



# Austin Core Transportation (ACT) Plan

Small Area Mobility Plan of the ASMP: Downtown Austin

Joint Sustainability Committee – March 26, 2025



DRAFT

# Austin Core Transportation Plan

Small Area Mobility Plan of the ASMP:  
Downtown Austin

## Agenda

- ACT Plan Purpose and Background
- Planning Process
- ACT Plan Project Recommendations
- Implementation Plan
- Next Steps

Adopted Month Day, Year

# ACT Plan Purpose



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- *The ACT Plan is a Small Area Mobility Plan covering Downtown Austin and will be adopted by Council as an attachment to the ASMP.*
- *It is an update to previous transportation focused efforts Downtown – dating back to 2000*
- *Why are we updating the transportation plan for Downtown?*
  - *changes in transit and bicycle planning,*
  - *changes in highway improvements serving Downtown,*
  - *changes in national best practices on urban street design, and*
  - *disruptions to traditional mobility*
- *The ACT Plan will create a unified vision for transportation Downtown and align the many projects and initiatives under one actionable plan to help accomplish the goals in the Austin Strategic Mobility Plan.*

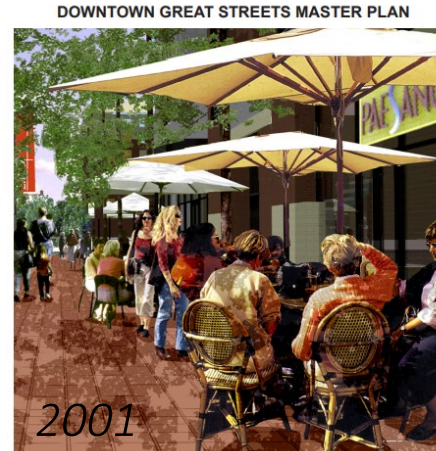


# Background



## TRANSPORTATION PUBLIC WORKS

- Great Streets Master Plan, 2001
  - *The goal of the Great Streets program is to pursue the vision of streets for people*
- Downtown Access and Mobility Plan, 2002
  - *The emphasis of the access and mobility study was on modeling and simulating intersection traffic operations and determining existing and future levels-of-service and operational needs*
- Downtown Transportation Framework, 2008
  - *The Downtown Transportation Framework Plan builds on the Great Streets Master Plan, further developing the system of “priority streets by mode”, and developing more detailed streetscape cross sections of all of the different street types and variations*
- Downtown Austin Plan, 2011
  - *Established the vision to develop a multimodal transportation system that improves access to and mobility within Downtown*





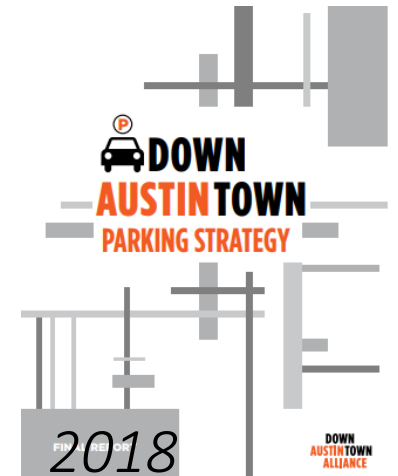
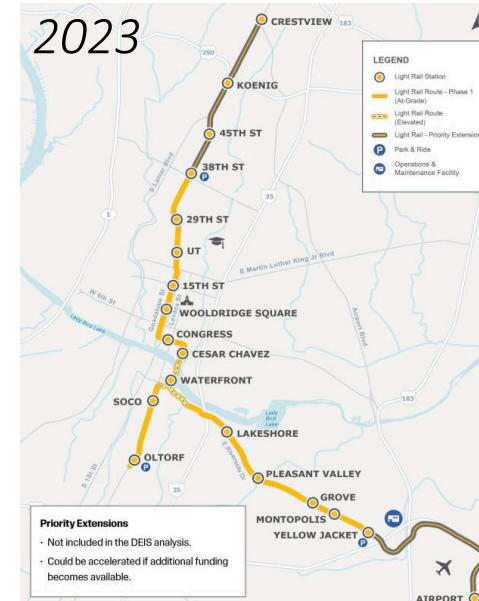
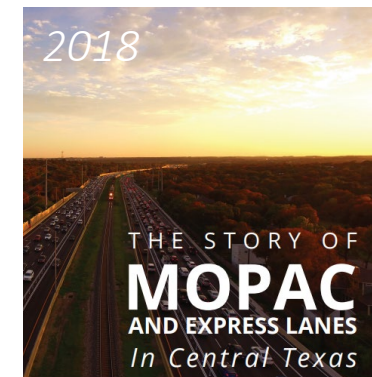
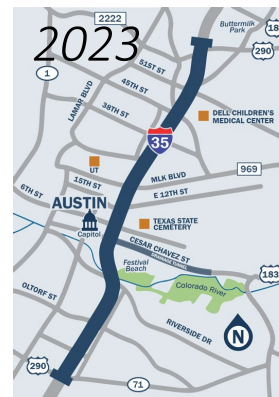
# Background

- New policy
  - *The Austin Strategic Mobility Plan (ASMP) aspires to achieve a 50/50 mode share where 50% of commuters use means other than driving alone to get to work in 2039*
- Transit planning
  - *The Project Connect Long Term Vision Plan established a High-Capacity Transit System and was adopted as an element of the ASMP – an initial investment was funded in 2020*
- Managing demand
  - *Transportation Demand Management programming, parking policy, and curb management are becoming critical strategies to manage congestion*
- New street design
  - *The Congress Avenue Urban Design Initiative shows how to reimagine the allocation of space*
- Many new projects serving downtown
  - *Mobility Bonds, Convention Center, CapMetro Rapid transit, I-35 Capital Express, Cap & Stitch...*

## Austin Strategic Mobility Plan



Adopted April 11, 2019



# ACT Plan Process



TRANSPORTATION  
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- Phase 1 started in 2018 with a data collection effort
- Phase 2 began in late 2019 to develop the plan
- Planning was put on hold in mid-2020 and restarted in early 2022
  - *Data Review – Early 2022*
  - *Public Engagement Phase 1 – August-October 2022*
  - *Project Development – September 2022-December 2023*
  - *Public Engagement Phase 2 – November 2022-March 2023*
  - *Plan Development – December 2023-December 2024*
- **Boards & Commissions, Council Mobility Committee – February/March 2025**
- **City Council adoption – anticipated Spring 2025**





## ACT Plan Process - Public Engagement

- Worked with Downtown Austin Alliance to form a Working Group
- Identified more than 80 Downtown stakeholders
- Held public events, pop-ups, community meetings, and online surveys throughout downtown and outside of downtown
- Integrated with other Downtown focused projects and programs (e.g., Palm District, Project Connect, etc.)
- Identified more than 20 different focus populations to ensure diverse feedback



## Public Engagement – August-October 2022

### Phase 1 Survey

#### Mobility Preferences Survey

- Helped staff learn more about the different transportation elements people would like to see in downtown streets, how they travel to and within downtown, and how they would like to do so in the future.

**2,100**  
Respondents

The survey was answered by more than 2,100 respondents, in English and Spanish, including digital and on-paper responses

**30**  
Demographic  
Groups

Results were broken down by 30 different demographic groups, showing the preferences of different genders, races, ages, occupations, and income levels of Austinites

**20**  
In-Person Events  
and Meetings

The team attended more than 20 in-person community events and meetings

**19**  
Newsletters

The survey was shared in newsletters from 19 different organizations

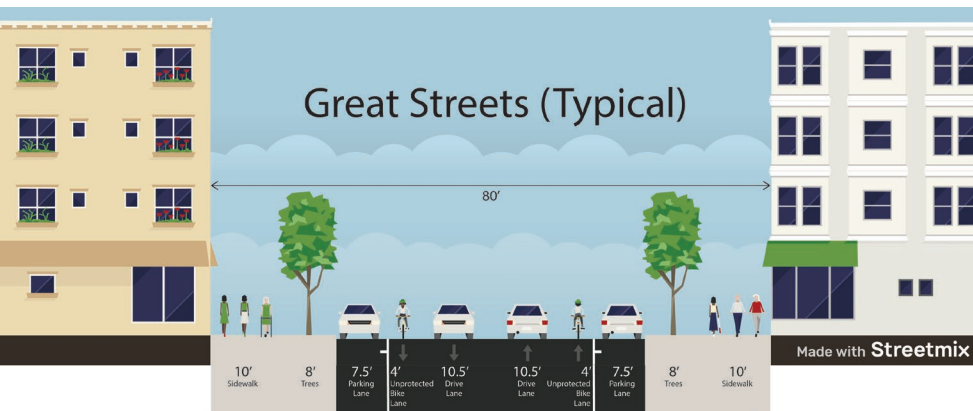




## Public Engagement – November 2022-March 2023 Phase 2 Survey

### Street Cross-Sections and Tradeoffs Survey

- Built off preferences expressed in Phase 1
- Presented options about potential tradeoffs of downtown street space in order to potentially accommodate protected bicycle/micromobility lanes and transit-priority lanes.
- Asked for opinions on converting one-way streets to two-way.



**1,400**  
Respondents

The survey was answered by more than 1,400 respondents, in English and Spanish, including digital and on-paper responses

**30**  
Demographic Groups

Results were broken down by 30 different demographic groups, showing the preferences of different genders, races, ages, occupations, and income levels of Austinites

**39**  
In-Person Events and Meetings

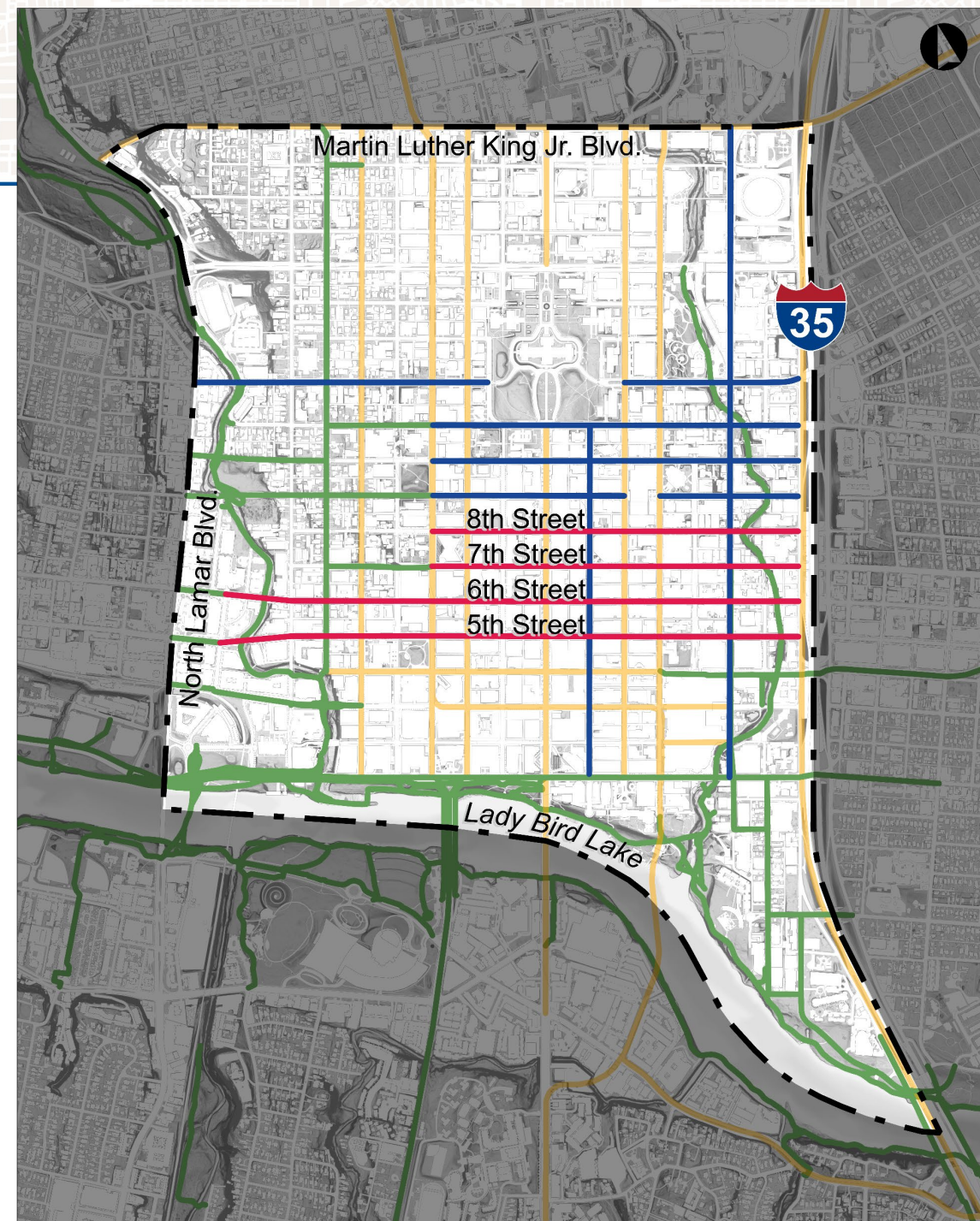
The team attended more than 39 in-person community events and meetings

**20**  
Newsletters

The survey was shared in newsletters from 20 different organizations

# ACT Plan Project Recommendations

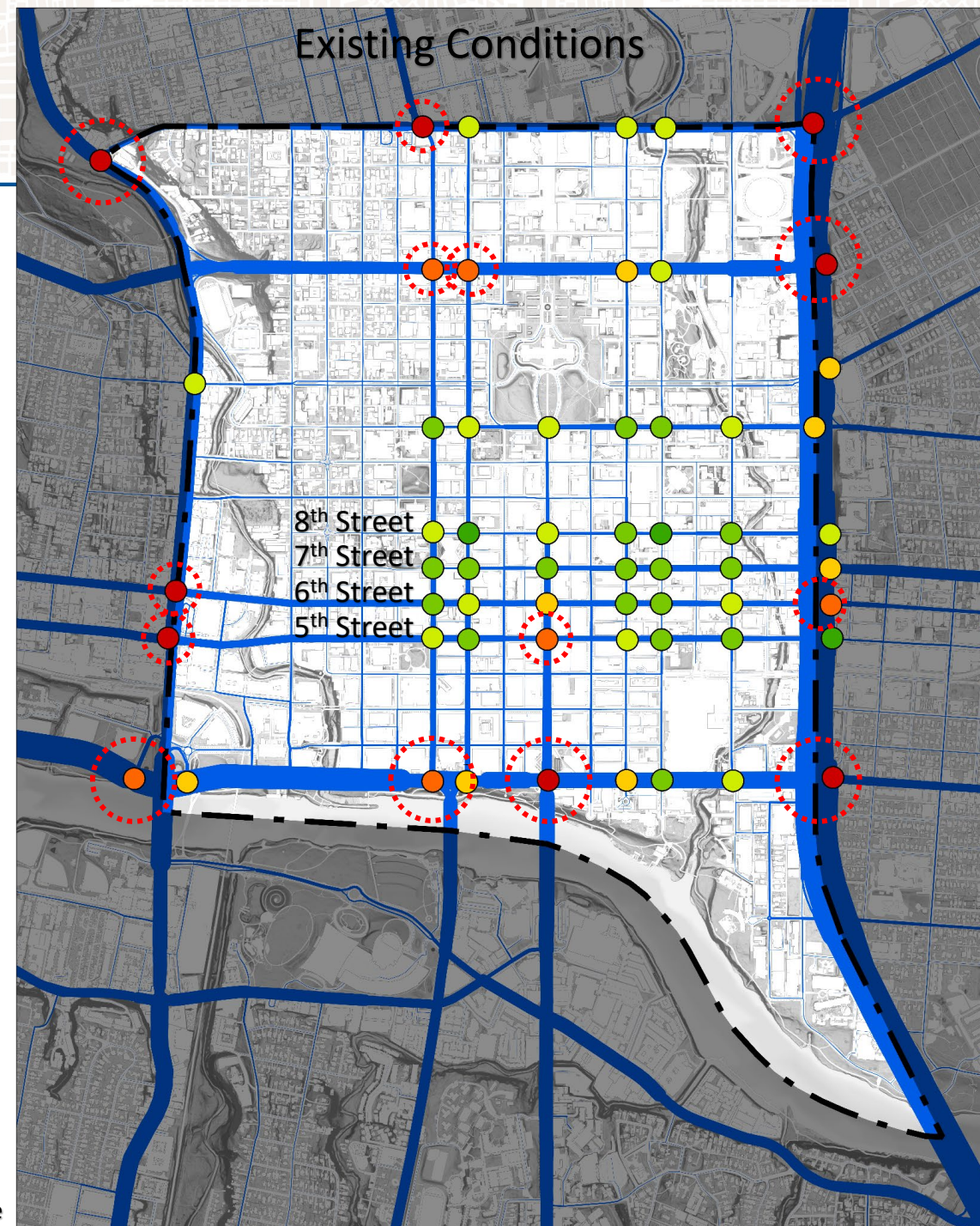
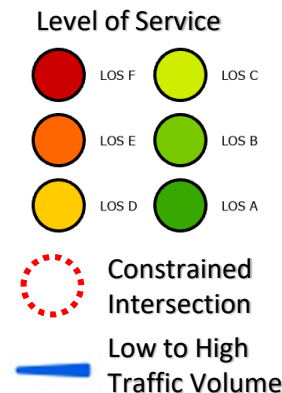
- Address ASMP goals and major outcomes
  - Manage Growth & Increased Demand
  - Coordinate with Major Transportation Improvements
  - Support Emerging Transportation Options
  - Prioritize Safety, Climate, and Mode Share Goals
- Integrated with **Planned Projects** (I-35 Capital Express, Project Connect, Congress Avenue, Convention Center, and Cap & Stitch)
- **Priority Projects**, **Supporting Projects**, and **System Improvements and Strategies**





# ACT Plan Project Recommendations

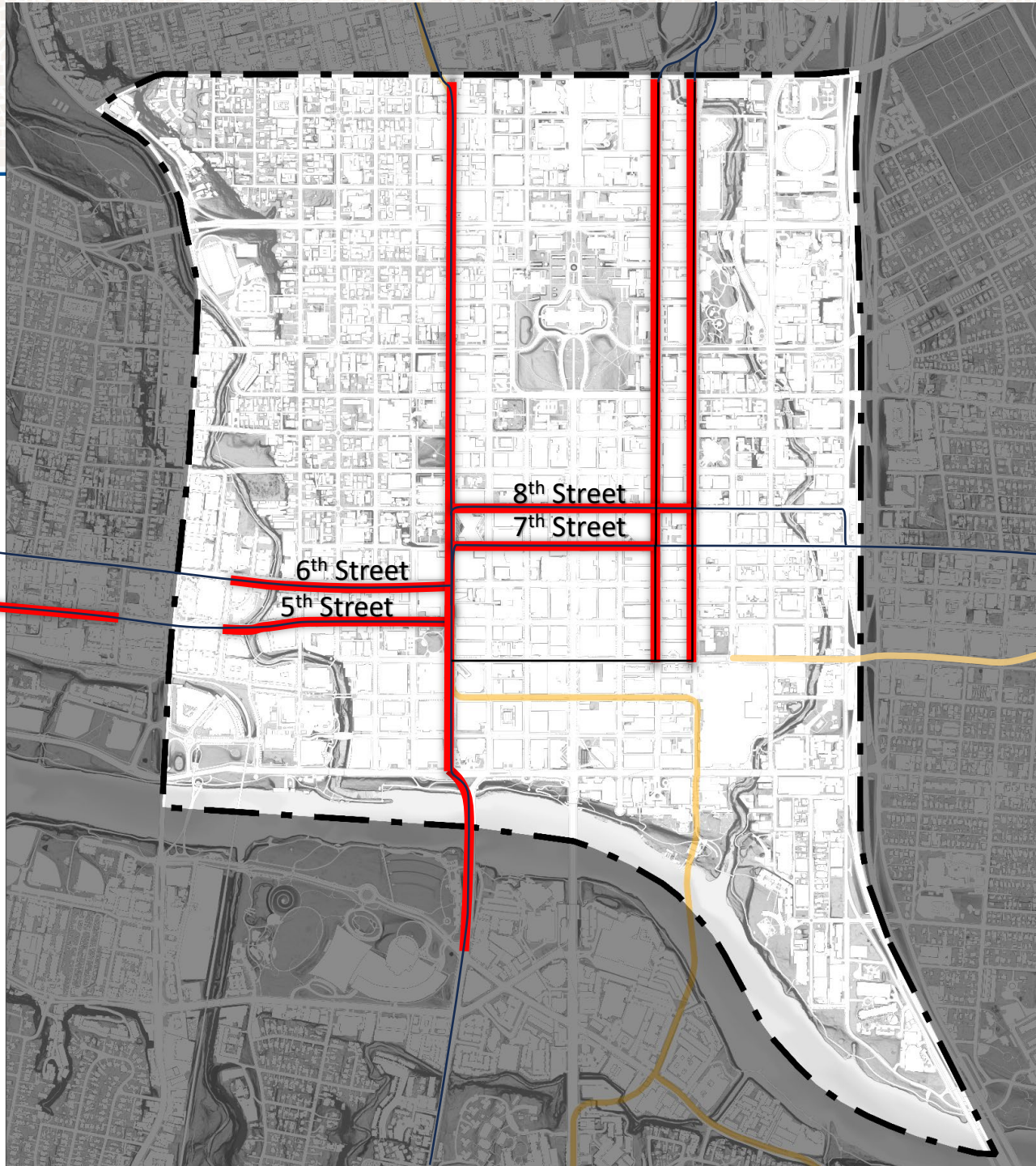
- Based on analysis of Modal Networks
  - Analysis identified vehicle capacity constraints occur at the gateways
  - Projects maintain capacity at constrained gateways
  - Space is allocated to more efficient modes in between the constraints
  - Allows for complete bicycle and transit networks







- Priority Projects connect north-south transit only lanes with east-west transit only lanes

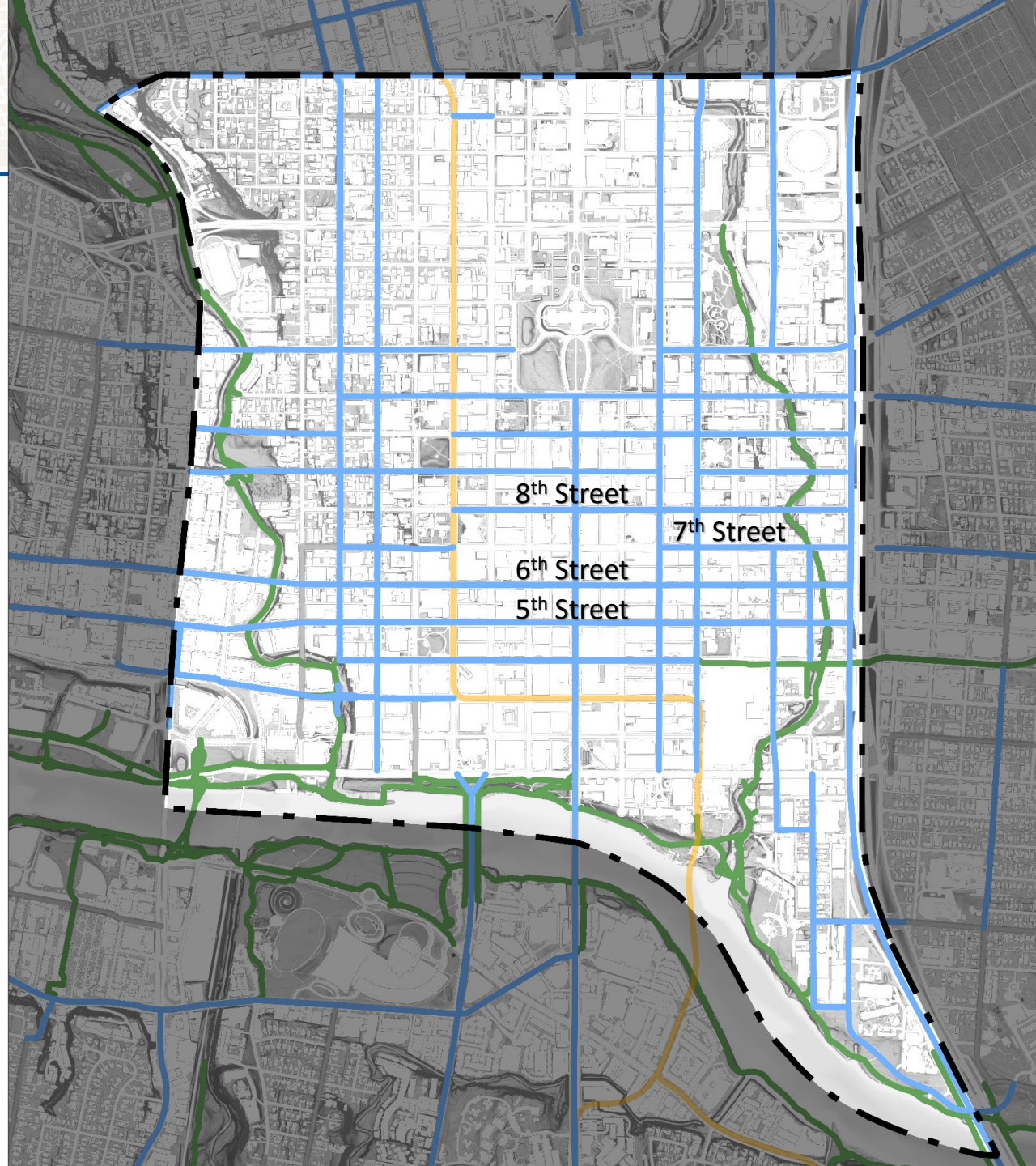


- Bus Service
- Transit Only Lane
- Rail Transit





- Priority Projects create a complete east-west bicycle network connecting to north-south routes and trails

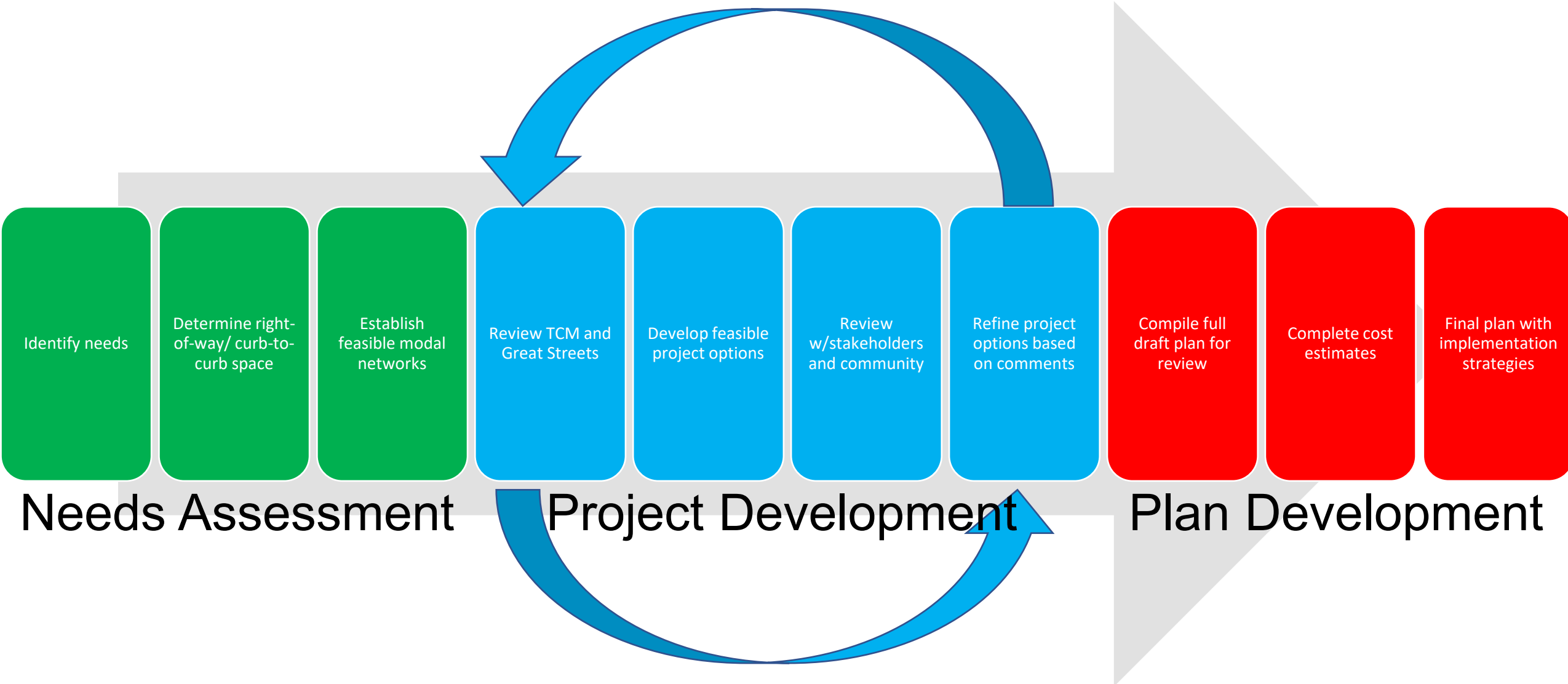


- Existing and Proposed Bicycle Facility
- Off-Street Path
- Rail Transit

# Project Recommendation Process



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# Priority Projects

## Priority Project: Fifth Street

**Bowie Street to Guadalupe Street**  
**Guadalupe Street to Brazos Street**  
**Brazos Street to I-35**

Subprojects:

Fifth Street is envisioned as the Mexican American Heritage Corridor, running from Republic Square on West Fifth Street to Saltillo Plaza on East Fifth Street. The project will create an opportunity to celebrate the distinct history, culture and identity of the corridor through public art and interpretive signage, as well as create a safer environment for all modes, with lower vehicle speeds and more dedicated space for pedestrians with shorter crossings. The project includes adding a protected bicycle and micromobility facility in the eastbound direction with shade trees and wide sidewalks along both sides of the street. The project maintains the function of the road that exists today for vehicles entering and exiting downtown from MoPac Expressway to I-35. It also includes a transit-only lane starting at Bowie Street going east until Guadalupe Street, where it continues north-south on Guadalupe Street. The project will also build upon the I-35 Capital Express Central project that reconnects Fifth Street with East Austin, creating a gateway to downtown.

### Benefits

1. Vehicle capacity is maintained at constrained gateways into and out of downtown (at Lamar Boulevard and I-35).
2. Improved transit speed and reliability with a transit-only lane between Bowie Street and Guadalupe Street.
3. Eastbound protected bicycle and micromobility lane.
4. Continuous tree canopy provides shade over wide sidewalks along both sides of the street.
5. Shorter crossings for pedestrians throughout the corridor.
6. Opportunities for public art and other placemaking installations.

### Key Considerations

Travel lanes will need to merge in the block east of Lamar Boulevard to create the desired typical section.

Parking and loading spaces will need to be prioritized along adjacent north-south streets or careful consideration will be required to allow curb insets into the bicycle facility and tree/furniture zones on the south curb.

A bus queue jump may be required at Guadalupe Street to make a left-turn or buses will need to move to the northern lane.



Figure 3.6 - Fifth Street project limits

Transit-only lane Protected Bicycle Lane Two-way travel  
 Parking / Loading

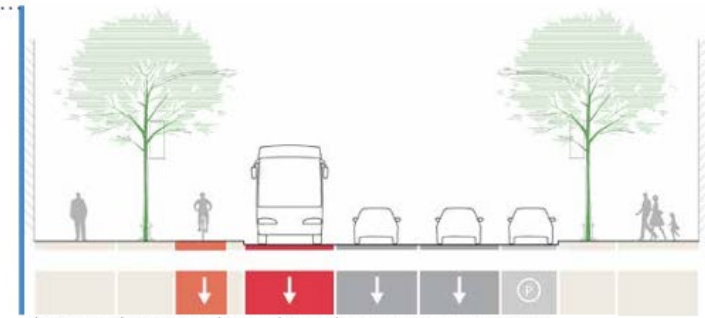


Figure 3.7 - Fifth Street typical section Bowie Street to Guadalupe Street

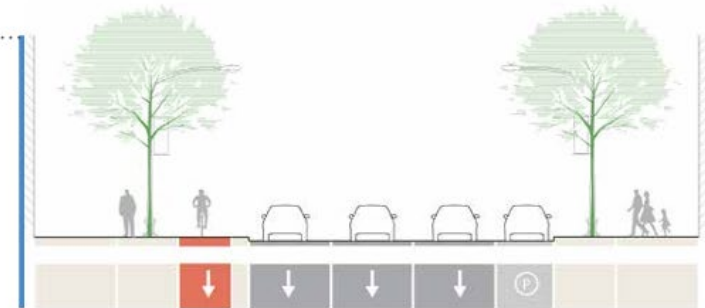


Figure 3.8 - Fifth Street typical section Guadalupe Street to Brazos Street

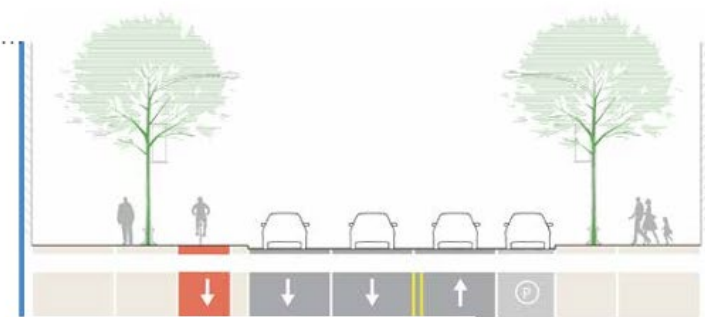


Figure 3.9 - Fifth Street typical section Brazos Street to I-35

# Priority Projects

## Priority Project: Fifth Street

### Bowie Street to Guadalupe Street

- Addition of eastbound transit-only lane to improve transit speed and reliability for buses.
- Addition of an eastbound protected bicycle lane.

#### Key Considerations

Travel lanes will need to merge west of Bowie St to create the desired typical section.

Additional parking and loading spaces will need to be prioritized along adjacent north-south streets or careful consideration will be required to allow curb insets into the bicycle facility and tree/furniture zones on the south curb.

A bus queue jump may be required at Guadalupe Street to make a left-turn or buses will need to move to the northern lane.

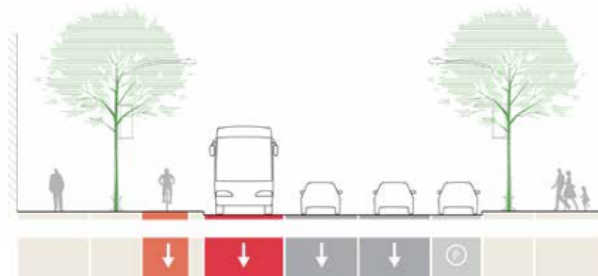


Figure 3.10 - Fifth Street typical section Bowie Street to Guadalupe Street

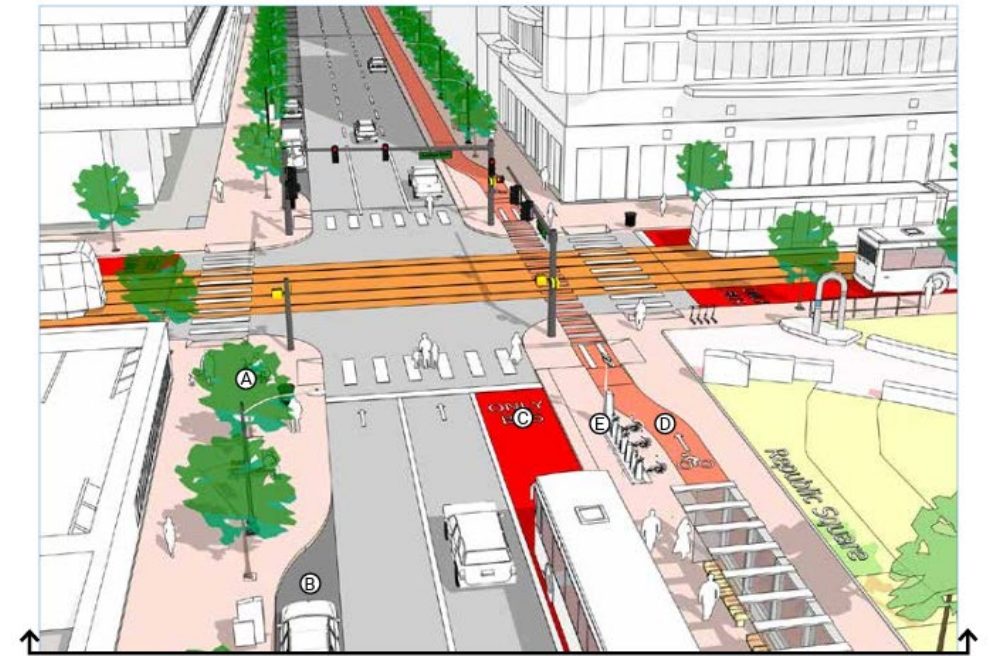


Figure 3.12 - Fifth Street looking east at Guadalupe Street

- (A) Continuous tree canopy
- (B) On-street parking/loading
- (C) Transit-only lane
- (D) Protected bicycle lane
- (E) Mobility Hub

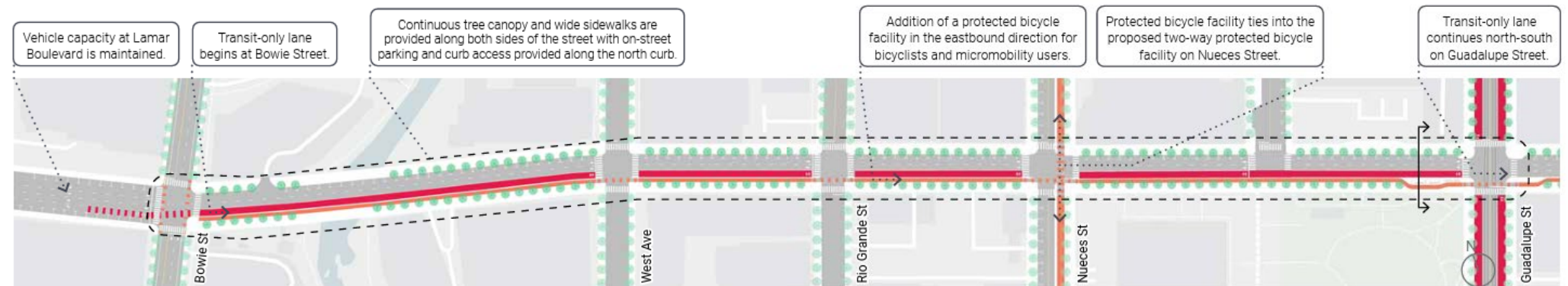


Figure 3.11 - Fifth Street schematic Bowie Street to Guadalupe Street



# Supporting Projects

## Supporting Projects:

### Ninth & 10th Streets

- One-way to two-way street conversion.
- Wide sidewalks, shade trees, parking and loading on one side of the street.
- Protected bicycle and micromobility lanes in both directions.

#### Benefits:

1. Two-way operation provides more routing options, less driver confusion, and safer vehicular paths with lower design speeds.
2. Protected bicycle and micromobility lanes provided in both directions.
3. Continuous tree canopy provides shade on both sides of the street.
4. Shorter crossings for pedestrians.

#### Key Considerations:

Ninth Street is disconnected between San Jacinto Boulevard and Trinity Street, precluding it from being a major east-west corridor. Vehicle capacity is also limited at I-35 due to being right-in/right-out only.

Parking and loading spaces are provided along one side of the street. Additional parking and loading spaces will need prioritization along adjacent north-south streets or careful consideration is needed for curb insets into the bicycle facility and tree/furniture zones along the other side.



Figure 3.59 - Ninth Street and 10th Street typical section



Figure 3.60 - Ninth and 10th Street project limits

Protected Bicycle Lane Two-way travel  
Parking / Loading

## Supporting Projects:

### 11th Street

- Include an alternating left turn lane and one travel lane in each direction.
- Protected bicycle and micromobility lanes in both directions.

#### Benefits:

1. Vehicle capacity into and out of downtown at I-35 is maintained.
2. Parking and loading spaces maintained or expanded through the corridor.
3. Protected bicycle and micromobility lanes in both directions.
4. Continuous tree canopy provides shade on both sides of the street.
5. Shorter crossings for pedestrians throughout the corridor.

#### Key Considerations:

Changes adjacent to the Capitol will require coordination with state agencies.

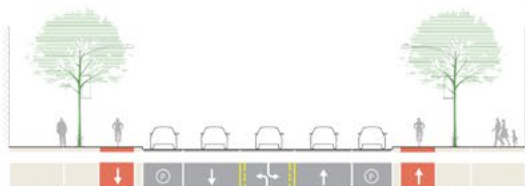


Figure 3.61 - 11th Street typical section San Jacinto Boulevard to Colorado Street

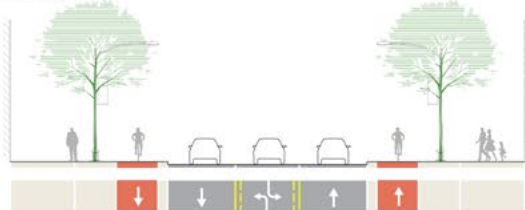


Figure 3.62 - 11th Street typical section Colorado Street to Guadalupe street & I35 to San Jacinto Boulevard



Figure 3.63 - 11th Street project limits

Protected Bicycle Lane Parking / Loading  
Two-way travel



# System Strategies

## System Improvements and Strategies

### Bicycle System Improvements

Community input during the planning process supported a complete bicycle network Downtown. Both Planned Projects and ACT Plan Projects make a significant improvement to the bicycle network Downtown. However, there are some small gaps that would pose issues for those who desire facilities for all ages and abilities. These gaps could be filled by smaller projects to complete the system.

- Continuation of the protected bicycle lanes on Ninth Street to North Lamar Boulevard.
- Completion of the Neighborhood Bikeway on Rio Grande Street to Fourth Street.
- Neighborhood Bikeway treatments and protected bicycle lanes on various streets.
- Intersection improvements to provide room for all users to interact safely.
- Bicycle signals at priority intersections.
- Expansion of the CapMetro Bikeshare system.

### Key Considerations

- The bicycle network will serve as the primary network for bicycles, as well as e-bikes, scooters, e-scooters and other mobility devices that need separation from people walking, driving or riding transit. If these modes continue to increase their mode share, a flexible bicycle network will be needed to allocate more space for these users. Buildout of the network can sometimes be implemented at low cost with posts and paint. As funding becomes available and the bicycle network matures, upgrades to these facilities can be made to provide semi-permanent hard infrastructure that better protects people riding bikes from automobiles.



Figure 3.75 - Bicycle Signal



Figure 3.76 - Protected bicycle and micromobility infrastructure



Figure 3.77 - Low-cost, near-term improvements with paint and posts

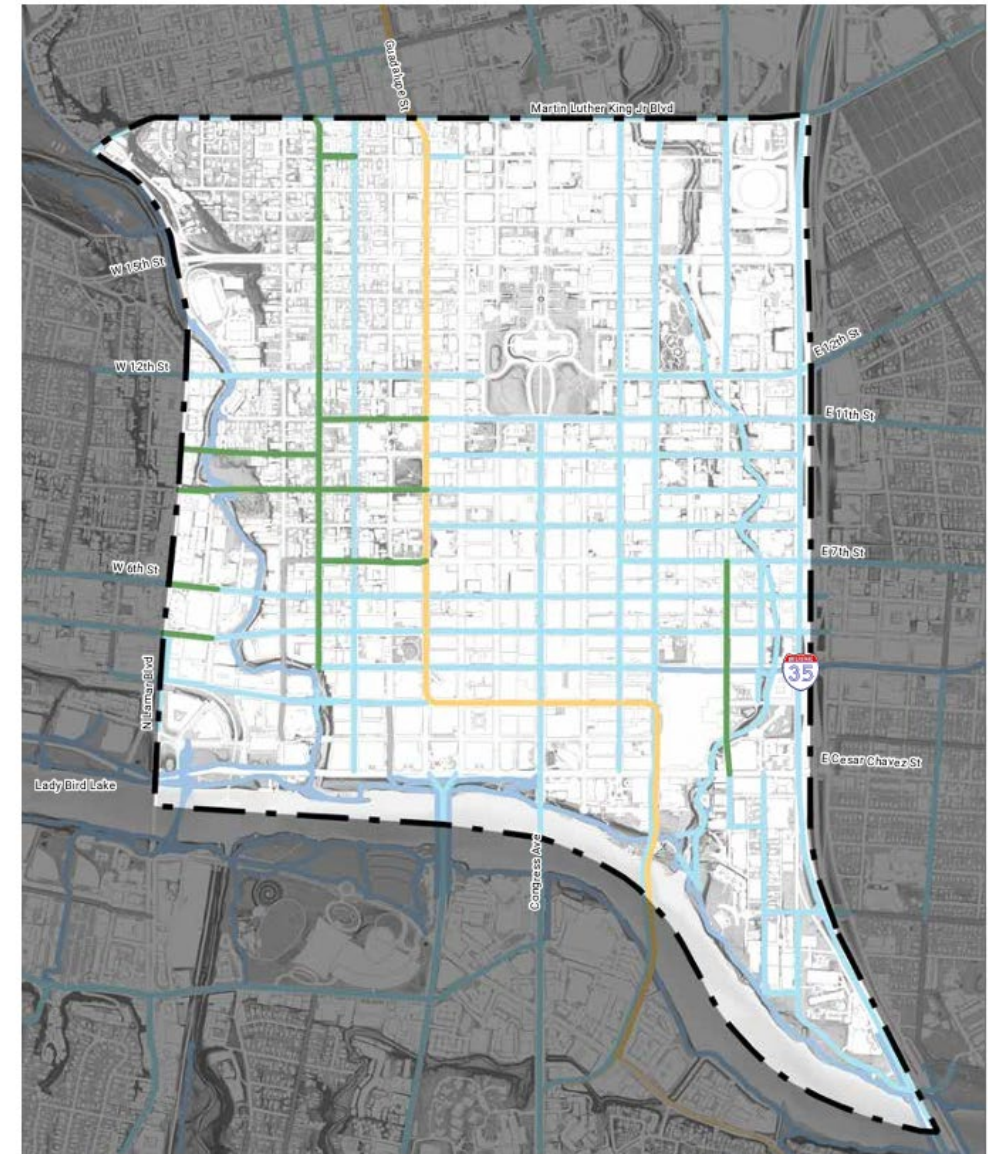


Figure 3.78 - Bicycle System Improvement Map

- Bicycle System Improvements
- Existing Off-Street Paths
- Light Rail Route
- Existing and Proposed Bicycle Improvements



## System Improvements and Strategies

### Mobility Hubs

The ASMP includes policy supporting the creation of Mobility Hubs. Mobility hubs play an important role in the Downtown setting, as they facilitate safe and easy connections between shared travel modes, provide amenities and information resources, and can create friendly community spaces. Mobility hubs can have different scales and designs. Each hub should support different modes and uses based on its individual design and location. In addition to facilitating first-mile/last-mile connections, mobility hubs can be welcoming, attractive and safe civic spaces that facilitate engagement and provide community-supportive programs.

Republic Square is an example of a mobility hub Downtown, where mobility options and civic space complement one another. People are drawn to Republic Square for its connecting transit service, ticket vending machines, signs with real-time transit information and various programming and events. It is also a popular location for dockless micromobility units.

**Mobility hubs will look different and support different uses, depending on where they are located. They can include a host of mobility services, such as:**

- Public transit station.
- Ticket vending machines.
- Real-time transit information.
- Dockless micromobility parking.
- CapMetro Bikeshare station.
- Bike parking.
- Carshare parking spaces.
- Rideshare/taxi pickup/drop-off spaces.
- Electric vehicle charging.
- Kiosks selling items, such as transit passes or other goods.
- Cafés.
- Programmable community space.
- Seating.
- Trees.
- Public art.
- Wayfinding.
- Public wireless network.



Figure 3.93 - Republic Square



Figure 3.94 - CapMetro Ticket Vending Machine

## System Improvements and Strategies

### On-Street Parking and Curb Management

The ASMP includes policy supporting dynamically managing the curb. On-street parking should be coordinated with other uses of the curb to ensure the most appropriate use for certain times of the day. Flexible curbs are managed spaces on a street's curb that support multiple uses. Historically, curbs have been designated for a single use, which is typically based on the buildings immediately adjacent to the curb. However, the current or historical use of the curb might not reflect the best use of that limited and valuable space.

The following activities are examples of how the curb can be used beyond parking:

- Passenger pickup and drop-off (taxis and transportation network companies).
- Short-term goods delivery (e.g., food drop-off).
- Longer-term goods and merchandise delivery or loading (e.g., commercial deliveries or musician loading).
- Bicycle and micromobility parking.
- Public amenities (e.g., parklets, food trucks).
- Paratransit and accessible loading and parking.
- Green infrastructure.

### Curb Management

Managing the curb can be done according to use or time and can apply to different parts of the curb along the same street. Many curb uses are complementary, allowing optimal use of the space. For example, commercial deliveries are a critical part of our economic ecosystem. They often occur during the daytime and on weekdays, while the highest volume of passenger pickups and drop-offs is during the evening and weekend. A flexible curb would allow the same space to be used for commercial delivery at certain times and passenger pick-up and drop-off at other times.

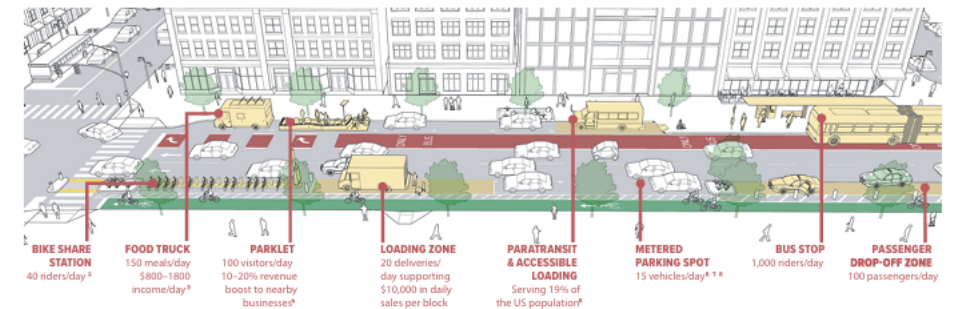


Figure 3.95 - NACTO Curb Appeal: Curbside Management Strategies

# Implementation Plan



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- This is a long-term vision plan with large-scale projects
- Projects are focused on feasible design solutions that have broad community consensus that will be further developed during the Project Development process
- The plan identifies a range of project costs, funding sources, and barriers to implementation
- Projects will be added to a list of citywide needs to determine implementation using local, state, and/or federal funding sources
- Implementation will require coordination with Project Connect and I-35 Capital Express Central construction phasing
- Considerations:
  - Requires coordination with the Great Streets Update to integrate ACT Plan Projects
  - We need to identify quick wins, interim implementation strategies, and leveraging opportunities to make progress towards plan implementation



# Project Costs

Implementation Scenario	Scenario 1 All Priority and Supporting Projects combined as one contract	Scenario 2 All Priority Projects as one contract followed by all Supporting Projects as one contract	Scenario 3 All Projects individually contracted, built one at a time
Scenario 1: All Priority and Supporting Projects combined as one contract:	\$713 million	\$835 million	Constructed 2027 to 2030
Scenario 2: All Priority Projects as one contract followed by all Supporting Projects as one contract	\$749 million	\$969 million	Priority Projects constructed 2027 to 2031, followed by Supporting Projects constructed 2031 to 2034
All Priority Projects as one contract	\$379 million	\$462 million	
All Supporting Projects as one contract	\$370 million	\$507 million	
Scenario 3: All projects individually contracted and built one at a time	\$753 million	\$1.13 billion	Constructed 2027 to 2042
Priority Projects individually contracted:			
5th Street priority project	\$116 million	\$136 million	Assumes each project has a two-year construction duration unless noted otherwise.
6th Street priority project	\$114 million	\$145 million	Assumes construction starts after Fifth Street is completed.
7th Street and 8th Street priority project	\$150 million	\$210 million	Assumes construction starts after Sixth Street is completed and assumes 3 years for construction. As Seventh Street and Eighth Street function as transit couplets, they will be constructed at the same time.
Total Priority Projects as Separate Contracts	\$380 million	\$491 million	
Supporting Projects individually contracted:			
9th and 10th Streets as two-way conversions supporting project	\$126, million	\$194 million	Assumes construction starts after the last priority project is completed.
11th Street supporting project	\$85 million	\$142 million	Assumes construction starts after Ninth and 10th Streets are completed.
12th Street Supporting Projects	\$97 million	\$175 million	Assumes construction starts after 11th Street is completed.
Red River Street Supporting Projects	\$48 million	\$94 million	Assumes construction starts after 12th Street is completed.
Brazos Street Supporting Projects	\$17 million	\$34 million	Assumes construction starts after Red River Street is completed; assumes a one-year construction period.
Total Supporting Projects as Separate Contracts	\$373 million	\$639 million	

Table 4.1 - Total costs for each of the three scenarios (Source: AECOM)

Cost Estimate Breakdown	Scenario 1 All Priority and Supporting Projects combined as one contract	Scenario 2 All Priority Projects as one contract followed by all Supporting Projects as one contract	Scenario 3 All Projects individually contracted, built one at a time
Construction Cost:			
Street Reconstruction	\$40 million	\$46 million	\$54 million
Bus Stations	\$10 million	\$12 million	\$14 million
Traffic Signals and Systems	\$52 million	\$60 million	\$70 million
Art in Public Places	\$5 million	\$6 million	\$7 million
Utilities and Drainage	\$95 million	\$110 million	\$129 million
Landscape, Pedestrian Streetscape and Bike Lanes	\$65 million	\$75 million	\$88 million
General Conditions, Mobilization, Contractor Markups	\$94 million	\$109 million	\$127 million
Professional Services - Engineering and Management, Surveys and Inspection	\$177 million	\$205 million	\$240 million
Contingency	\$175 million	\$204 million	\$236 million
Inflation to Midpoint of Construction	\$122 million	\$142 million	\$165 million
YOE Total Cost (Year of Expenditure)	\$835 million	\$969 million	\$1.13 billion

Table 4.2 - Cost breakdown for the three scenarios (Source: AECOM)

- Provides hypothetical implementation scenarios to estimate costs
- Accounts for cost increases by Year of Expenditure based on implementation timelines
- Projects may be considered for potential 2026 Bond package

# ACT Plan Next Steps



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- **Draft Plan published to Speak Up Austin**
- **Boards & Commissions, Council Mobility Committee – Presentations**
  - Downtown Commission: October 16, 2024
  - Small Area Planning Joint Committee: February 5, 2025
  - Design Commission: February 24, 2025
  - Planning Commission (Briefing): February 25, 2025
  - Urban Transportation Commission: March 4, 2025
  - Planning Commission (Recommendation): March 11, 2025
  - Council Mobility Committee: March 20, 2025
  - Joint Sustainability Committee: March 26, 2025 (*rescheduled*)
- **City Council adoption – anticipated Spring 2025**





# Thank you

Review the **Draft ACT Plan** on [Speak Up Austin](#) and provide comments

Send questions or comments to [ASMP@AustinTexas.gov](mailto:ASMP@AustinTexas.gov)