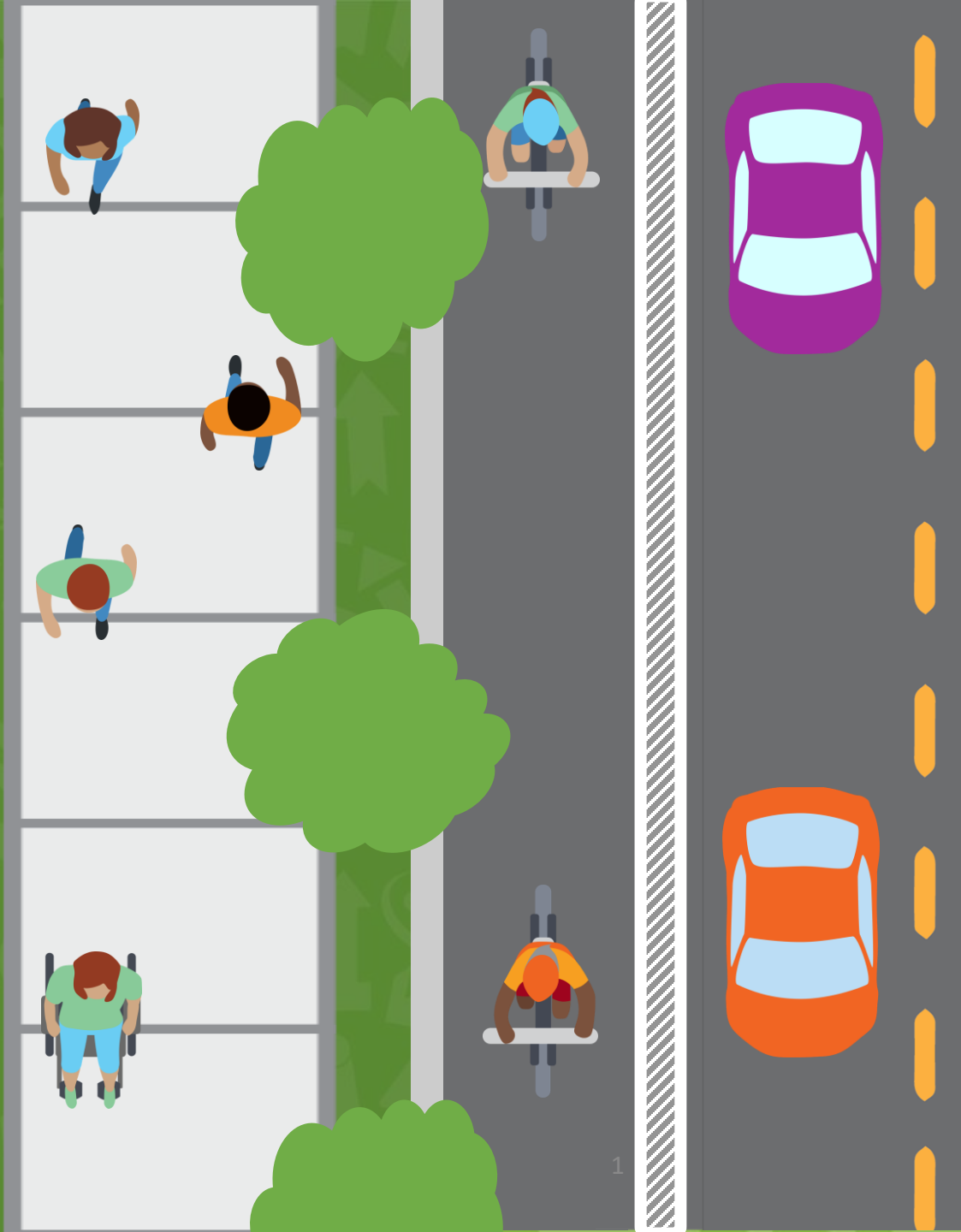




# AUSTIN CORE TRANSPORTATION PLAN



Design Commission  
January 27, 2020



# Agenda

- Purpose, Scope and Deliverables
- Existing Conditions
- Public Engagement Approach
- Project Schedule



# Purpose, Scope and Deliverables

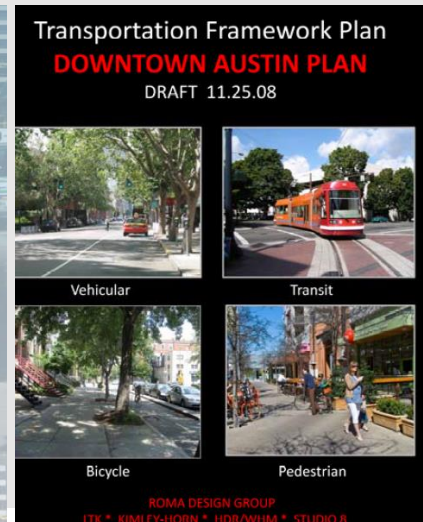
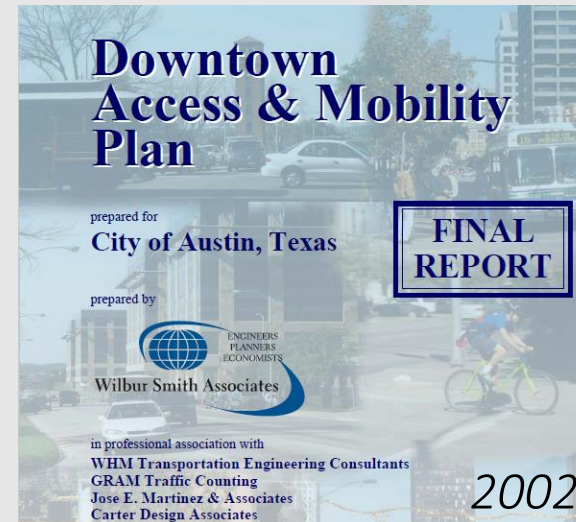


# Purpose

- Update to the 2002 Downtown Access and Mobility Plan and Downtown Austin Plan's 2011 Transportation Framework
- Update the transportation vision for downtown to align with the goals in the Austin Strategic Mobility Plan
- Identify priority transportation projects in downtown



2009 urban  
design  
guidelines  
for  
Austin



# Recent Projects & Initiatives



MoPac Express Lanes  
2018



Austin Strategic Mobility Plan  
2019



Project Connect Vision Plan  
2018



Congress Avenue Urban  
Design Initiative  
2019



Downtown Austin Parking  
Strategy  
2018





# Transformative Projects

- Project Connect ●●
- Capital Express Project (I-35) ●
- MoPac Express Lanes ●
- Congress Avenue ●



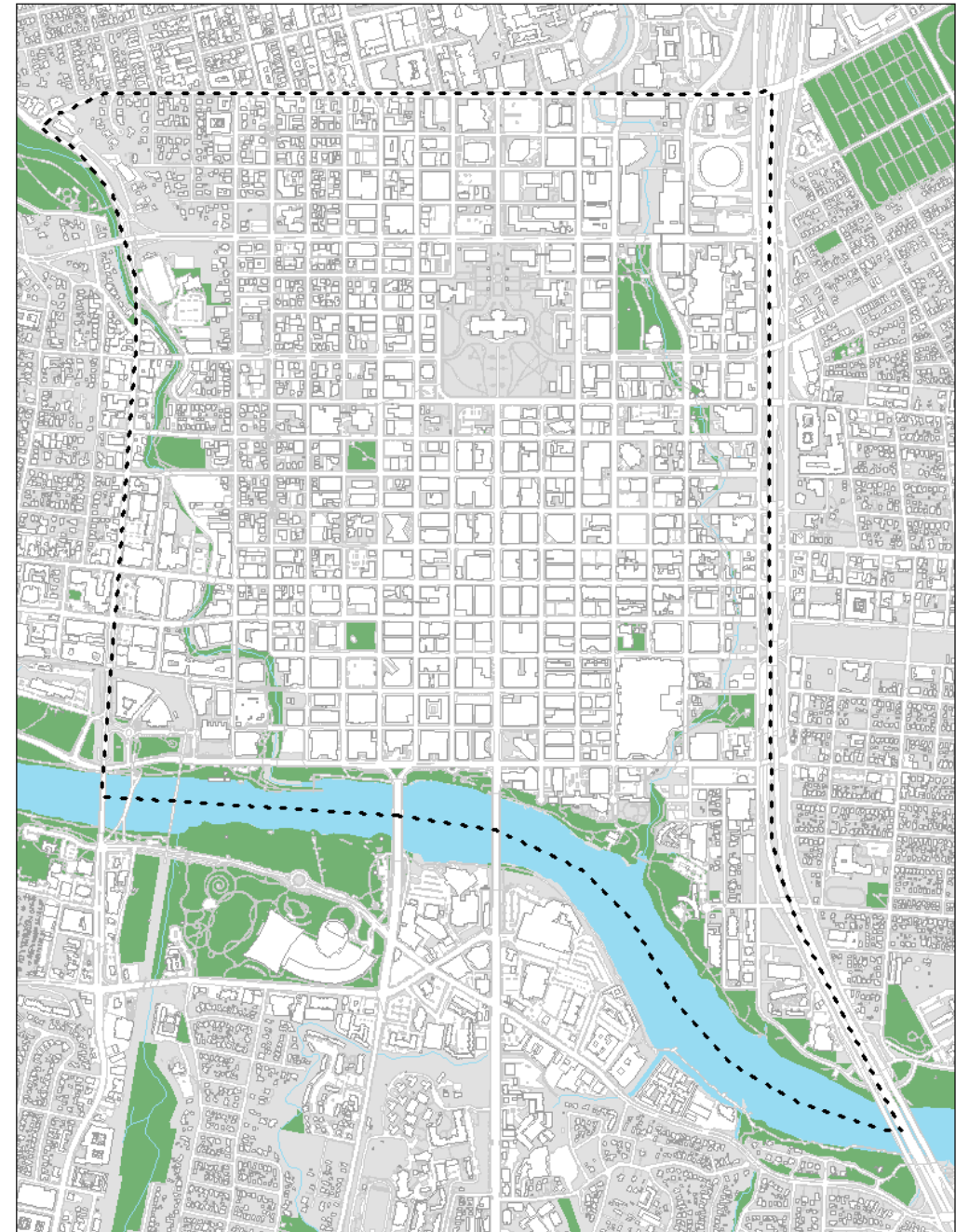
# Urban Design Guidelines

- Recommendation 20191216-05E: Design Commission provided a recommendation to Council to update the Urban Design Guidelines:
  - ...the Design Commission respectfully requests that City Council direct staff to initiate a revision process to the Urban Design Guidelines to better align them with Austin's adopted policies; including, but not limited to: The Imagine Austin Comprehensive Plan, the Downtown Austin Plan, the Austin Strategic Mobility Plan, the Austin Core Transportation Plan, Vision Zero, and the Austin Community Climate Plan.



# Scope

- Phase 1: Data Collection (Completed FY19)
  - Multimodal Cordon Line Study
  - Project Database
  - TDM Workshop
- Phase 2: Plan Development (Began FY20)
  - Task 1: Data Collection and Review
  - Task 2: Existing and Future Conditions Assessment
  - Task 3: Policy Review
  - Task 4: Plan Development
  - Task 5: Plan Compilation
  - Task 6: Public Engagement
  - Task 7: Advanced Renderings





# Major Deliverables

## Plan Document



*Supporting text and policy framework*

## Comprehensive List of Projects



*An aspirational list of projects in varying stages of project development*

## Signature Projects



*The most transformative and effective projects in achieving the vision for downtown and the city*

## Modeling and Visualizations



*Updated analysis of the street network and visualizations of recommendations*



# Comprehensive List of Projects

*Database of projects identified in Phase I*

*Reviewing and updating to reflect ASMP, Street Impact Fee, recent developments*

## Corridor Improvements

- One-way to two-way conversions
- Dedicated transit lanes
- Corridor reconstruction
- New street connections

## Systemic Improvements

- Safety improvements
- Pedestrian amenities
- Bicycle & scooter facilities
- Placemaking
- Wayfinding
- Signalized intersections
- Curb management

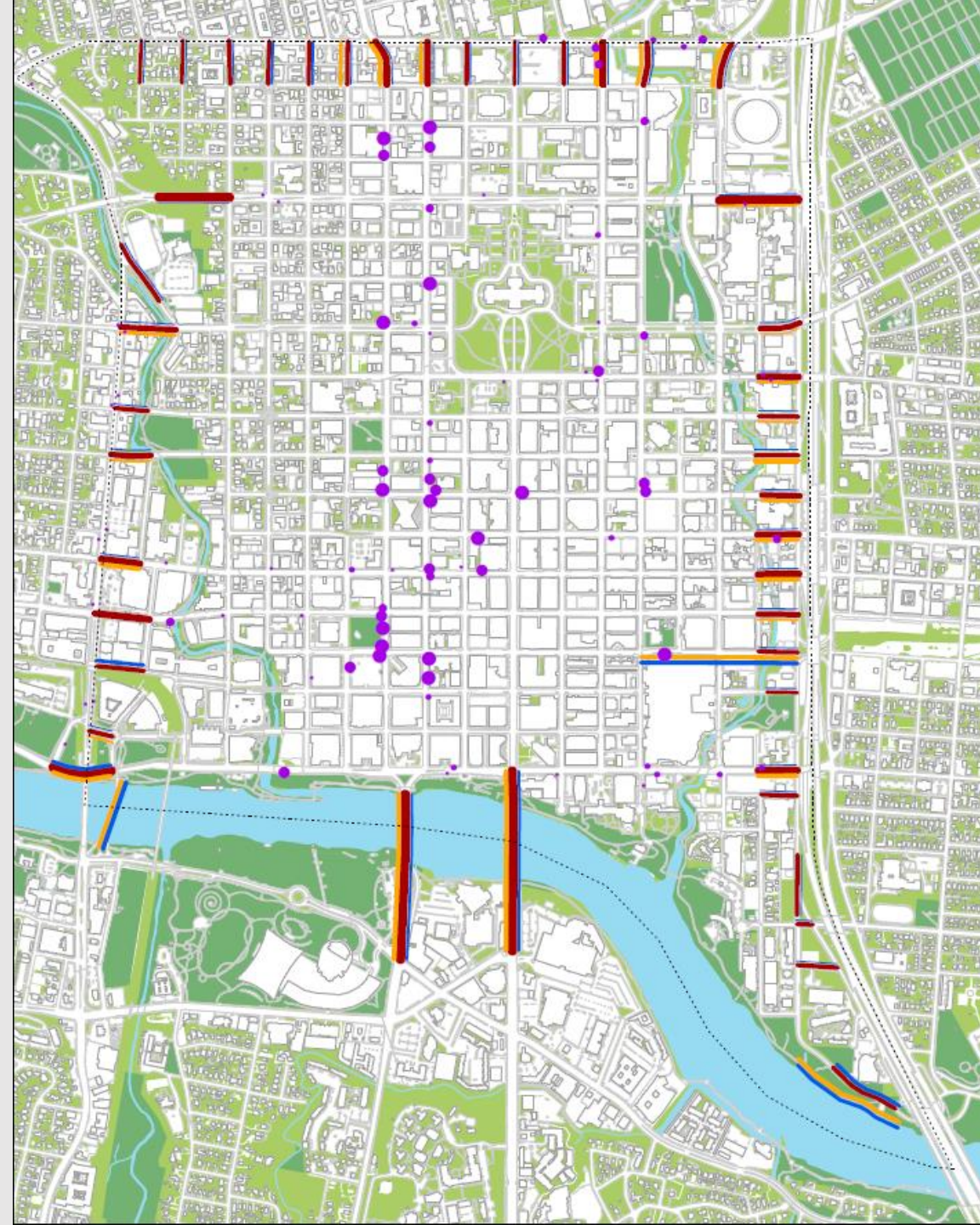


# Existing Conditions



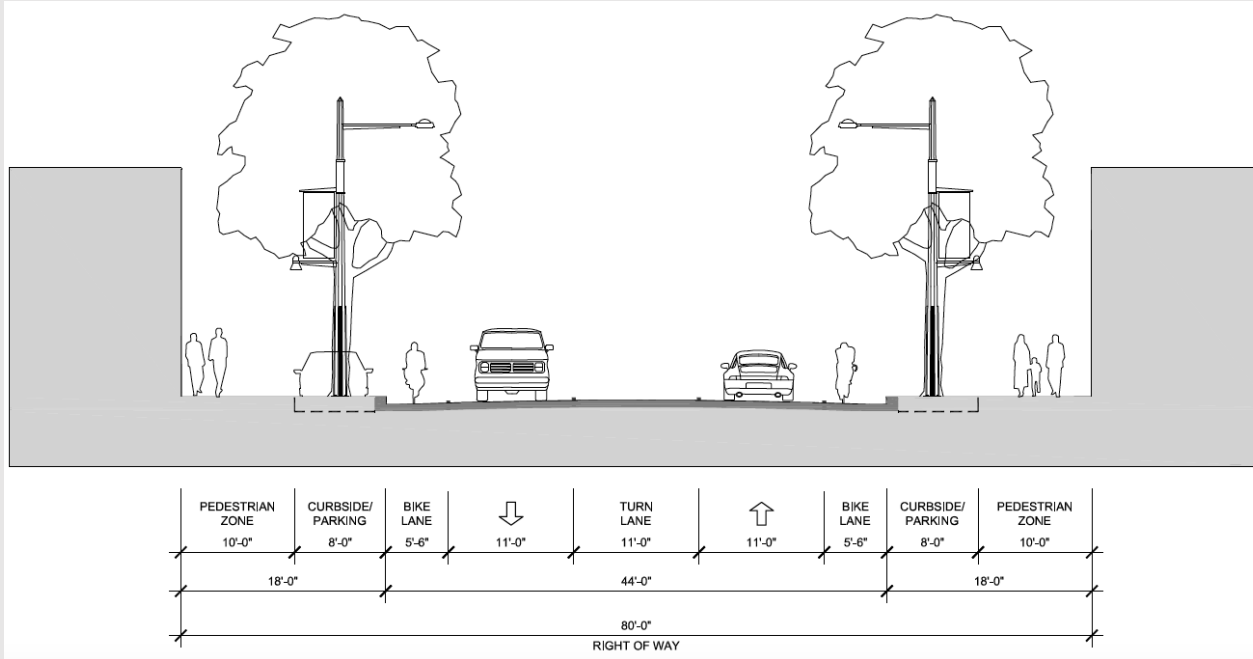
# Existing Conditions

- Existing bicycle & scooter facilities, notable conflict points
- Pedestrian facilities
- Existing transit service (routes & stops), performance
- Vehicular circulation (1-way & 2-way streets and signals)
- ASMP Priority Networks
- Crash Analysis
- Multimodal volumes
- Parking (on- and off-street)
- Open space and active edges

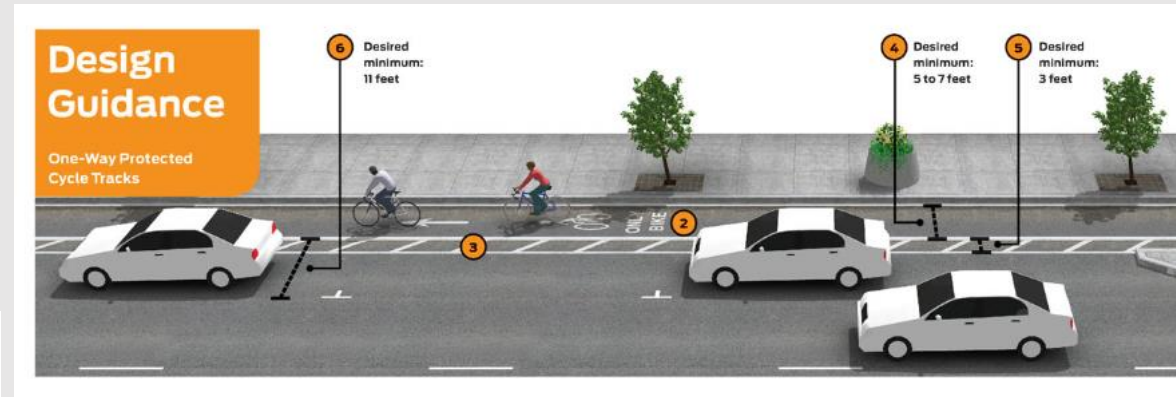




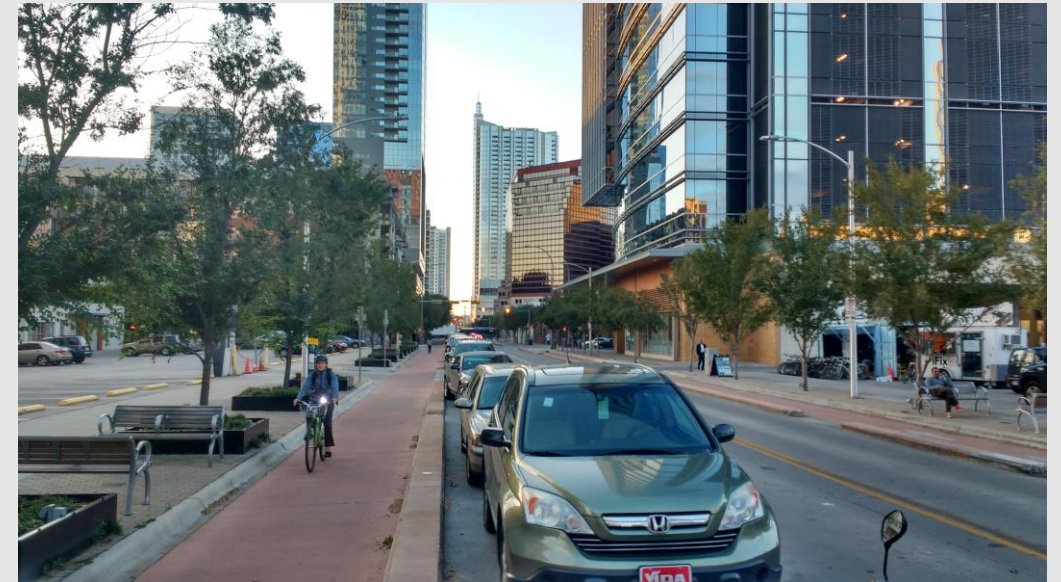
# Bicycle Facilities



*Bicycle and Local Access Street*  
Great Streets Master Plan



*NACTO Urban Bikeway Design Guide*

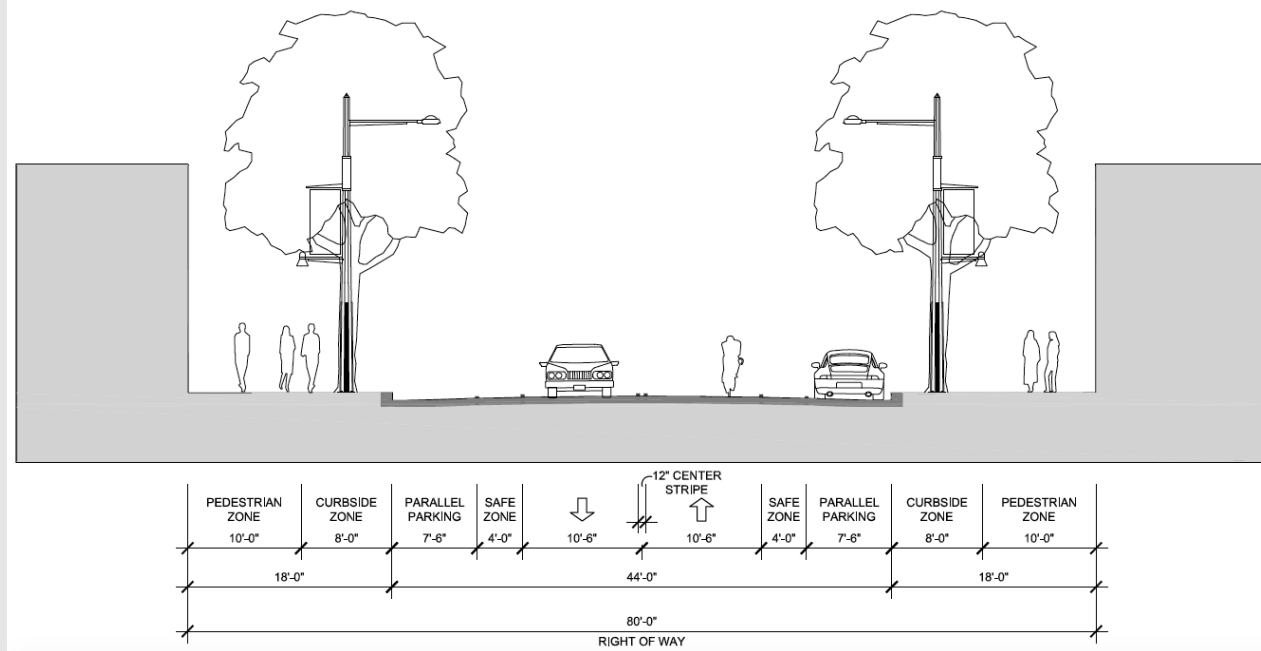


*3<sup>rd</sup> Street*

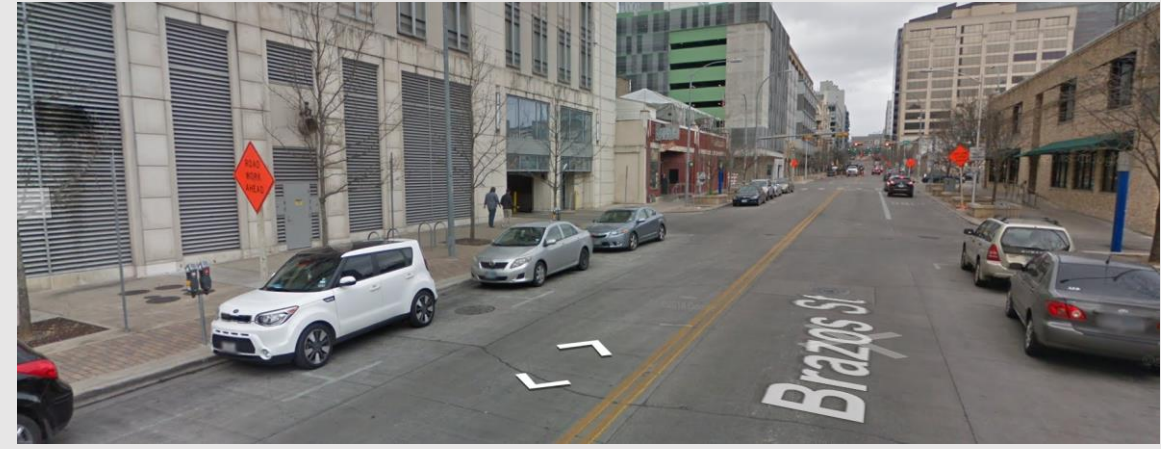




# Bicycle Facilities



***Mixed Mode Street***  
Great Streets Master Plan



*Brazos Street*



*Street pavers*

# Conflict: Right-turning vehicles





# Conflict: "Leapfrogging"





# Conflict: Bicycle facility ends



# Conflict: Sharrows





# Conflict: Loading/unloading vehicles





# Great Streets





## Not Great Streets...



# Existing conditions: Trees



# Inspiration from Other Cities





## 2 STREET TYPE STANDARDS

### 2.1 Right-of-Way Allocation

### 2.2 Relationship to Modal Plans

### 2.3 Street Classification

### 2.4 Street Type Map

### 2.5 Downtown

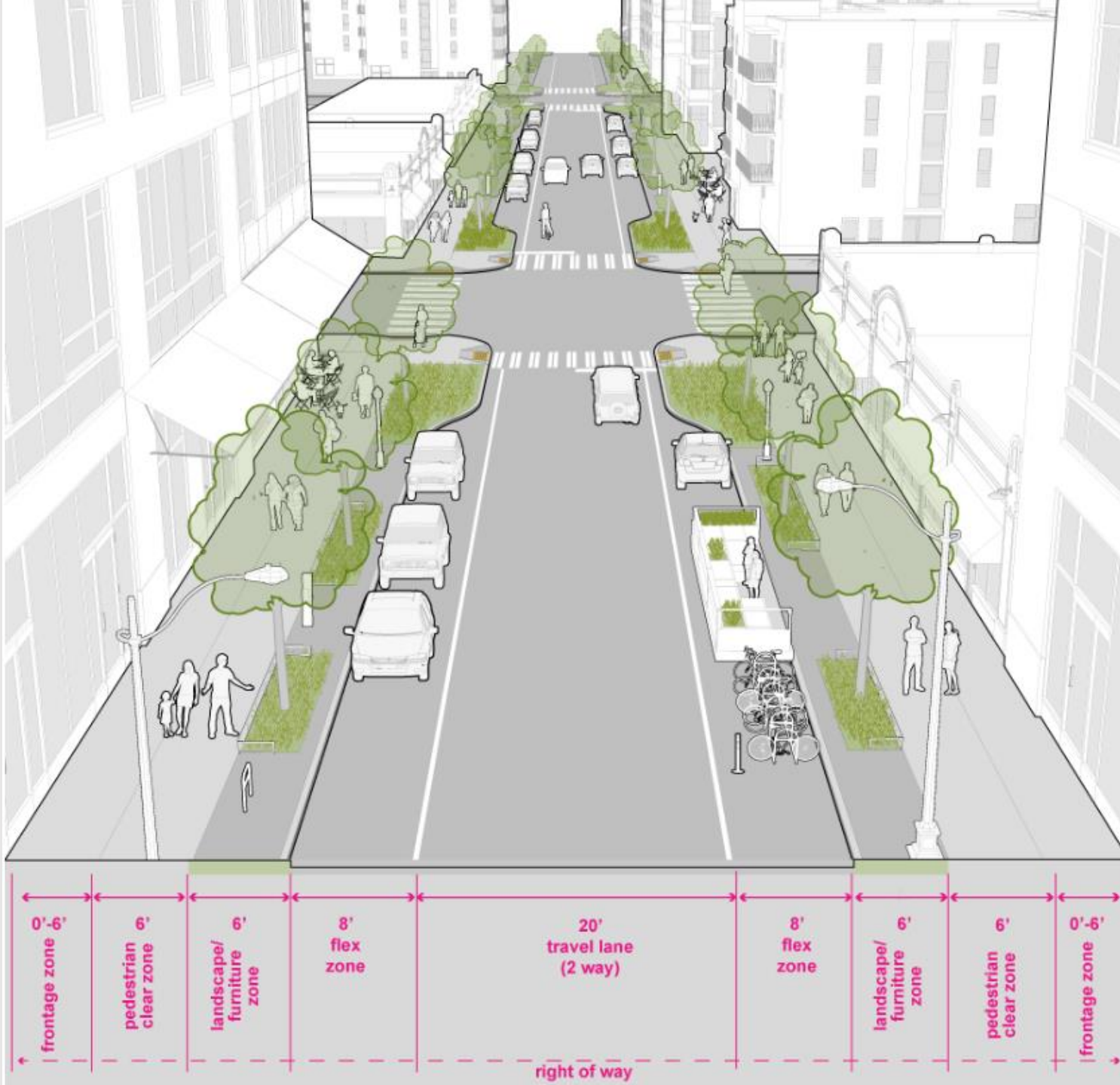
### 2.6 Downtown Neighborhood

### 2.7 Downtown Neighborhood Access

### 2.8 Urban Village Main

### 2.9 Urban Village Neighborhood

### 2.10 Urban Village Neighborhood Access



# DOWNTOWN ATLANTA TRANSPORTATION PLAN

## BAKER STREET TWO-WAY CONVERSION

Project  
ID **C-7**

**Description** Convert street to accommodate two-way operations, with left turn lanes at appropriate intersections, including signal modifications and signage

**Project Type** Corridor (C)

**Included in another infrastructure program\*** CIP-CWP

\* May include all or a portion of project extents

**Project Extents**

Centennial Olympic Park Drive to Piedmont Avenue

### Project Characteristics

0.57 miles

Convert street to two-way operations with center turn lanes at appropriate intersections

Install new traffic and pedestrian signals at intersections

Install navigational signage for drivers and pedestrians

### Design Considerations

Ensure capacity for potential Atlanta Streetcar expansion alignment along Baker Street

Allow flexibility of street for potential reversible operation to accommodate special events

Enhance pedestrian and vehicular safety at Courtland Street and convergence of Downtown Connector (I-75/85) off-ramp

### Vehicular Traffic Model Results

Mitigation likely needed at the following locations to maintain reasonable traffic operations: Courtland Street



1-Complementary Projects Adjacent projects to be reviewed and coordinated with subject project

2-Five-Year Action Plan Priority projects from Downtown Atlanta Transportation Plan

3-Comprehensive Plan Full list of projects from Downtown Atlanta Transportation Plan

### IMPLEMENTATION

	PE	ROW	CONST	TOTAL
<b>Cost Estimate</b>	\$252K	N/A	\$1.685M	\$1.937M
<b>Potential Funding Sources</b>	GTIB, TSPLOST, ADID (funded)			
<b>Stakeholders</b>	City of Atlanta, adjacent property owners			
<b>Complementary Projects<sup>1</sup></b>	C-5 Baker Street / Highland Avenue PATH Connection Enhancements C-6 Baker Street High-quality Bike Infrastructure T-7 Atlanta Streetcar / MARTA Light Rail - Crosstown Midtown Connection INT-3 Courtland & Baker Intersection Improvements			
<b>Other Considerations</b>	N/A			



## About the Projects

Leveraging public input on 100+ project ideas, Central City in Motion has developed 18 projects that will reshape our streets for the future, making them more efficient, safer, and more flexible. All 18 projects are designed to support a growing Central City. They will make transit, biking and walking more accessible while preserving freight access and the ability to drive for those who need it.

As you review the projects, keep in mind that the cost estimates, and changes to parking and travel lanes are based on concept level designs and will undergo further refinement. For each project, we provide an estimate of the people moving capacity that is based on studies from other cities. These estimates of people moving capacity do not reflect current volumes or demands.

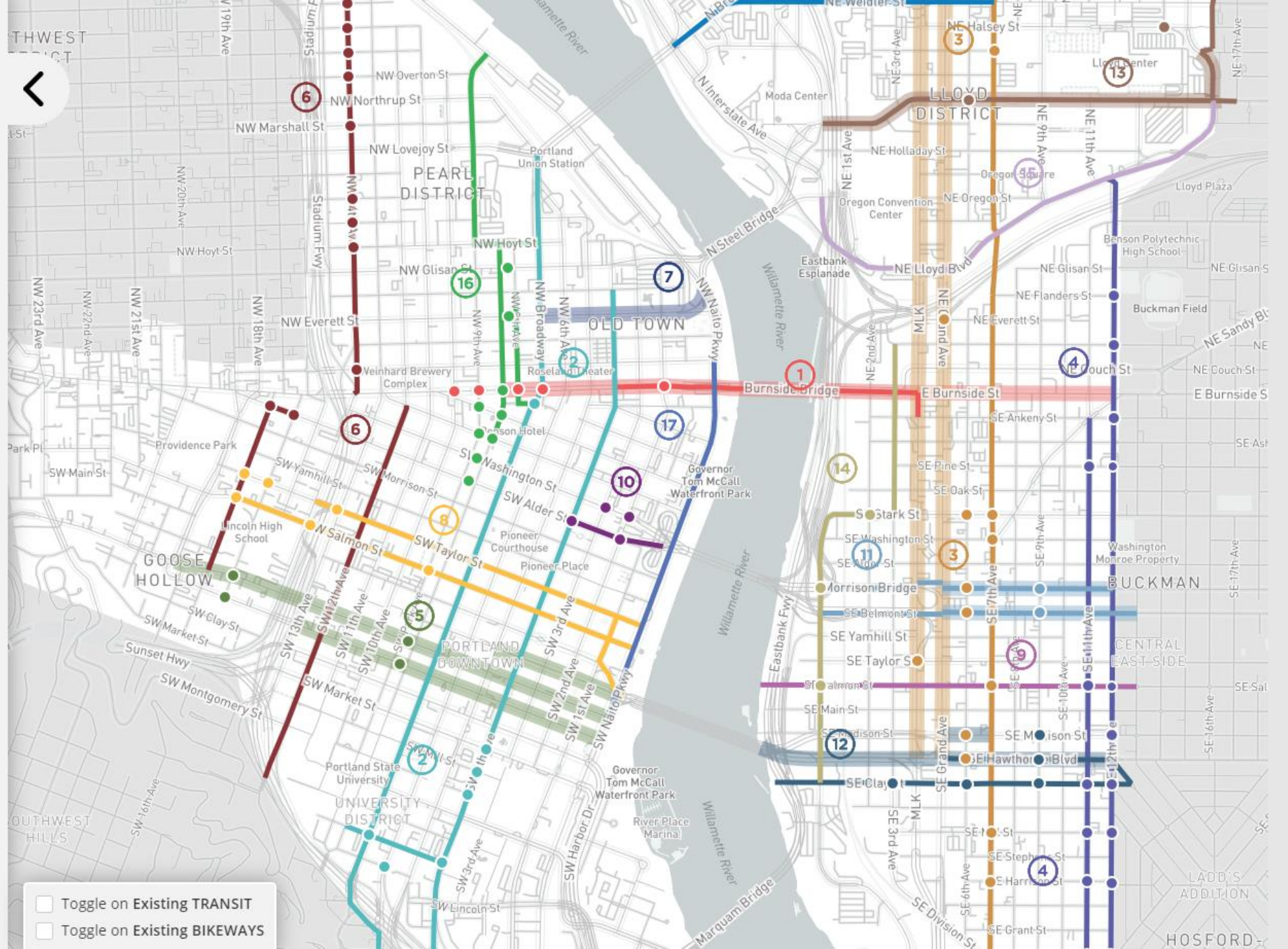
Click on a project to learn more about it.

START

### Key Items:

- Pedestrian Crossings Improvements
- Transit Priority Improvements
- Bikeway Improvements

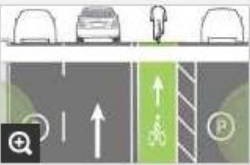
Data provided by City of Portland, Metro, and Alta.





« PREVIOUS PROJECT

NEXT PROJECT »



### Cross Section



## Rendering

6 NW/SW 12th / 14th / 17th

DESCRIPTION:

These streets work together to provide access to and from the Pearl District and through Goose Hollow. NW 14th would create a protected bicycle lane from Burnside to Hoyt, and a wide bicycle lane from Hoyt to Savier. Improvements to SW 17th Avenue would create a protected two-way, cycle track from Salmon to Alder, and a neighborhood greenway from Madison to I-405. A protected bicycle facility on SW 12th from College to Stark would provide access

**COST:**

**\$3,030,000**

**PARKING IMPACTS:**

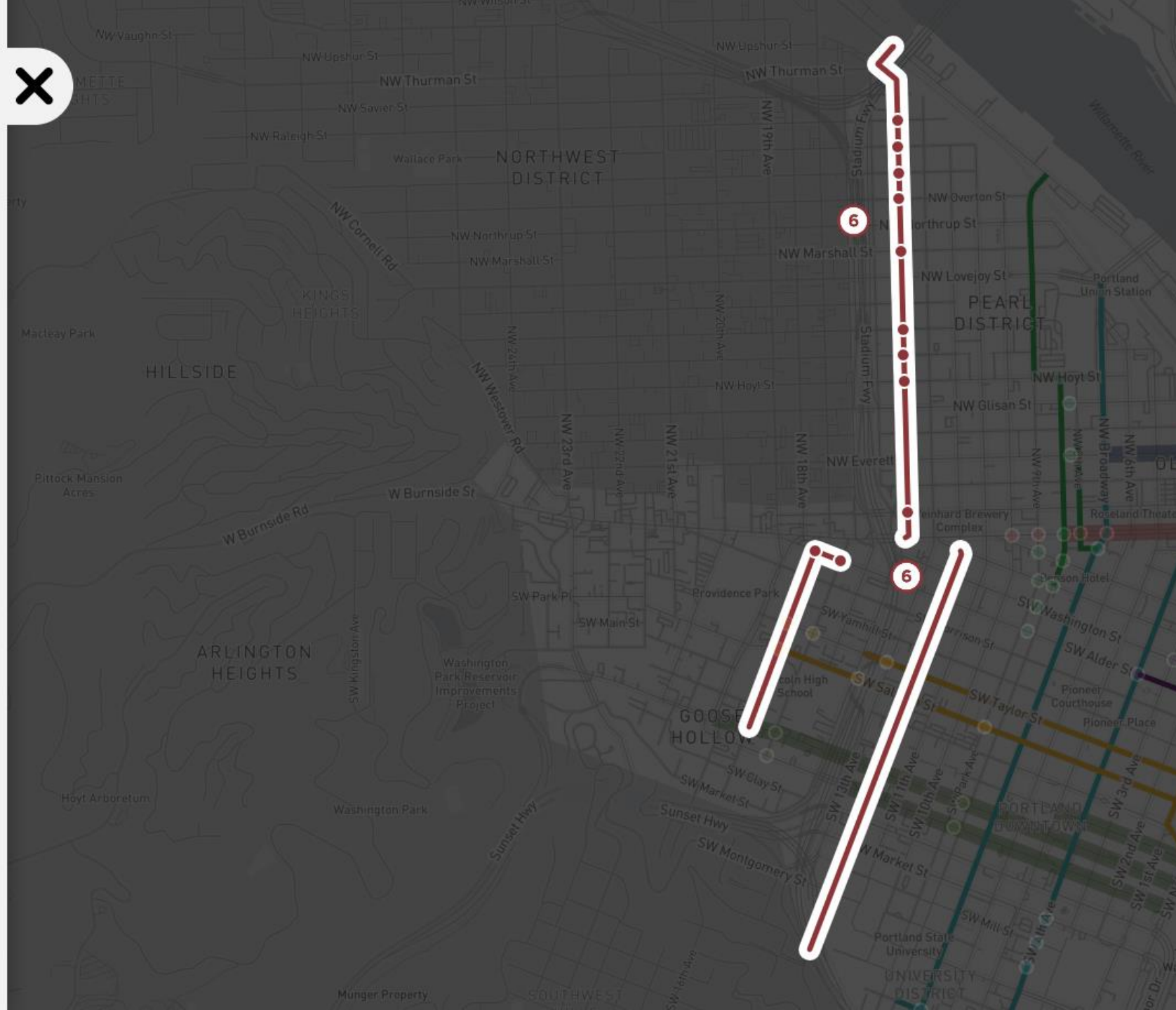
Impacts parking on one side of SW 17th,  
otherwise minor impacts

TRAVEL LANE IMPACTS:

1 lane on SW 12th

PEOPLE MOVING CAPACITY:

14th: +18%





[« PREVIOUS PROJECT](#)[NEXT PROJECT »](#)

Cross Section



Rendering

## 18 NE Broadway / Weidler

### DESCRIPTION:

N/NE Broadway and Weidler streets are a key connection between the east and west sides of the Central City. This segment of the corridor includes some of the highest crash intersections on our bicycle transportation system. This project would reconfigure travel lanes where feasible to create protected or buffered bike lanes for improved safety and circulation. The project would extend from the Broadway Bridge to NE 7th Ave to connect with existing bike lanes in the Lloyd

### COST:

**\$4,980,000**

### PARKING IMPACTS:

Provides additional on street parking

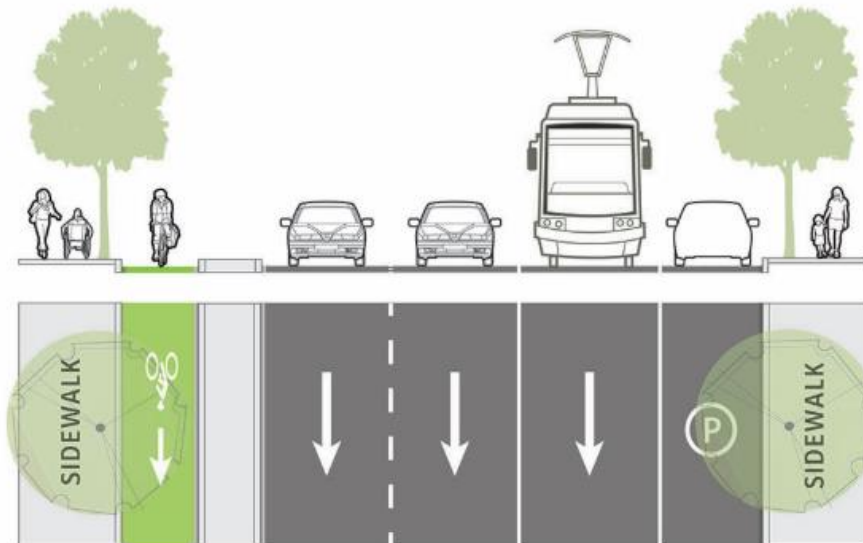
### TRAVEL LANE IMPACTS:

1 lane on Broadway, 1 lane on Weidler

### PEOPLE MOVING CAPACITY:

E Broadway/Weidler: +14%

## Cross Section



**Project 18 | NE Broadway St/NE Weidler St**  
Orientation | NE Broadway - NE Martin Luther King Jr. Blvd to NE 3rd Ave (Looking East)

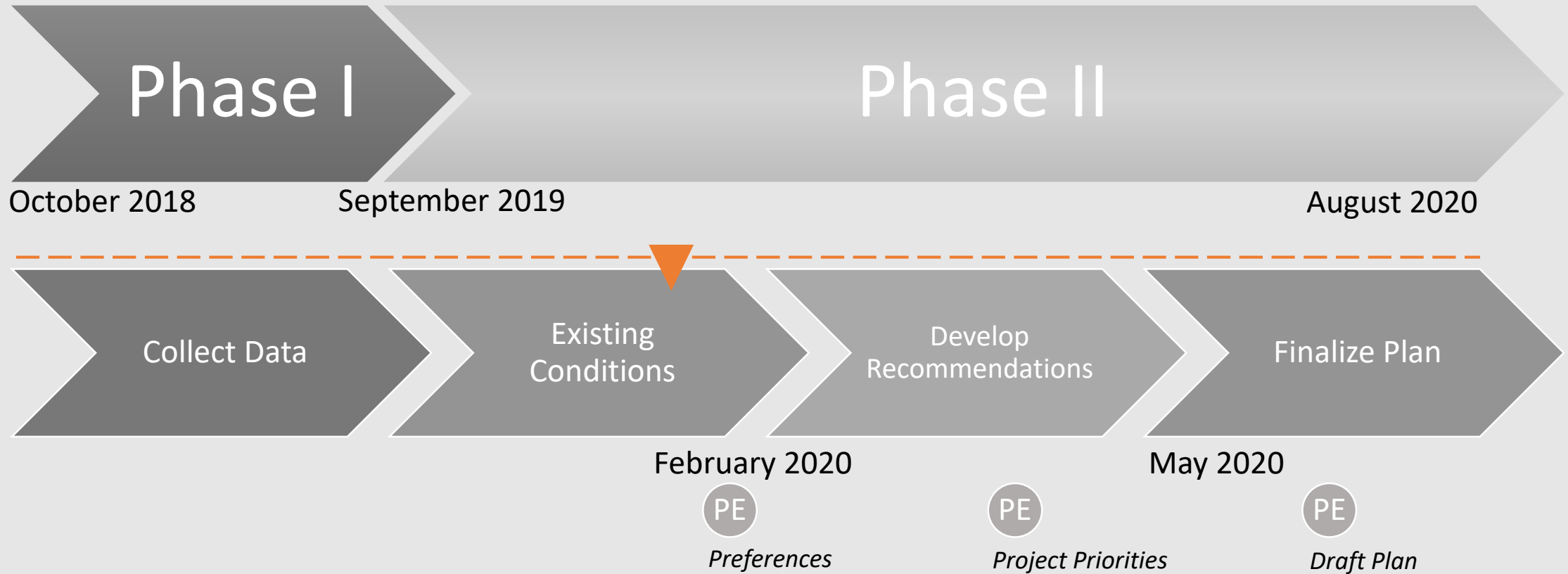
[CLOSE](#)[NEXT](#)

# Public Engagement

- Round #1 – Preferences
  - Online Survey
  - Virtual Open House
  - Come-and-go events
- Round #2 – Project Priorities
  - Online Survey
  - Event(s) TBD
  - Employer-based engagement & focus groups
- Round #3 – Draft Plan
  - Comments on Draft Plan
  - Council adoption - TBD



# Project Schedule



Public Engagement (PE) – three phases (Winter 2019-2020, Spring 2020, and Summer 2020)

# THANK YOU

[austintexas.gov/departments/austin-core-transportation-plan](http://austintexas.gov/departments/austin-core-transportation-plan)

email: [ACTPlan@austintexas.gov](mailto:ACTPlan@austintexas.gov)

