



Austin Core Transportation (ACT) Plan

Mobility Committee | January 9, 2023

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Austin Transportation Department

Presentation Outline

- ACT Plan 101
- Process
- Deliverable
- Phase 1 Engagement Results
- Next Steps/Timeline
- Questions



What is the ACT Plan?

- *Study of transportation connections to, from, and within downtown*
- *Multimodal in nature*
- *Reviews existing plans, including:*
 - Great Streets Master Plan (2001)
 - Downtown Access and Mobility Plan (2002)
 - Downtown Austin Plan Transportation Framework Plan (2008)
 - Downtown Austin Plan (2011)
 - Downtown Austin Parking Strategy (2018)
 - Austin Strategic Mobility Plan (2019)
- *Goals*
 - Identify feasible options to accommodate recognized needs
 - Communicate to public the ultimate plans for right-of-way downtown
 - Create implementation plan
 - Develop community support for build out of surface-level projects

Why Now?

- *Began in 2019 → Paused in 2020 → Restarted in early 2022*
- *Update with latest on:*
 - I-35 Capital Express Central (including cap-and-stitch)
 - Project Connect
 - 2016/2020 Mobility Bond efforts
- *Identify actionable items for:*
 - City and public agencies
 - Input for ATP and TxDOT
 - DAA and other potential partners
- *Understand funding required*
- *Action Item 87 in the ASMP*



Process

Data Collection

Policy Review

Internal ATD Policy Workshops on 8 Topics

Toolbox of Best Practices

Needs Assessment

Updates on On-going Design/Construction Projects

Downtown Traffic Modeling

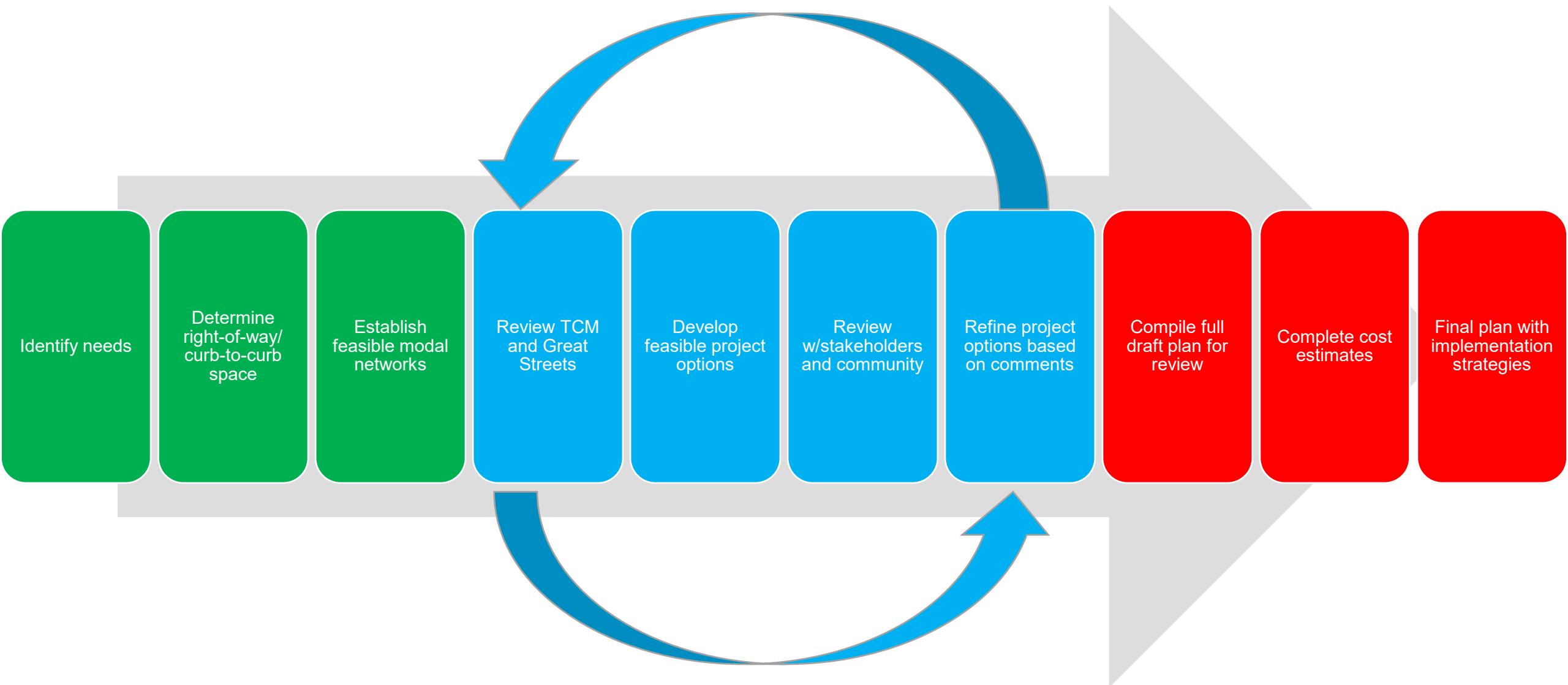
Policy Recommendations

Program Recommendations

Project Recommendations



Project Recommendations



Deliverable – Sample

PROJECT | 5

SW Jefferson / Columbia / Madison

Project Highlights

Multiple bus lines use Columbia and Jefferson to connect from Goose Hollow to the Hawthorne Bridge. These streets are also critical east/west connections through downtown Portland for cars and trucks. The proposed project would improve transit reliability and speed by adding a Bus and Turn lane and bus stop improvements. Traditional bike lanes would also be provided.

Estimated Cost: \$3,000,000

Benefits



BUSINESS ACCESS & TRANSIT LANES

Transit priority BAT lanes on Jefferson and Columbia will allow the buses to access and get through downtown, relieving a major pinch point in the transit system.



CROSSING IMPROVEMENTS

Pedestrian crossing improvements can improve safety and increase the likelihood that people driving will stop for people crossing the street.



BIKE LANE Moving the bike lane on Madison will eliminate weaving with the buses.



BIKEWAY Portions of the bikeway connections from the Hawthorne Bridge will be protected. Separating people biking on Madison from other vehicles will improve safety for all roadway users.

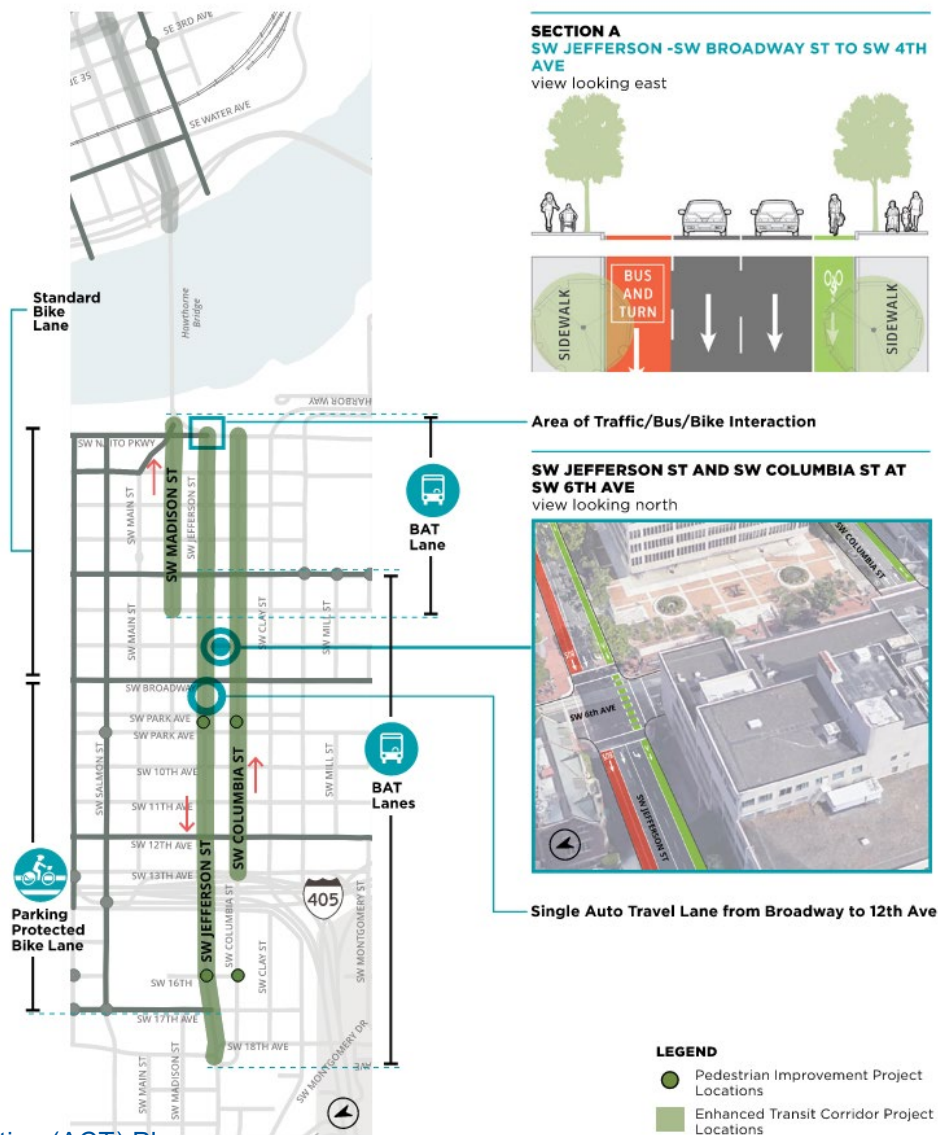


PEOPLE MOVING CAPACITY Changes in street design would increase the number of people that the street could accommodate by +74%.

Key Considerations

- To accommodate the BAT lane from 1st to 5th Avenues on SW Madison, all parking would be removed.
- To accommodate the BAT lane from 4th Avenue to Broadway on SW Jefferson, parking on the north side would be removed.
- From 12th Avenue to Collins Circle, SW Jefferson could accommodate the protected bike lane, BAT lane and two travel lanes.
- To accommodate a BAT lane and bike lane on SW Columbia, some parking on the south side of the street would be removed. Most parking on the north side of SW Columbia would be retained.

Project Details



Deliverable – Sample

Recommended projects for implementation

1-5 Year Project Recommendations

Projects are not listed in priority order

#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS		
			Transit Priority	Safer Crossings	Low-stress Bikeways
1	Burnside (from W 10th to E 12th)	\$5.5M	x	x	x
2	Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College	\$6.6M		x	x
3	NE/SE 7th Avenue (from Sullivan's Span to Division)	\$4.5M		x	x
3	Grand	\$900K	x	x	
5	SW Madison (from SW 5th to SW 1st)	\$170K	x		
6	NW 14th (from Burnside to Front)	\$530K		x	x
7	NW Everett (from Broadway to Steel Bridge)	\$1M	x		
8	SW Salmon/SW Taylor/SW 1st	\$3.9M		x	x
9	SE Salmon	\$490K		x	x
12	SE Hawthorne (from viaduct to 12th)	\$1.2M	x	x	x
13	NE Multnomah	\$3.8M	x	x	x
15	NE Lloyd (from MLK to 12th)	\$740K		x	x
16	Pedestrian crossings of Burnside	\$870K		x	
17	Naito	\$4M			x
18	NE Broadway/Weidler (phase I)	\$1.5M		x	x
TOTAL 1-5 YEAR PROGRAM COST		\$35.7M			

6-10 Year Project Recommendations

Projects are not listed in priority order

#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS		
			Transit Priority	Safer Crossings	Low-stress Bikeways
3	MLK	\$910K	x	x	
3	NE 7th Avenue (from Lloyd to Broadway)	\$410K		x	x
3	SE 6th Avenue pedestrian crossing improvements	\$1.5M		x	
4	SE 11th (from Clinton to Sandy) and SE /NE 12th (from Clinton to Lloyd)	\$7.4M		x	x
5	SW Jefferson/Columbia	\$3M	x	x	
6	SW 17th, 12th, and 14th pedestrian and signal improvements	\$2.5M		x	x
7	NW Everett (signalize northbound Naito to Steel Bridge ramp, eastside signal and BAT lane at Rose Quarter)	\$3.1M	x	x	
10	SW Alder	\$1.3M		x	x
11	SE Belmont/Morrison	\$3.1M	x	x	x
12	SE Madison	\$1.9M	x		
12	SE Clay	\$1.2M		x	x
13	NE 16th	\$211K	x	x	x
14	SE Water/Stark/3rd	\$2.6M		x	x
15	NE Lloyd: Rose Quarter to MLK	\$190K			x
16	Hoyt and Park and 9th	\$3.5M		x	x
18	NE Broadway/Weidler (phase II)	\$3.7M		x	x
TOTAL 6-10 YEAR PROGRAM COST		\$36.5M			

Focused on feasible design solutions that have broad community consensus

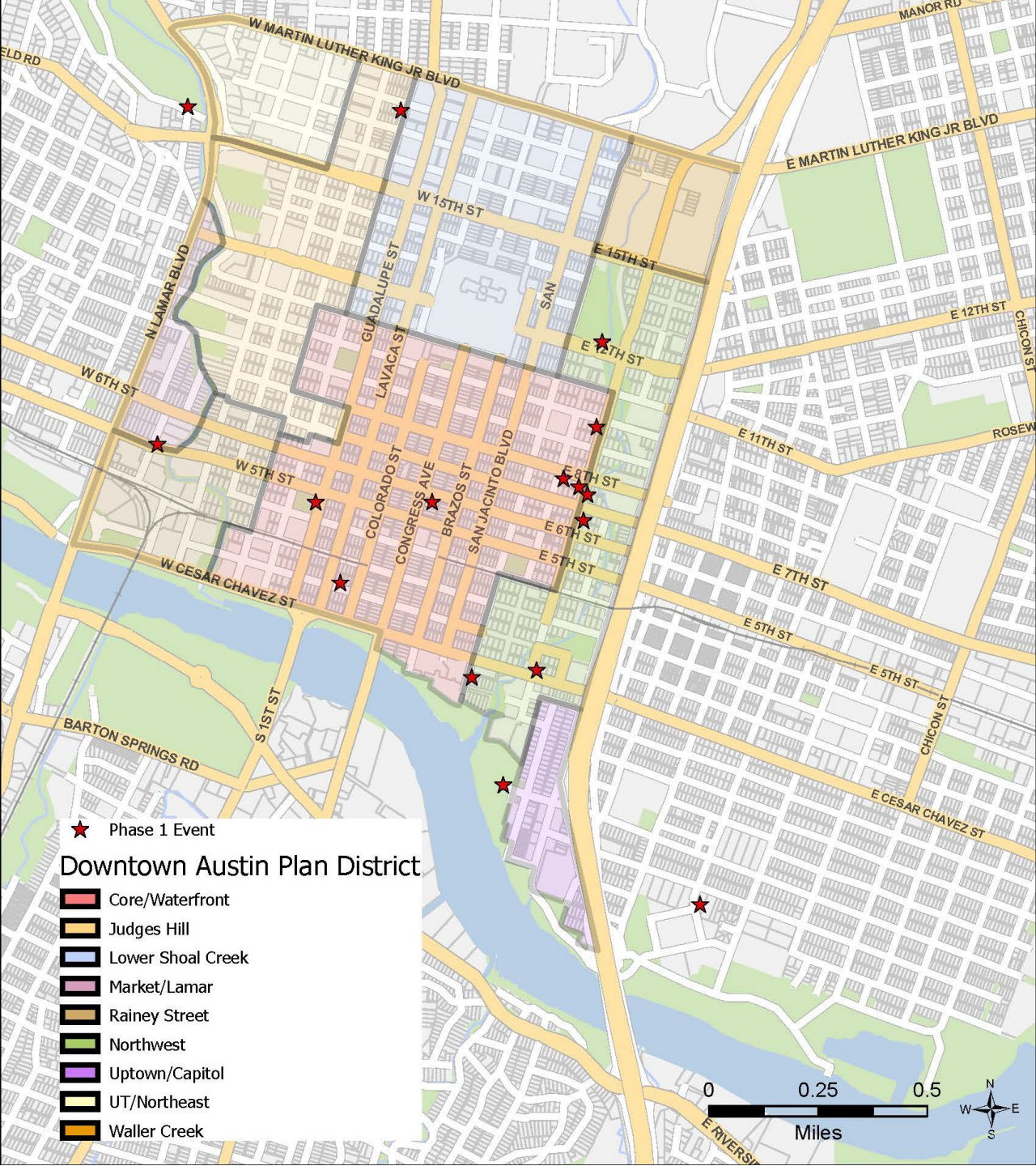
Identify funding needs and other barriers to implementation

Identify quick wins and complements to other on-going mobility projects

Public Engagement

- Working with Downtown Austin Alliance
- More than 80 Downtown stakeholders
- Public events, pop-ups, and community meetings
- Integration with other Downtown focused projects and programs (e.g., Palm District, Project Connect, etc.)
- Geographic coverage of Downtown based on Downtown Austin Plan
- Identification of 20 different focus populations



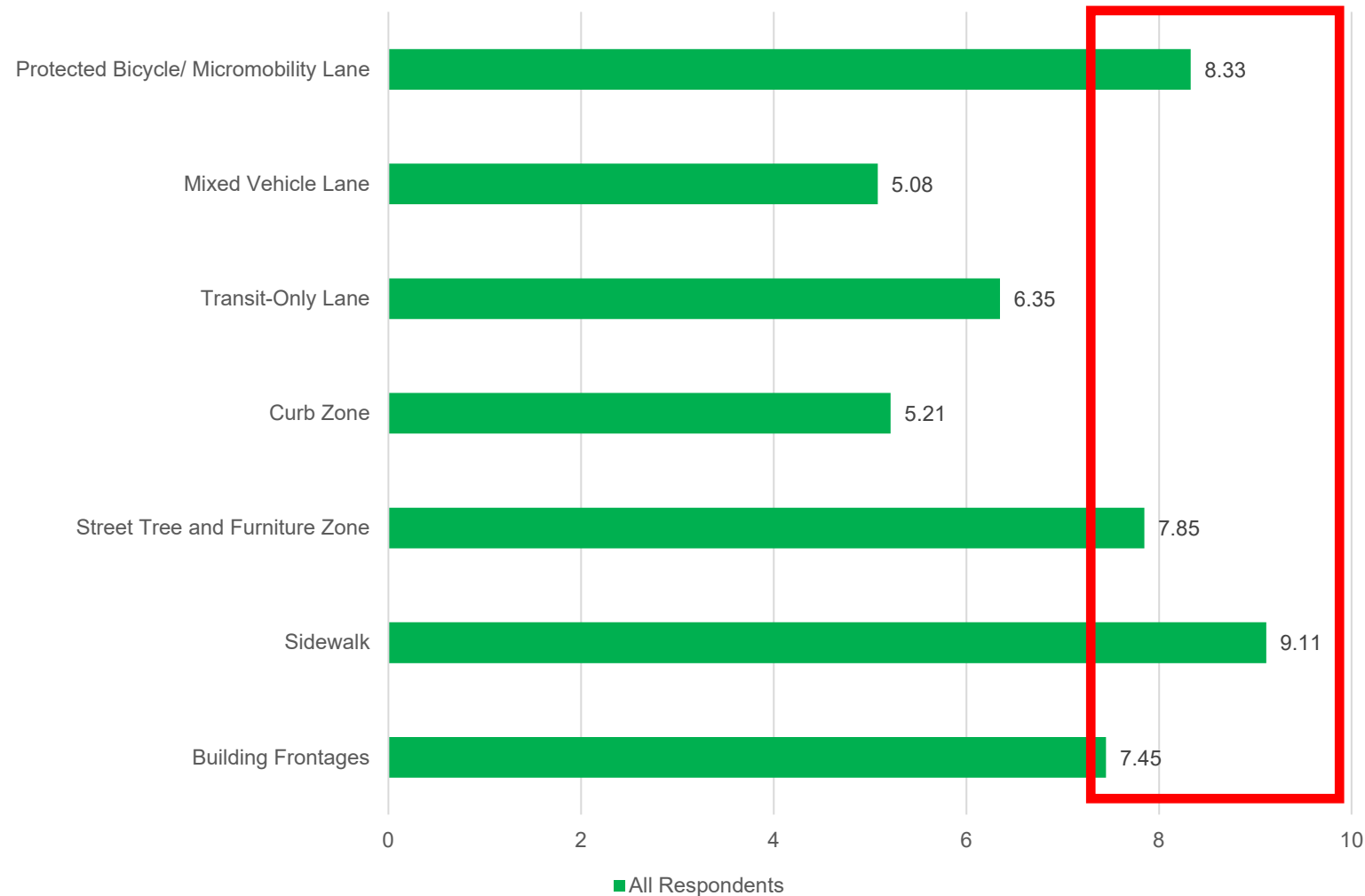


Phase 1 Survey Results

2,100+ responses

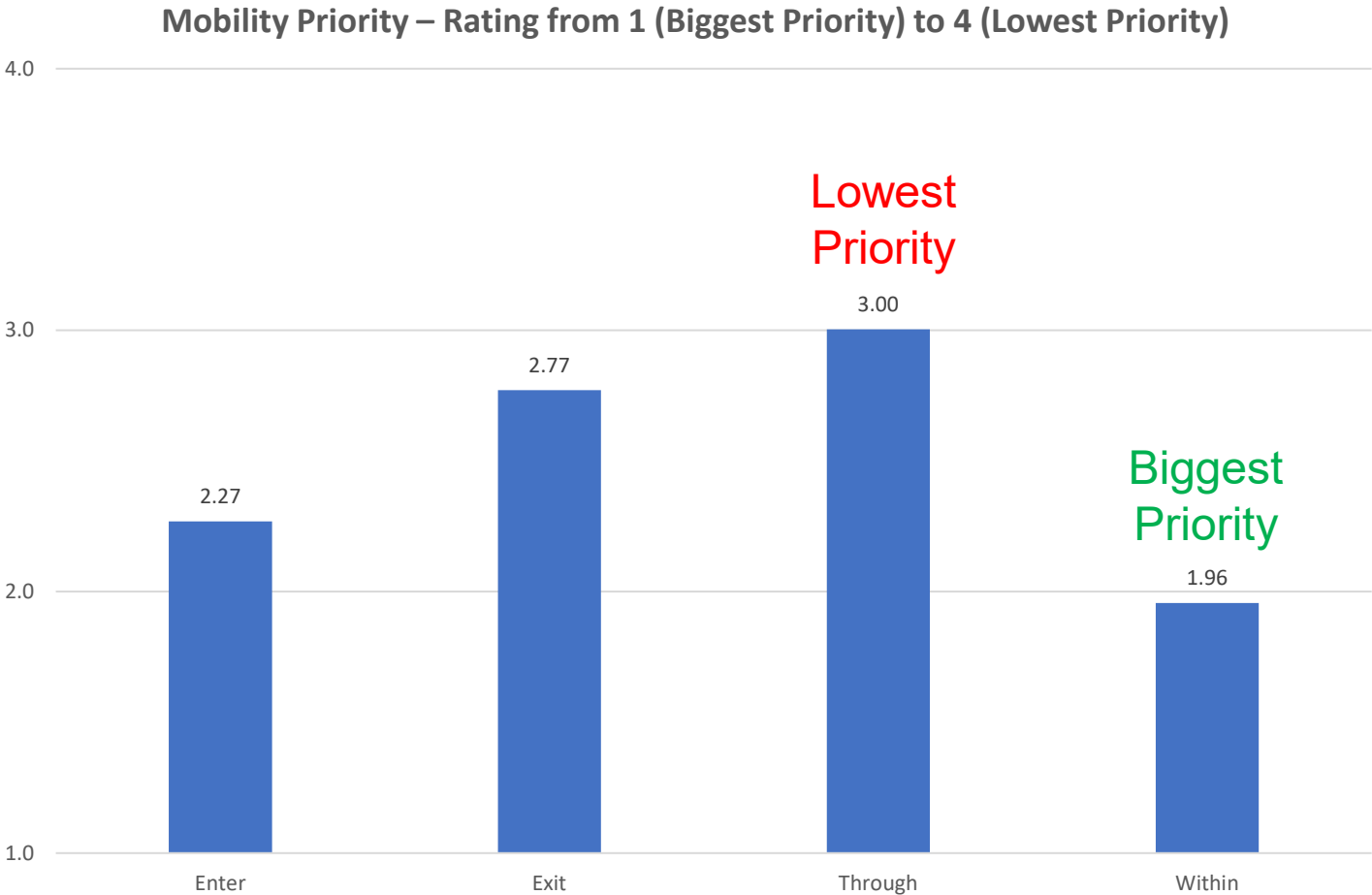


Street Element Preferences – Rating from 1 (least preferred) to 10 (most preferred)



Phase 1 Survey Results

2,100+ responses





Phase 1 Survey Results

2,100+ responses – Green shows most preferred ranking, red shows least preferred

TRANSPORTATION

	Enter	Exit	Through	Within
All Respondents	2.27	2.77	3.00	1.95
Downtown Residents	2.56	2.74	3.15	1.55
Downtown Employees	2.29	2.66	3.15	1.89
Live and Work Downtown	2.57	2.76	3.17	1.51
Women	2.32	2.75	2.88	2.06
Men	2.22	2.84	3.14	1.80
Asian	2.21	2.65	3.25	1.89
Black	2.23	2.90	2.90	1.98
Hispanic	2.13	2.82	2.94	2.10
Indigenous	2.32	2.84	2.68	2.16
White	2.28	2.81	3.05	1.85
Non-White	2.17	2.79	3.00	2.04
Income Over \$150k	2.27	2.75	3.17	1.81
Income Over \$100k	2.26	2.78	3.11	1.85
Income Under \$100k	2.26	2.81	2.93	1.93
Income Under \$50k	2.15	2.78	2.95	2.11
Identify as Disabled	2.37	2.88	2.77	1.98
Construction Workers	2.17	2.55	3.03	2.24
Hotel Staff	2.00	2.67	3.53	1.80
Janitorial/Late Night	2.25	2.75	3.00	2.00
Musicians	2.29	2.97	2.73	2.01
Bar/Restaurant/Venue Staff	2.31	2.67	3.14	1.88
Delivery and TNC/Taxi Drivers	2.60	2.78	2.58	2.04
State Employees	2.23	2.69	2.93	2.15
65 and Older	2.37	2.71	2.86	2.06
55 and Older	2.32	2.74	2.98	1.96
All Respondents	2.27	2.77	3.00	1.95
Representative Gender Distribution	2.27	2.79	3.01	1.93
Representative Ethnic Distribution	2.22	2.81	3.02	1.95
Representative Income Distribution	2.27	2.81	2.99	1.92
Representative Age Distribution	2.23	2.79	3.09	1.89

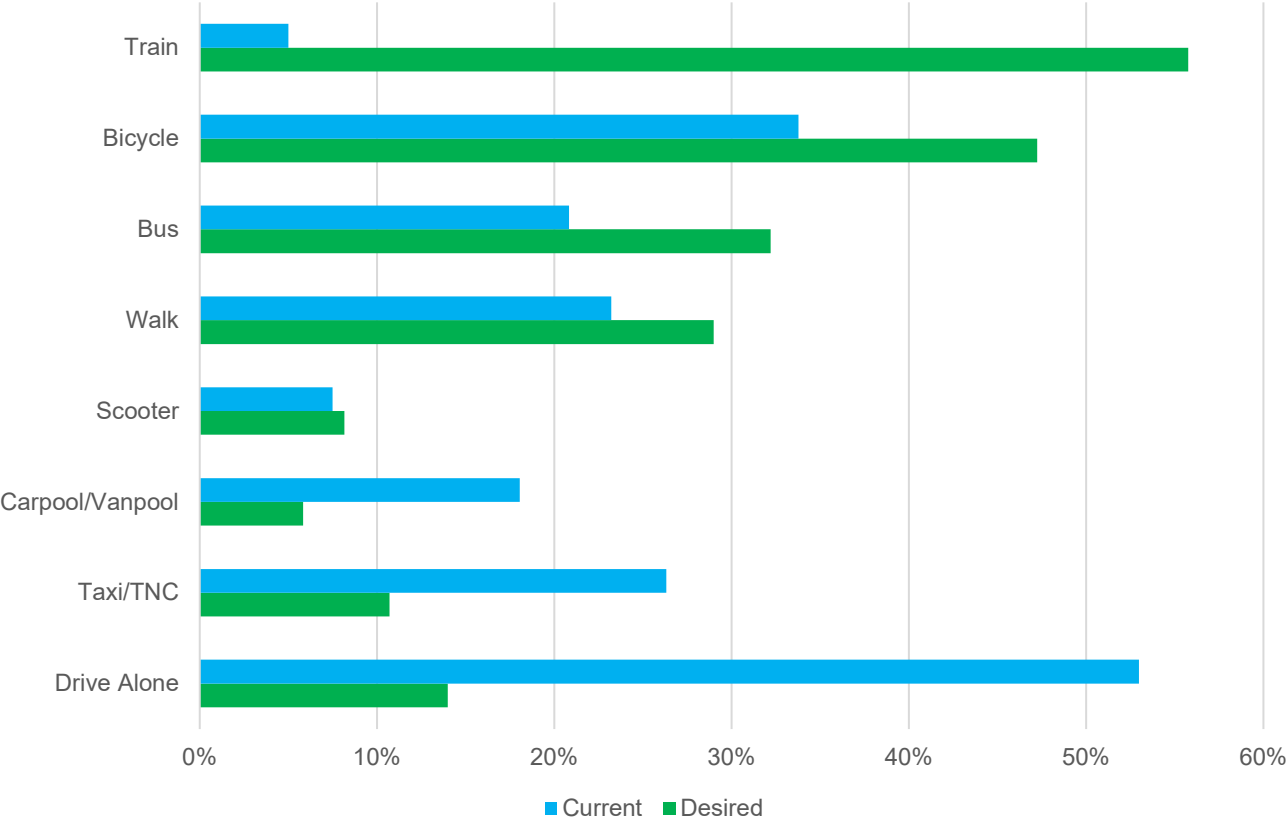
	A. Building Frontages	B. Sidewalk	C. Street Tree and Furniture Zone	D. Curb Zone	E. Transit-Only Lane	F. Mixed Vehicle Lane	G. Protected Bicycle/Micromobility Lane
All Respondents	7.45	9.11	7.85	5.21	6.35	5.08	8.33
Downtown Residents	7.90	9.12	7.70	5.18	5.68	5.02	8.00
Downtown Employees	7.35	9.02	7.77	5.17	6.21	5.11	8.20
Live and Work Downtown	8.01	9.22	7.78	4.94	5.60	4.81	8.25
Women	7.29	9.27	8.01	5.86	6.57	5.31	8.48
Men	7.69	9.10	7.92	4.77	6.32	4.83	8.48
Asian	7.83	9.53	8.54	5.49	7.06	4.58	8.61
Black	7.15	8.75	7.69	5.90	6.90	5.65	7.98
Hispanic	7.20	9.04	7.93	5.49	6.79	5.35	8.55
Indigenous	6.36	8.68	7.88	4.96	5.96	5.96	8.20
White	7.61	9.22	8.01	5.06	6.43	4.87	8.59
Non-White	7.30	9.11	8.06	5.50	6.82	5.23	8.47
Income Over \$150k	7.74	9.12	7.87	5.15	6.03	4.95	8.38
Income Over \$100k	7.68	9.16	7.91	5.15	6.17	4.96	8.43
Income Under \$100k	7.30	9.15	8.07	5.15	6.89	4.94	8.65
Income Under \$50k	7.14	8.83	8.34	5.38	6.79	4.66	8.55
Identify as Disabled	7.34	9.08	8.00	5.50	6.81	5.27	7.71
Construction Workers	7.90	9.24	8.21	5.79	5.07	5.59	8.14
Hotel Staff	7.40	7.87	7.93	4.20	6.33	5.33	8.27
Janitorial/Late Night	5.50	8.00	8.50	4.25	8.00	5.00	10.00
Musicians	7.38	8.79	8.45	5.70	6.63	5.03	8.86
Bar/Restaurant/Venue Staff	6.81	8.50	8.36	5.69	6.91	5.78	8.74
Delivery and TNC/Taxi Drivers	6.72	9.06	8.12	6.18	6.72	5.46	8.20
State Employees	6.98	8.98	7.56	5.38	6.59	5.40	8.02
65 and Older	7.06	8.82	7.55	6.14	6.01	6.06	7.43
55 and Older	7.14	9.00	7.67	5.92	6.17	6.06	7.89
All Respondents	7.45	9.11	7.85	5.21	6.35	5.08	8.33
Representative Gender Distribution	7.49	9.19	7.96	5.32	6.45	5.07	8.48
Representative Ethnic Distribution	7.45	9.15	8.01	5.30	6.64	5.06	8.53
Representative Income Distribution	7.44	9.15	8.07	5.17	6.70	4.92	8.56
Representative Age Distribution	7.58	9.23	8.02	5.10	6.66	4.89	8.50

Phase 1 Survey Results

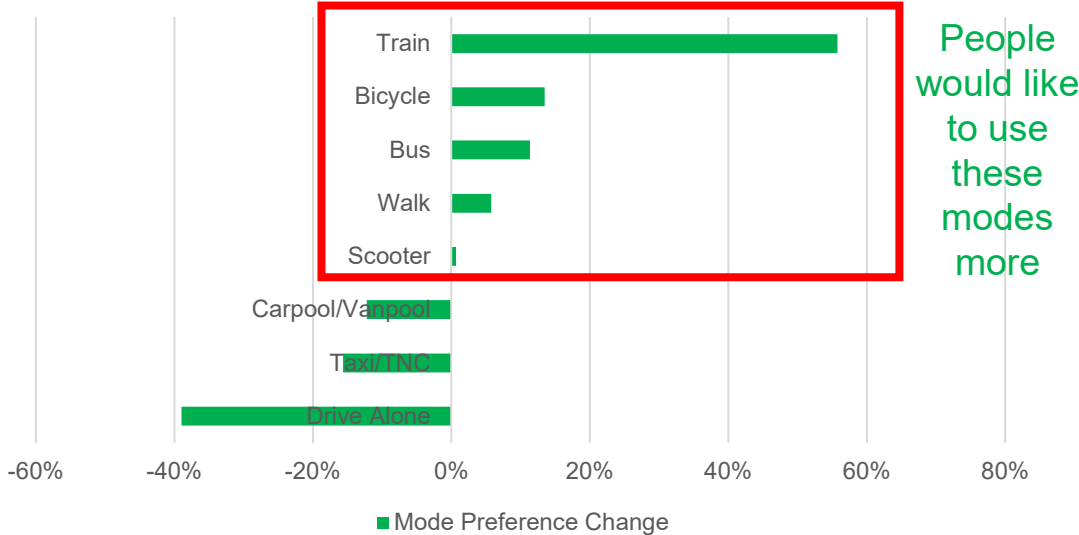
2,100+ responses



Access to/from/within Downtown Preferences



Access to/from/within Downtown Preferences



Next Steps and Timeline

- *Public Engagement Phase 2 – January to March*
 - Survey (transit and bicycle priority networks, street conversions)
 - **January 23 to March 3**
 - Events
 - Meetings
- *Phase 2 Engagement Results Analysis – March and April*
 - Updates from Project Connect and I-35 Capital Central Express
- *Draft Plan for Review – May*
 - Includes modal networks, signature projects, implementation plan
- *Community Engagement for adoption – May and through the summer*
- *Boards/Commissions/Council for adoption – May and through the summer*



THANK YOU



TRANSPORTATION