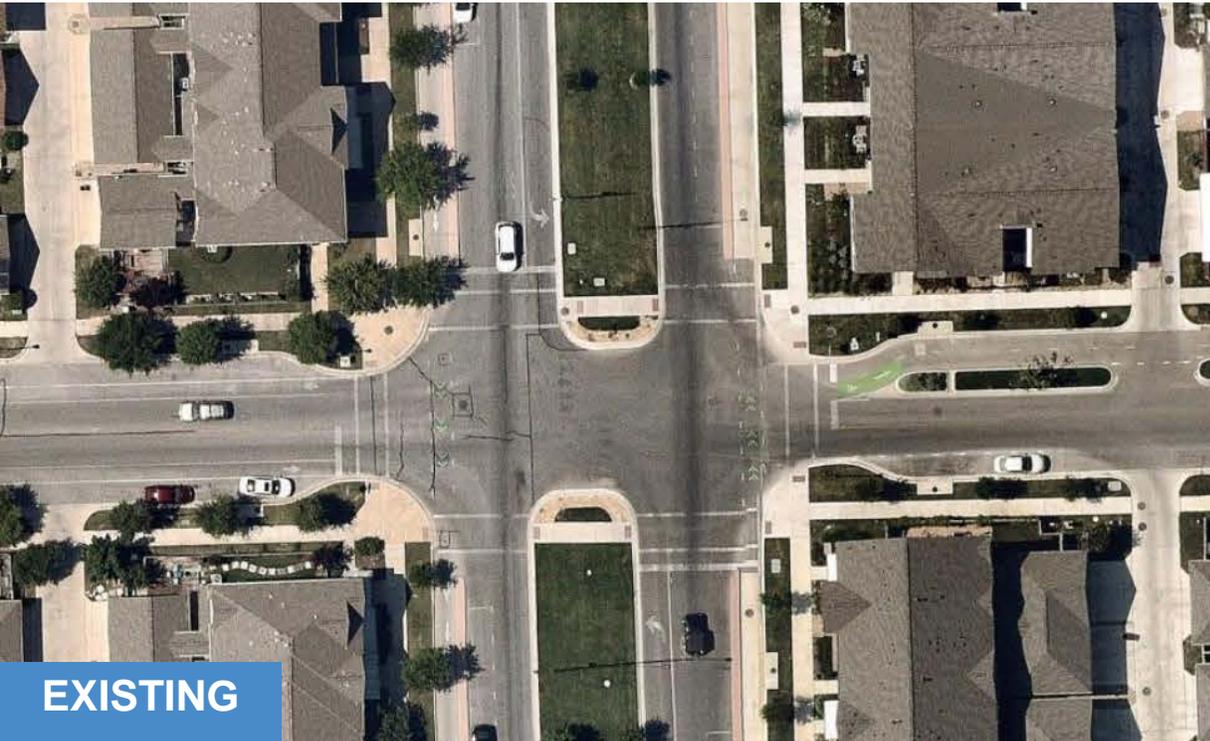
ZACH SCOTT STREET AND AIRPORT BOULEVARD



SAFETY BENEFITS OF PROPOSED DESIGN

➤ Extends the two-way protected bicycle lanes from Zach Scott Street across Airport Boulevard, onto Schieffer Street, where they would terminate just east of Vineland Drive, and transition to a neighborhood street.

ZACH SCOTT STREET AND BERKMAN DRIVE

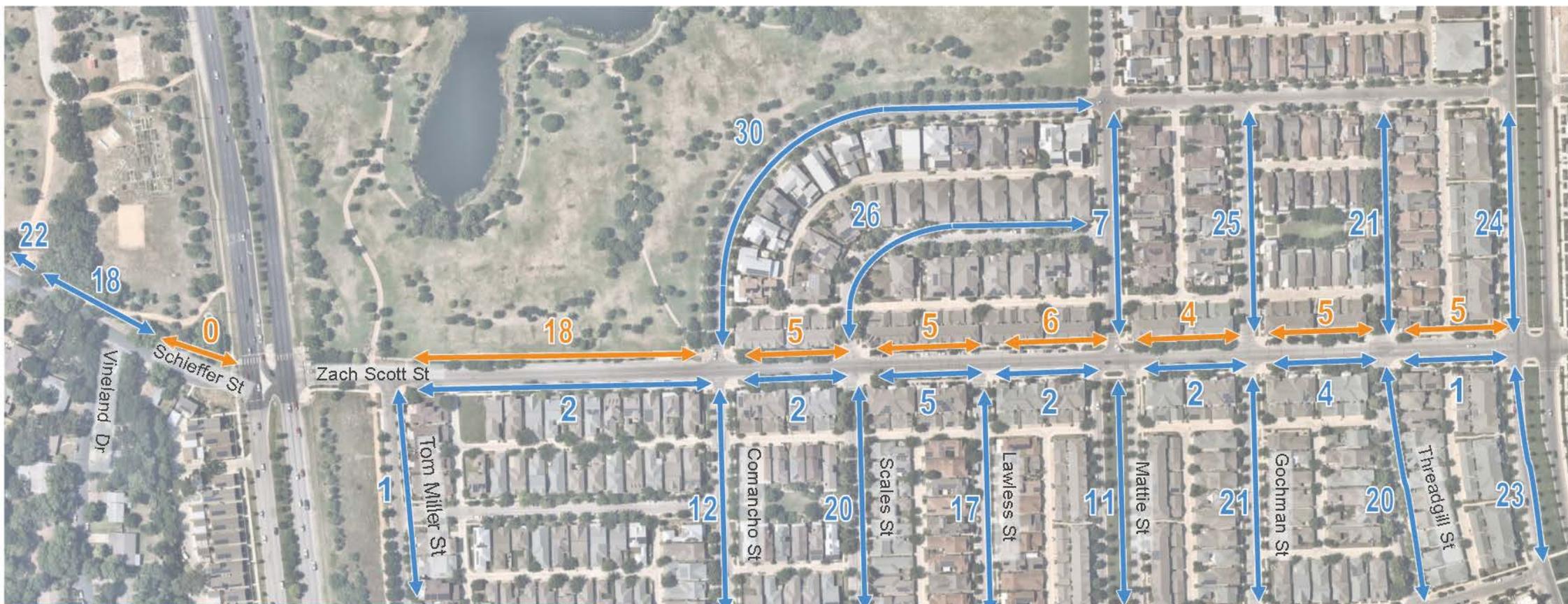


SAFETY BENEFITS OF PROPOSED DESIGN

- Protected intersection at Zach Scott Street and Berkman Drive offers improved safety and comfort for all modes
- Reduced crossing distances and exposure for bicycles and pedestrians
- Curb radii designed to slow motor vehicle turns and provide better sightlines at bicycle and pedestrian crossings. This reduces the risk of right-hook conflicts for bicycles and improves yielding behavior by drivers.
- Better integration with existing two-way protected bicycle lane on Zach Scott Street east of Berkman Drive

PARKING DEMAND - SUNDAY MARKET

 Observed occupied parking spaces proposed for removal
  Observed unoccupied parking spaces



EXISTING - SUNDAY PARKING DEMAND

PARKING DEMAND - DAYTIME

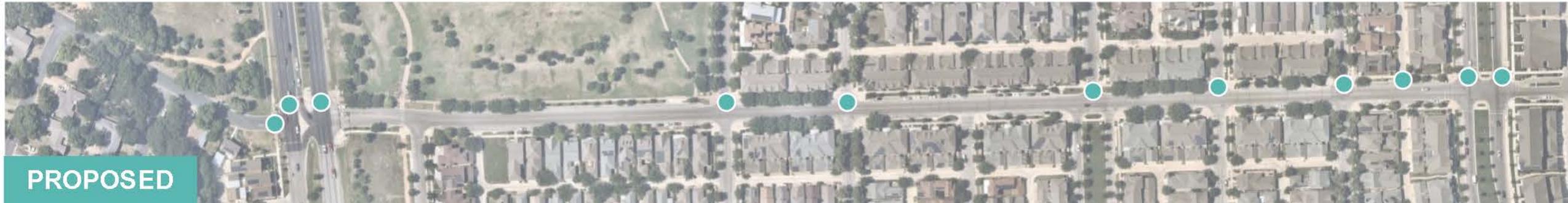
 Observed occupied parking spaces proposed for removal
  Observed unoccupied parking spaces



PARKING ANALYSIS SUMMARY

- Within 1 block of the project there are a total of 610 on-street parking spaces in addition to off-street parking
- 61 parking spaces are proposed to be removed along the north side of Zach Scott
 - (10% of the total)
- During times with peak parking demand (Sunday Market), there are 316 observed unoccupied available parking spaces within a block of the project
 - (43% of remaining total available)

CONFLICT ANALYSIS

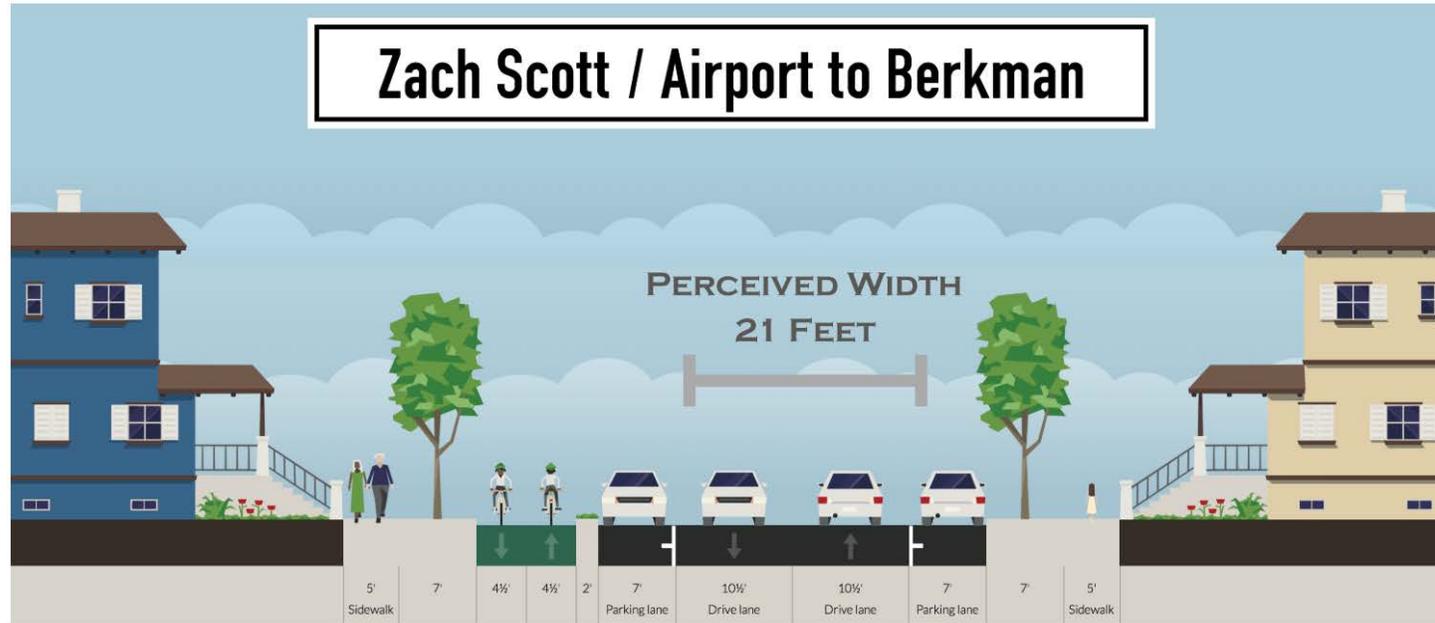


- Intersection or driveway conflict zones
- Door zone conflict zones

FEEDBACK TO DATE

- Support for the project as proposed
- Concern for two-way bicycle facilities
- Concern for parking removal
- Request for improved safety and connectivity at Airport Blvd. crossing
- Request for traffic calming and safer pedestrian crossings
- Request to consider leaving parking on both sides of the street

PROPOSAL FROM MUELLER NEIGHBORHOOD ASSOCIATION TRANSPORTATION SUB-COMMITTEE



Issues

- Does not meet current Fire Department clear width requirements
- Sight distance issues between turning vehicles and bidirectional bicyclists would require removal of significant parking on the north side of the street
- The two way bicycle facility would narrow to substandard widths

PARTNERSHIPS

THANK YOU