

WHY AM I HERE?

While you are here tonight you can help to identify mobility and safety issues for:



AUTOS



PEDESTRIANS



BIKES



TRANSIT

Mobility and safety concerns you identify along Davis Lane will be considered for further analysis in the next step of this project.

PROJECT BACKGROUND



Approved by voters in November 2016, the Mobility Bond dedicates \$11 million for substandard streets/capital renewal projects.

These funds will go to preliminary engineering for nine substandard streets, including Davis Lane.

Funding to design and construct improvements on substandard streets has not yet been identified.

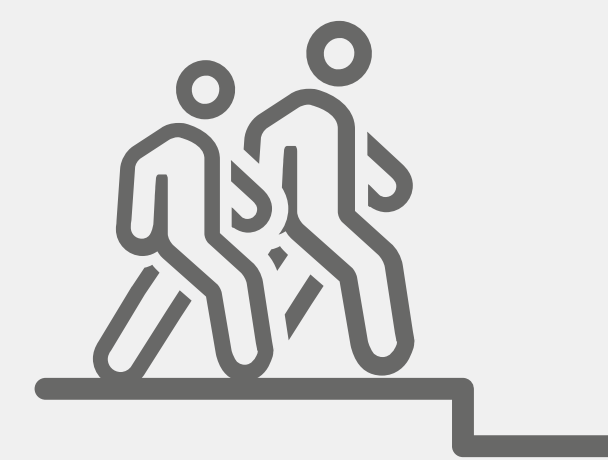
The City of Austin is evaluating Davis Lane as part the 2016 Mobility Bond for Substandard Streets.

This project will evaluate infrastructure improvements that can enhance mobility and safety for all road users as part of a preliminary engineering report.

The City of Austin will evaluate:



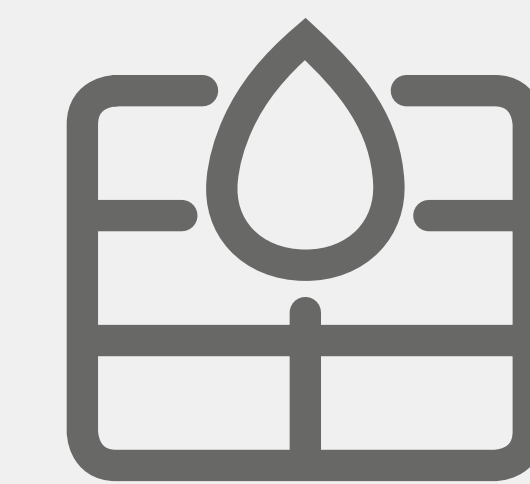
ROAD
CONDITIONS



MISSING
SIDEWALKS



CURBS



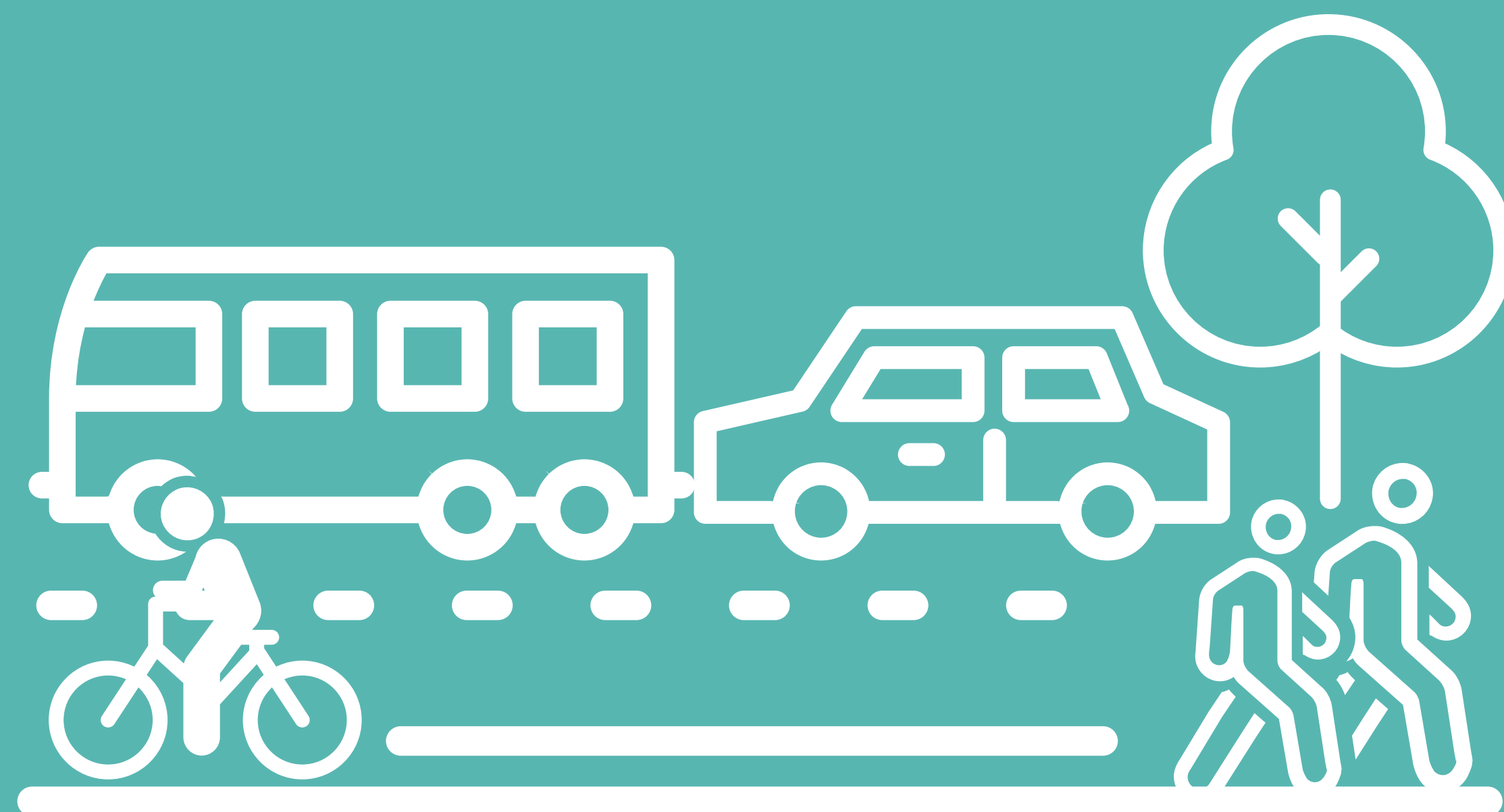
DRAINAGE



WHAT IS A SUBSTANDARD STREET?

Substandard streets are publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements.

To meet current City standards roadways should:



Meet
minimum
24 feet
pavement
widths

Maintain
curb and
gutter and
provide for
drainage

Provide
facilities for
pedestrians
and cyclists

STAY INVOLVED

Sign up for project updates and opportunities to provide feedback.



OPEN HOUSE

Learn about project goals, current traffic conditions, take a survey and provide input.



OPEN HOUSE

View project recommendations. Provide input. Learn what's next.

Would you like the project team to meet with your neighborhood or community group?

Contact Emily Tuttle, Austin Transportation Department

Communications and Engagement



emily.tuttle@austintexas.gov



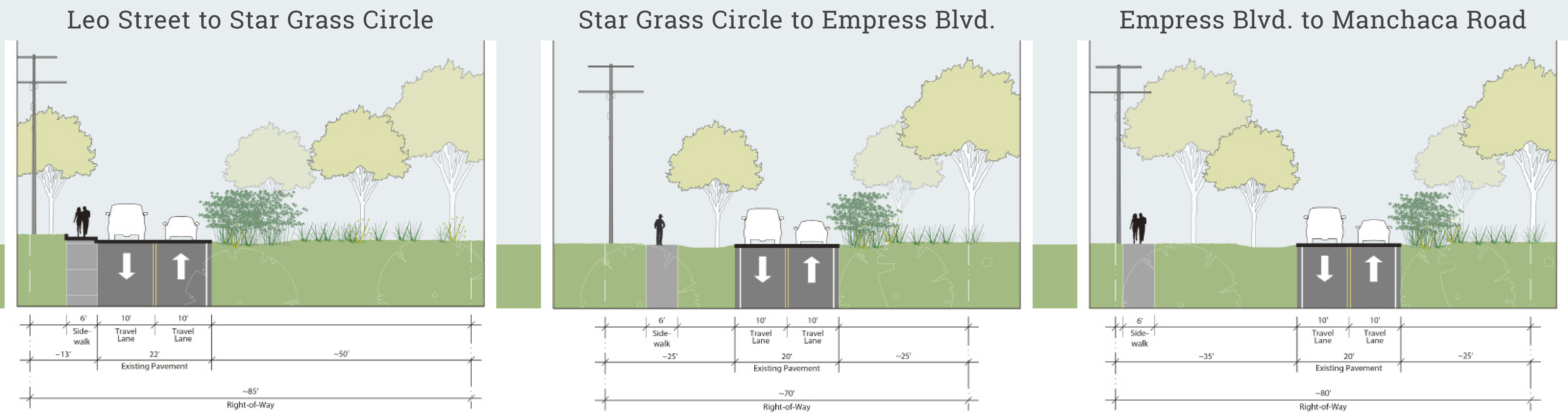
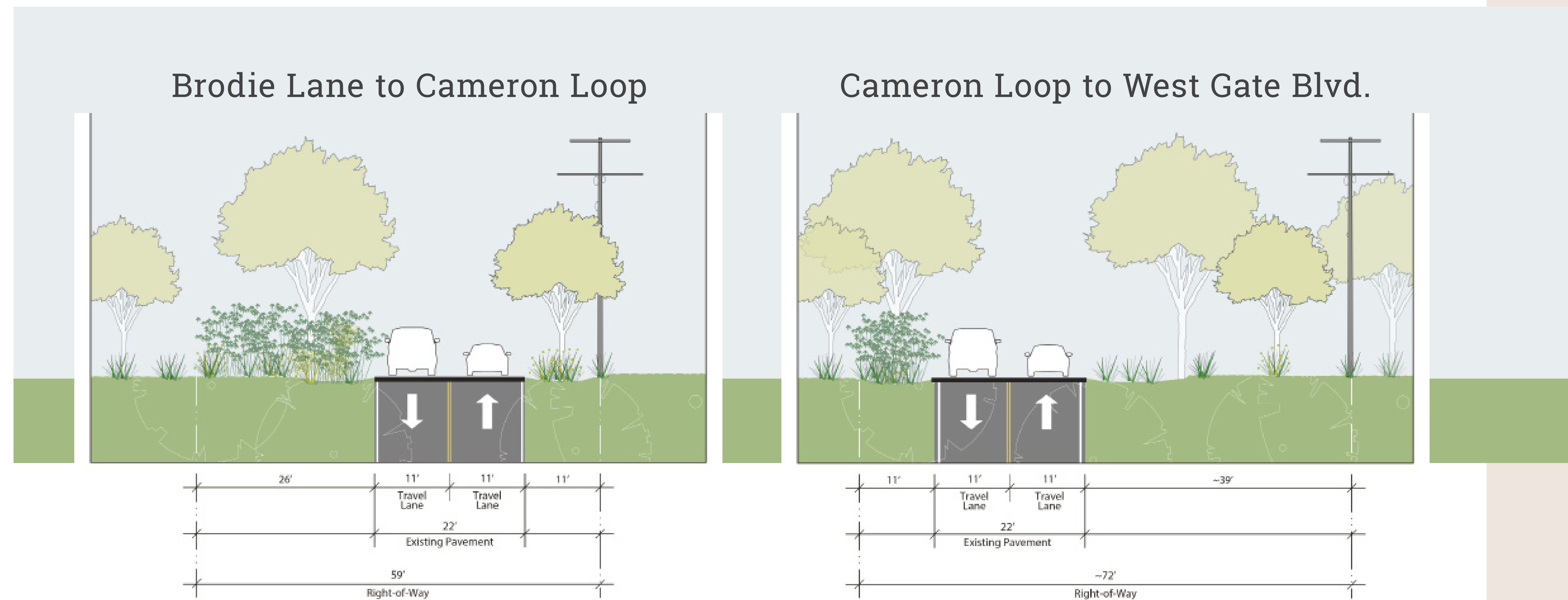
512-974-6509



EXISTING CROSS SECTIONS

Davis Lane is a two-lane facility, providing one travel lane in each direction. Lanes vary from ten to eleven feet in width.

A sidewalk is provided on the south side of Davis Lane between Manchaca Road and Leo Street.



DAVIS LANE MOBILITY CONDITIONS



CURRENT TRAFFIC VOLUMES*

East of Brodie Lane

12,000
DAILY TRIPS

AM PEAK (7:15-8:15) **1,090** vph

PM PEAK (5:00-6:00) **1,140** vph

West of Manchaca

8,380
DAILY TRIPS

AM PEAK (7:15-8:15) **760** vph

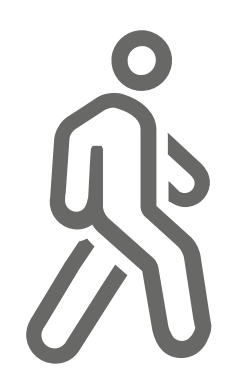
PM PEAK (5:00-6:00) **820** vph



TOP CRASH LOCATIONS**

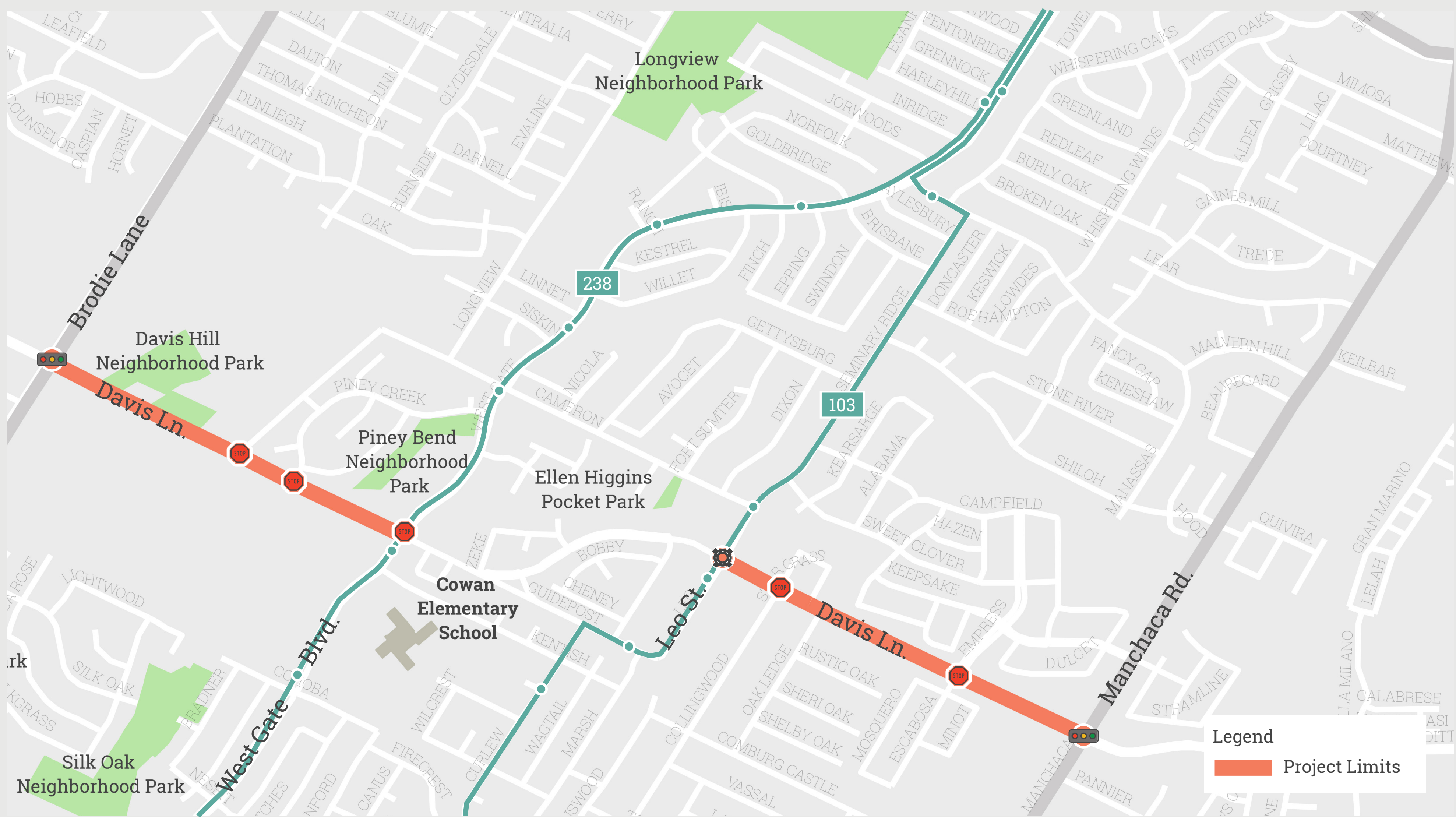
2012-2016 Crashes

| | |
|------------------|-----------|
| Brodie Lane | 23 |
| Manchaca Road | 18 |
| Cameron Loop | 6 |
| West Gate Blvd. | 4 |
| Piney Creek Bend | 3 |



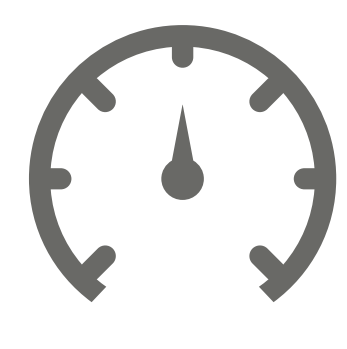
PEDESTRIAN ACTIVITY*

| | AM PEAK | PM PEAK |
|----------------|-----------|-----------|
| Empress Lane | 14 | 17 |
| West Gate Blvd | 16 | 14 |
| Manchaca Road | 10 | 12 |
| Star Grass Cir | 5 | 14 |
| Brodie Lane | 4 | 12 |
| Leo Street | 3 | 8 |



ROADWAY CLASSIFICATION

2-lane minor arterial (MNR 2) according to the 2025 Austin Metropolitan Area Transportation Plan (AMATP)



SPEED LIMIT

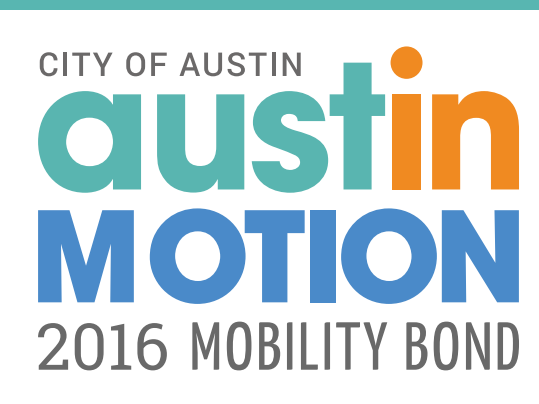
30 mph



EXISTING DEFICIENCIES

- Narrow roadway ~20'-22'
- Narrow right-of-way
- Limited sight distance
- Limited curb and gutter
- No shoulders
- Insufficient clear zones
- Roadside obstacles
- Missing sidewalks
- Limited crosswalks
- Shared auto and bicycle facilities
- Steep vertical curvature ~8% grade
- Missing intersection lighting

*Source: Counts collected September and October 2017 by Gram Traffic Counting, Inc.
**Source: TxDOT Crash Records Information System (CRIS)



LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:

www.austintexas.gov/davislane

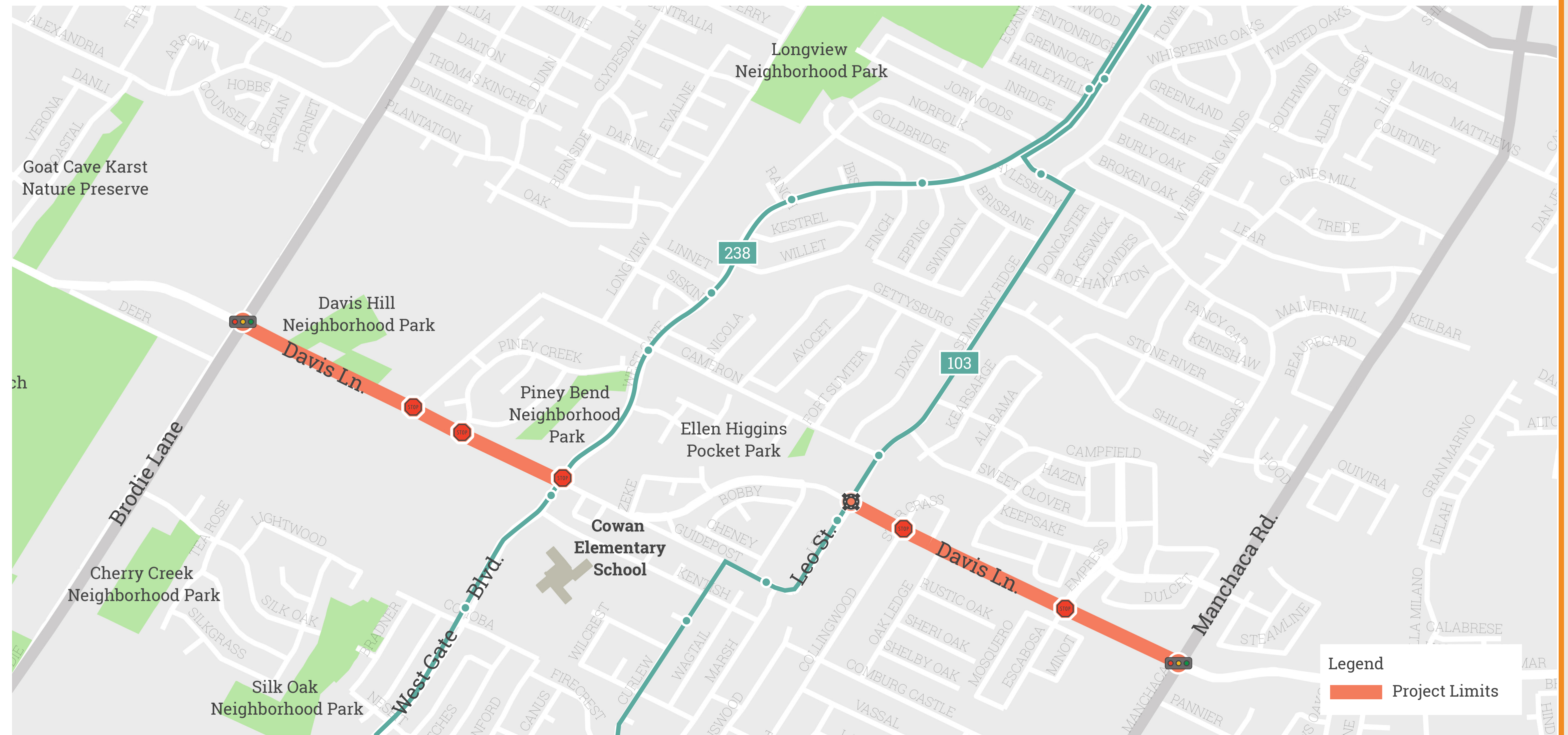
2017 INTERSECTION OPERATIONS

Intersection Level-of-Service (LOS) is generally expressed using a letter designation from A to F.

LOS A represents little to no congestion and LOS F represents heavy congestion.

Delay at signalized intersections is measured differently than delay at stop-controlled intersections. Roundabout configurations are measured as stop-controlled.

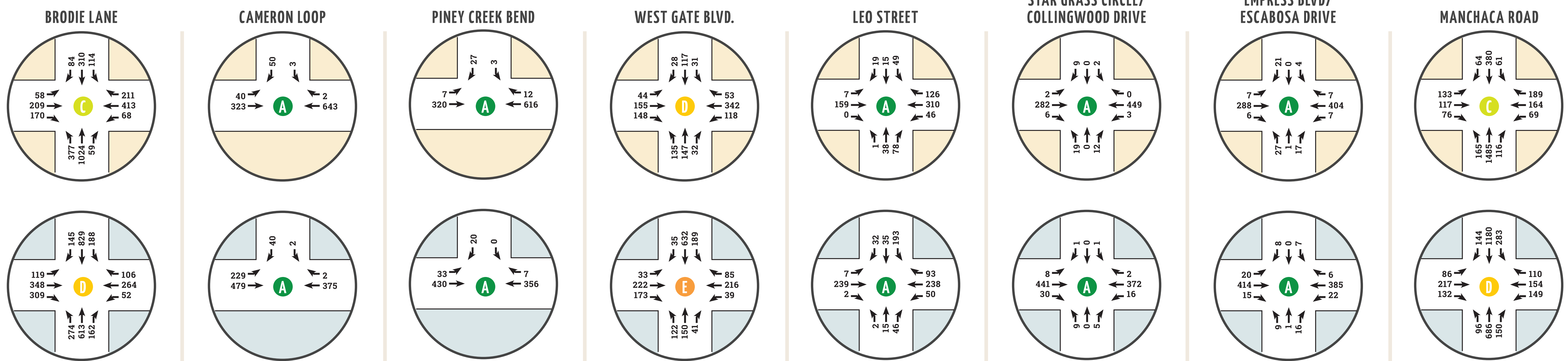
| Type of Traffic Control | Seconds of Delay per Vehicle | | | | | |
|-------------------------|------------------------------|--------|--------|--------|--------|-----|
| | A | B | C | D | E | F |
| | 0-10 | >10-20 | >20-35 | >35-55 | >55-80 | >80 |
| | 0-10 | >10-15 | >15-25 | >25-35 | >35-50 | >50 |



Turning Movement Counts* and LOS**

AM Peak
(7:15 - 8:15 AM)

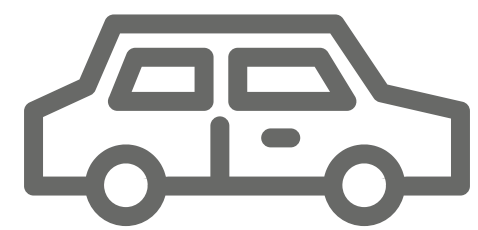
PM Peak
(5:00 - 6:00 PM)



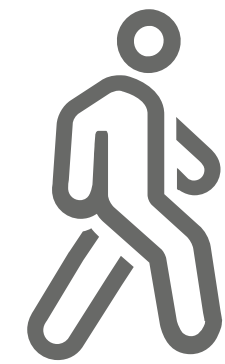
*Source: Turning movement counts collected September and October 2017 by Gram Traffic Counting, Inc.
**LOS calculated using Synchro 9.1

WHAT ARE YOUR PRIORITIES?

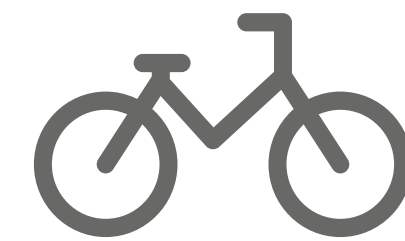
Place a sticker in the categories most important to you.



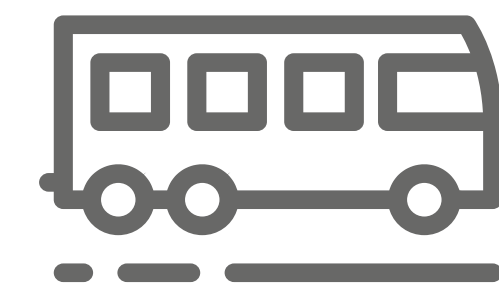
AUTOS



PEDESTRIANS



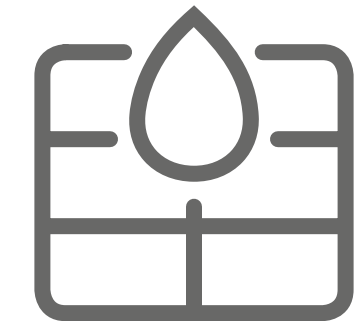
BIKES



TRANSIT



SAFETY



DRAINAGE

WHERE DO WE GO FROM HERE?

NEXT STEPS



Community engagement will be coordinated throughout the project to share information and collect feedback.

