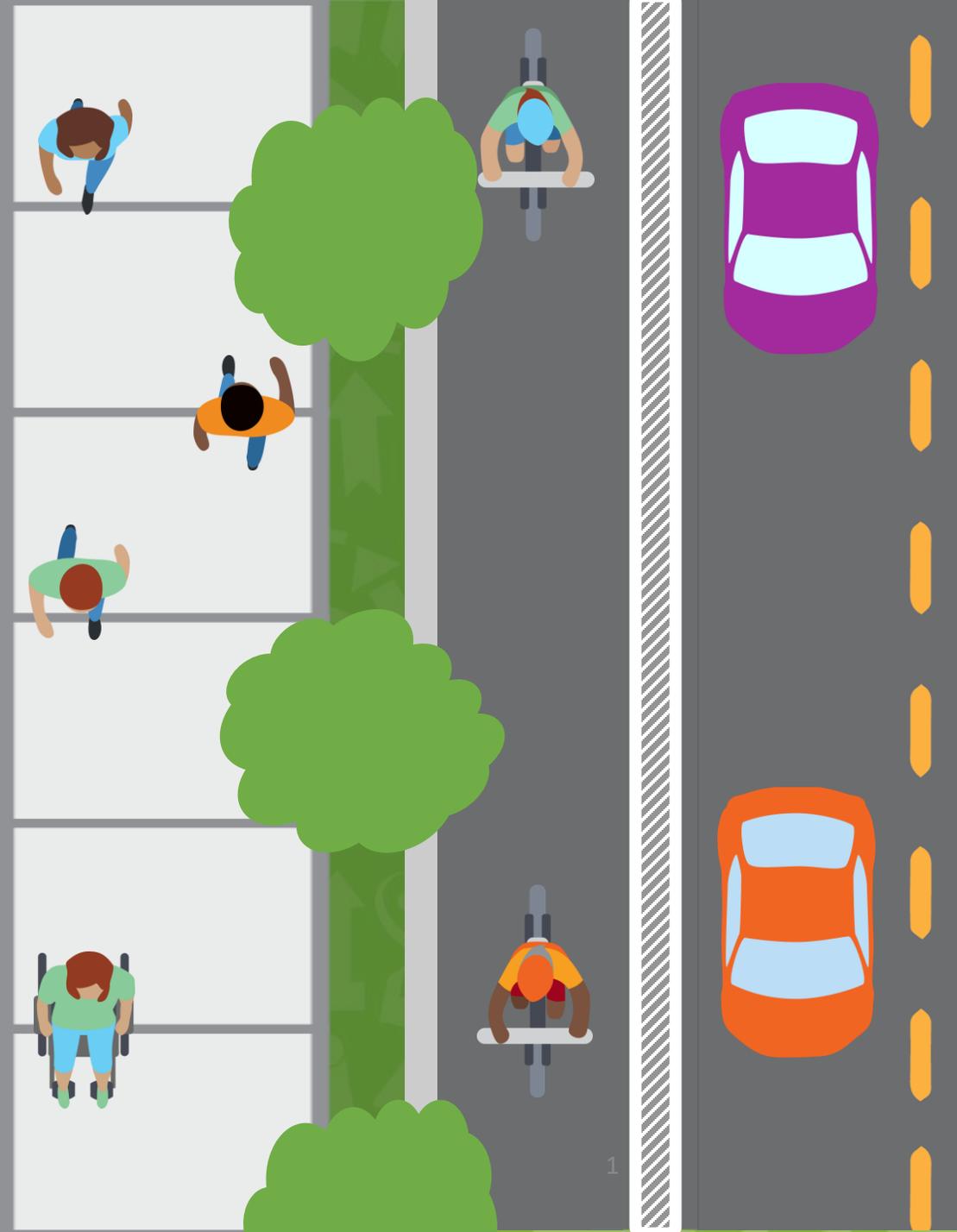




AUSTIN CORE TRANSPORTATION PLAN



Design Commission
January 27, 2020



Agenda

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



Purpose, Scope and Deliverables

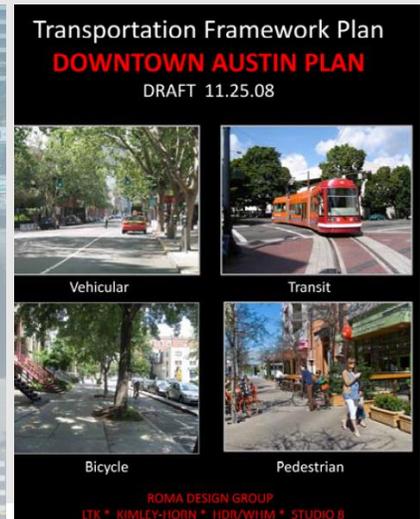


Purpose

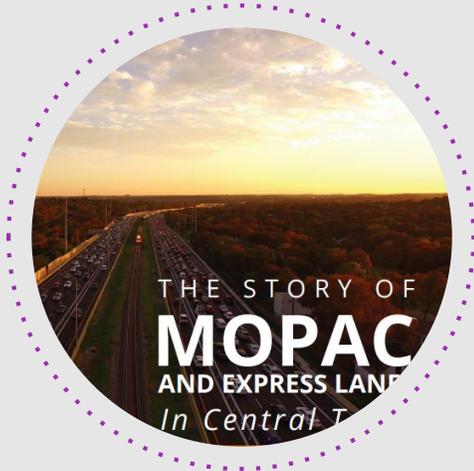
- Update to the 2002 Downtown Access and Mobility Plan and Downtown Austin Plan's 2011 Transportation Framework
- Update the transportation vision for downtown to align with the goals in the Austin Strategic Mobility Plan
- Identify priority transportation projects in downtown



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 ●



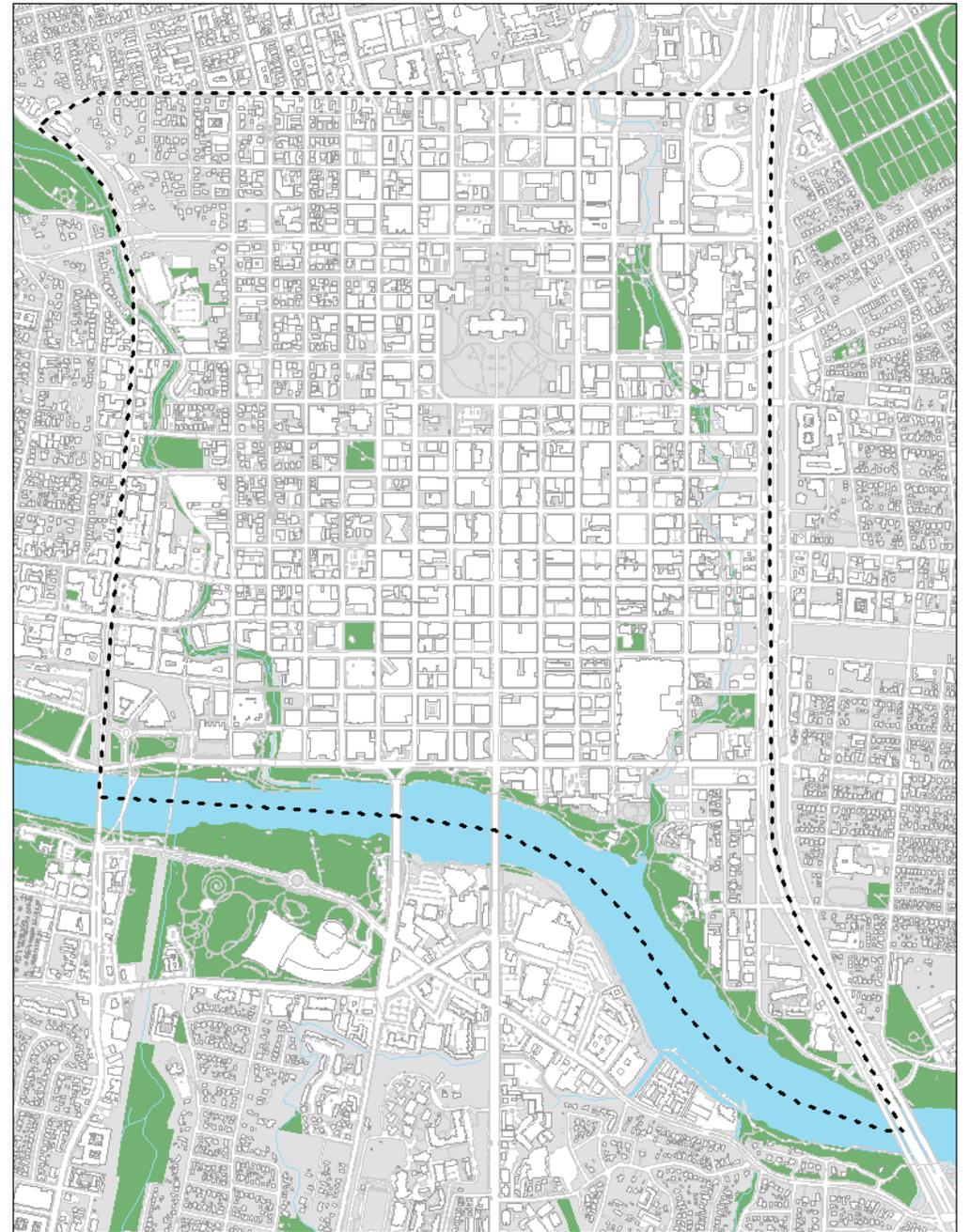
Urban Design Guidelines

- 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



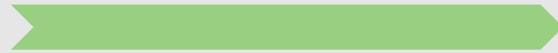
Major Deliverables

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

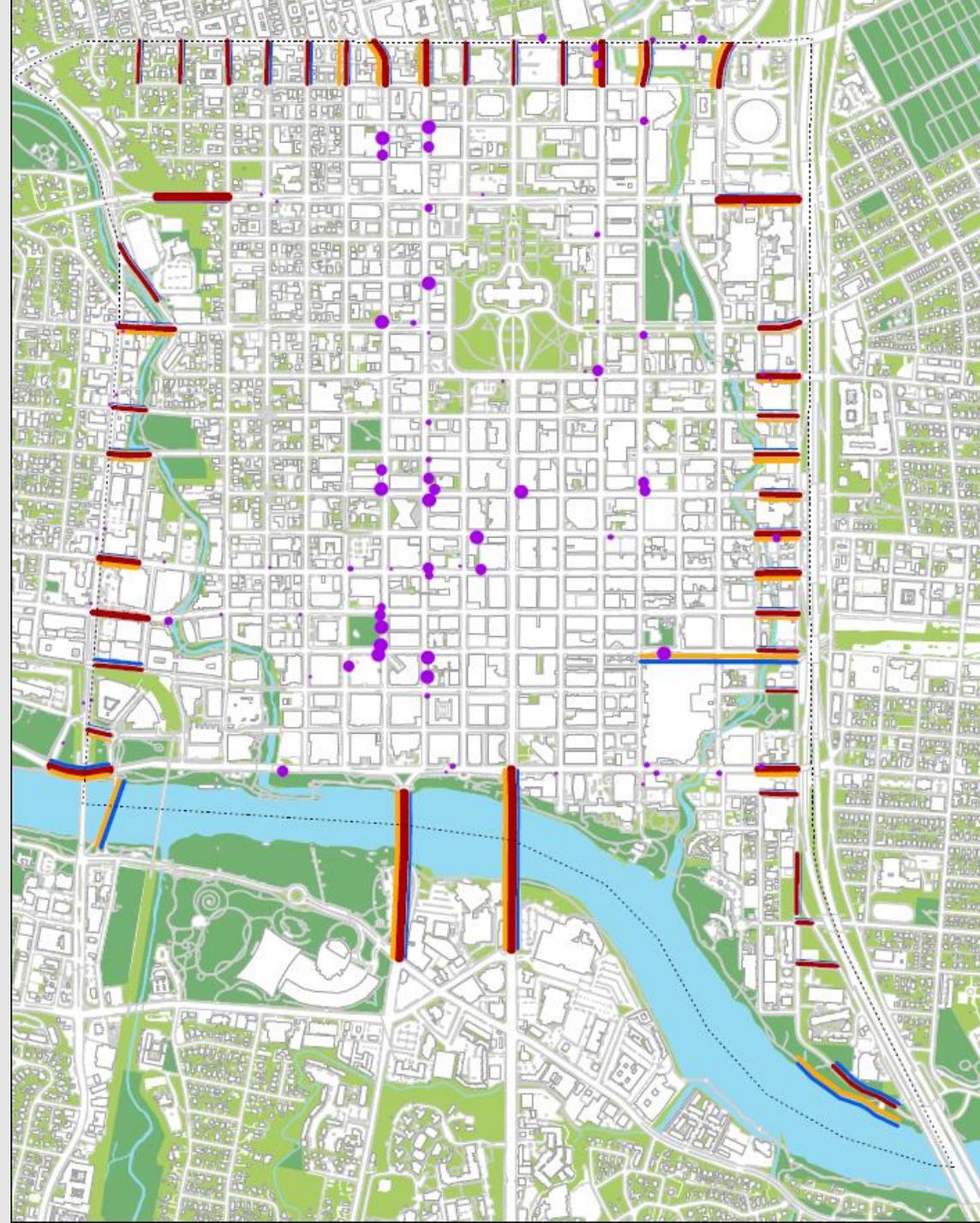


Existing Conditions

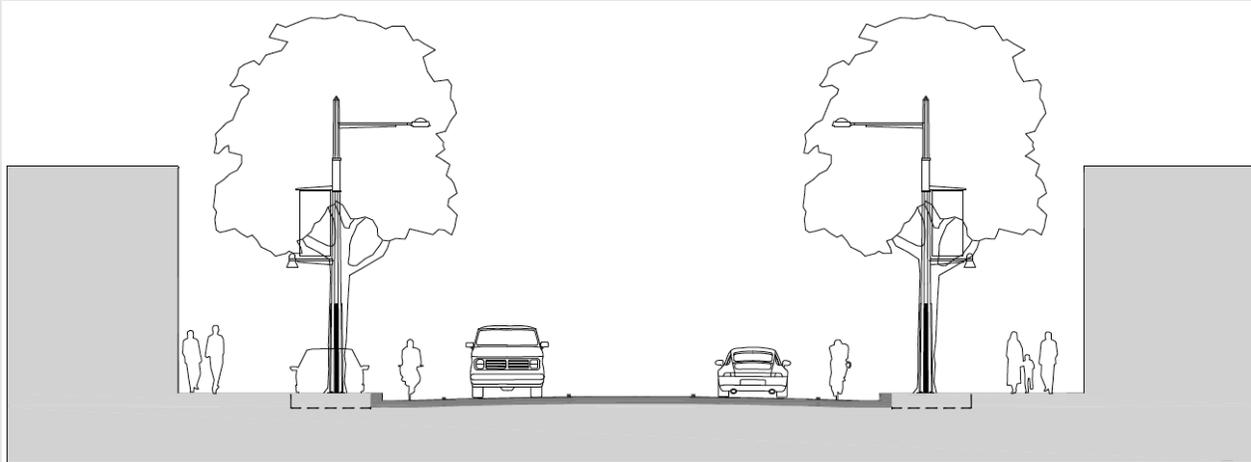


Existing Conditions

- 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

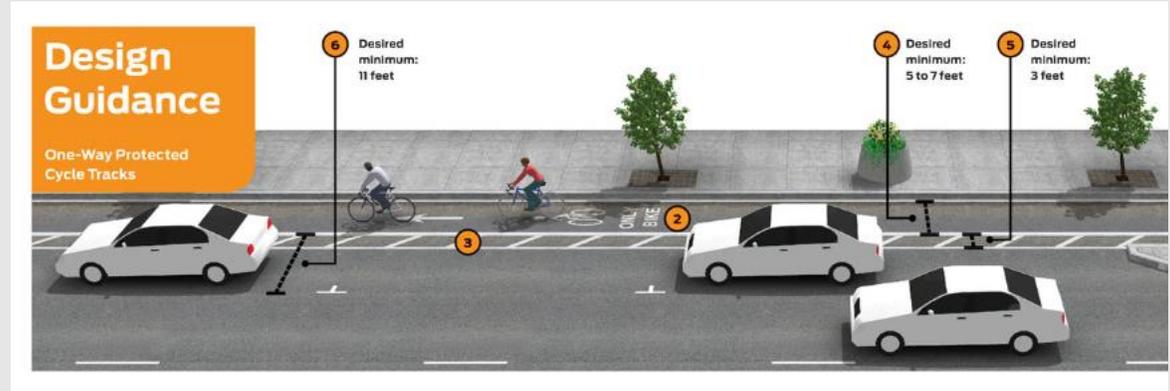


Bicycle Facilities

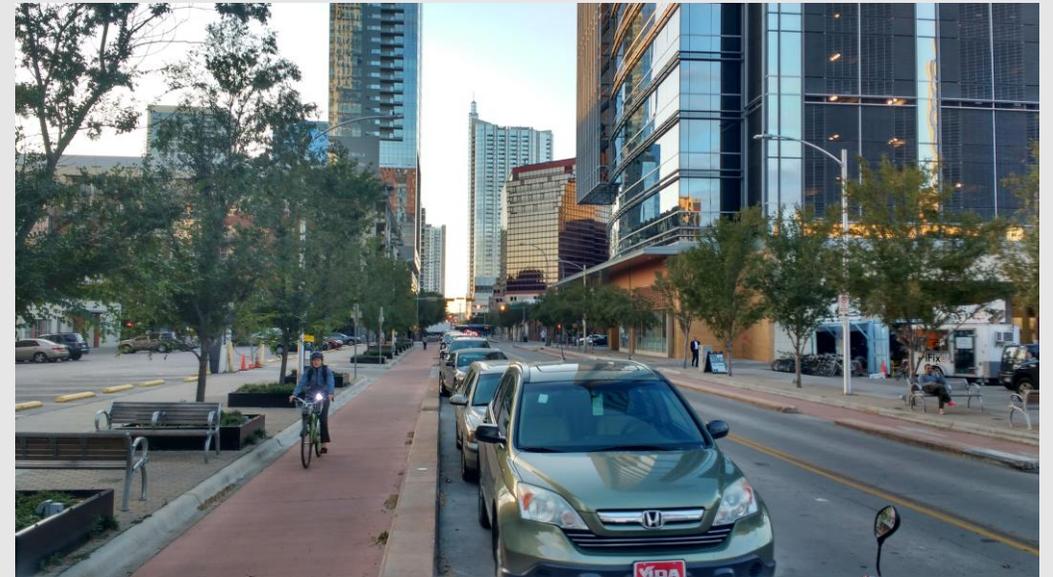


PEDESTRIAN ZONE	CURBSIDE/PARKING	BIKE LANE	↓	TURN LANE	↑	BIKE LANE	CURBSIDE/PARKING	PEDESTRIAN ZONE
10'-0"	8'-0"	5'-6"	11'-0"	11'-0"	11'-0"	5'-6"	8'-0"	10'-0"
18'-0"				44'-0"				18'-0"
80'-0" RIGHT OF WAY								

Bicycle and Local Access Street Great Streets Master Plan



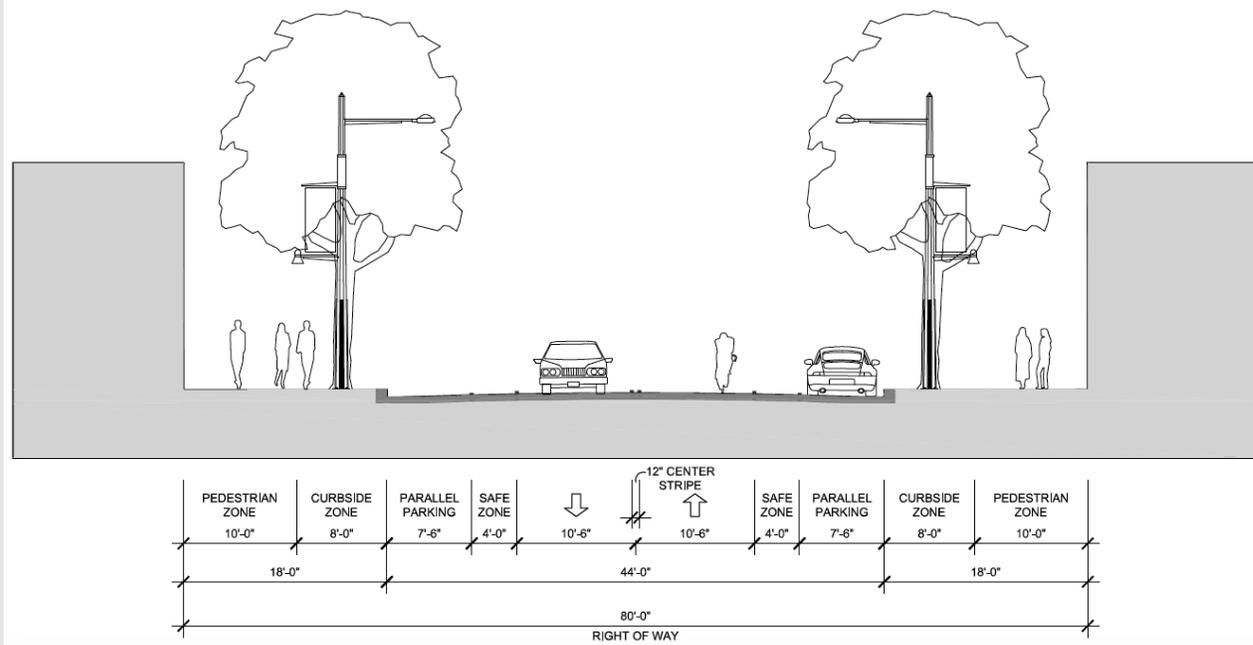
NACTO Urban Bikeway Design Guide



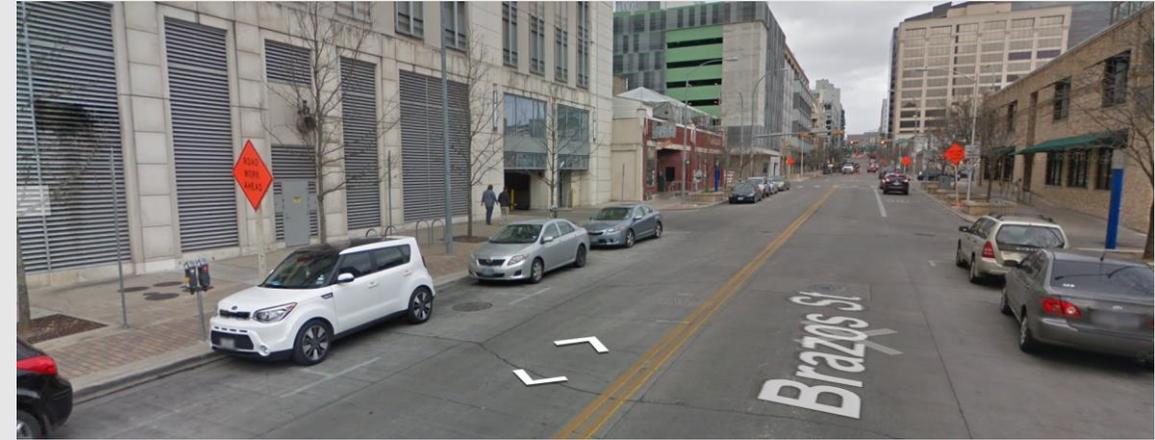
3rd Street



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



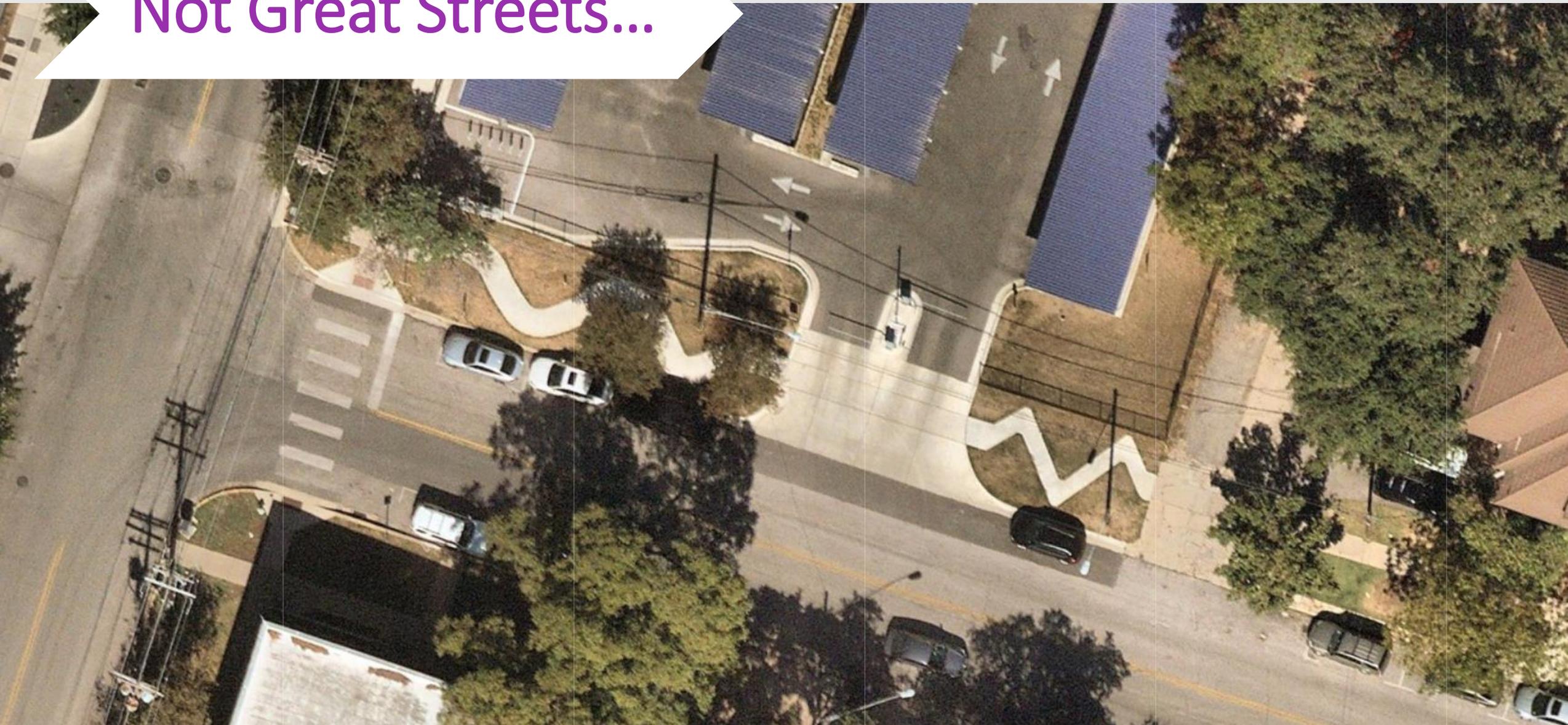
Conflict: Loading/unloading vehicles



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

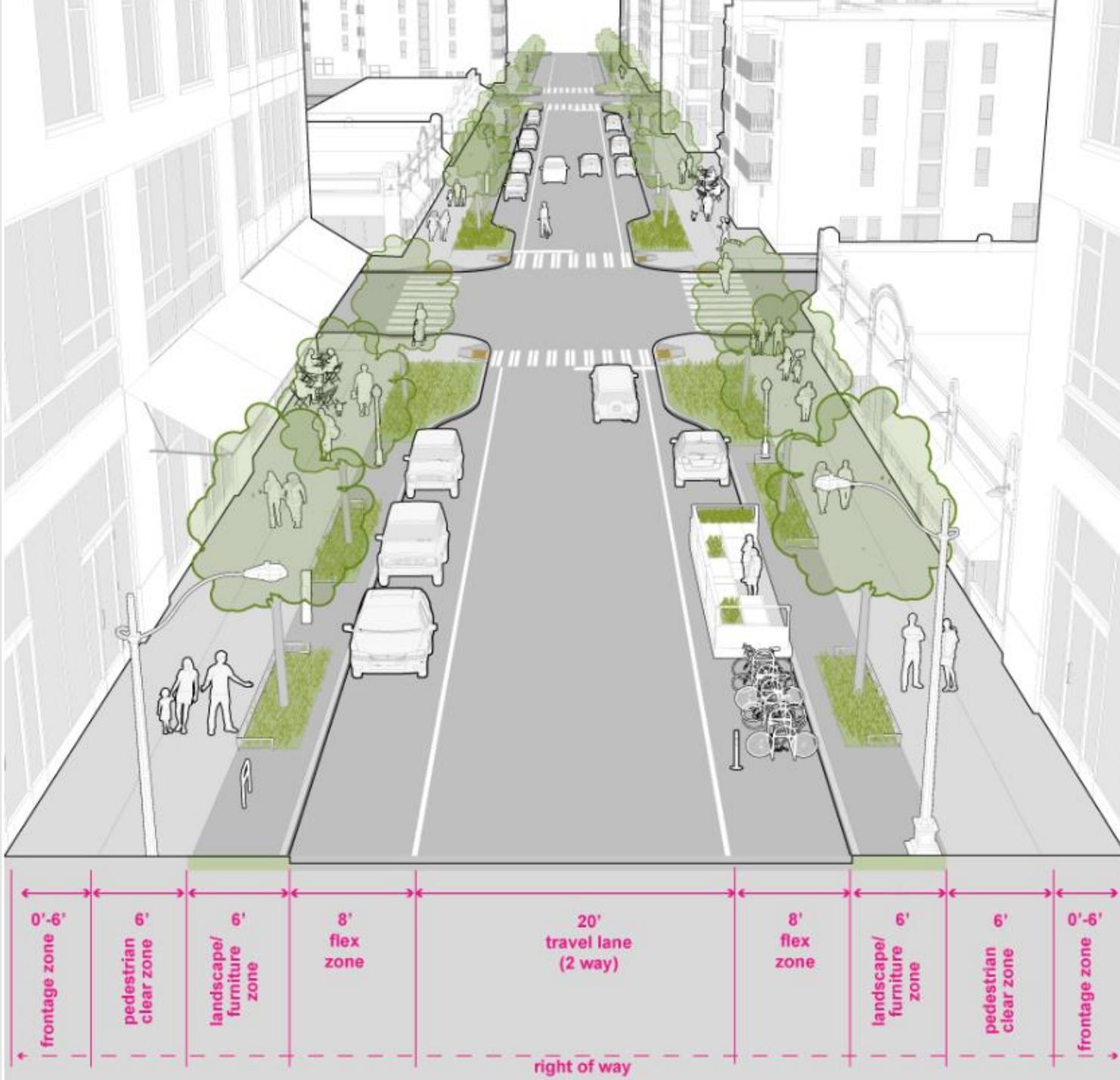
2.6 Downtown Neighborhood

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)

Project Extents

Included in another infrastructure program* CIP-CWP

Centennial Olympic Park Drive to Piedmont Avenue

* May include all or a portion of project extents

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

PROJECT DEFINITION

IMPLEMENTATION

	PE	ROW	CONST	TOTAL
Cost Estimate	\$252K	N/A	\$1.685M	\$1.937M
Potential Funding Sources	GTIB, TSPLOST, ADID (funded)			
Stakeholders	City of Atlanta, adjacent property owners			
Complementary Projects¹	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			
Other Considerations	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.

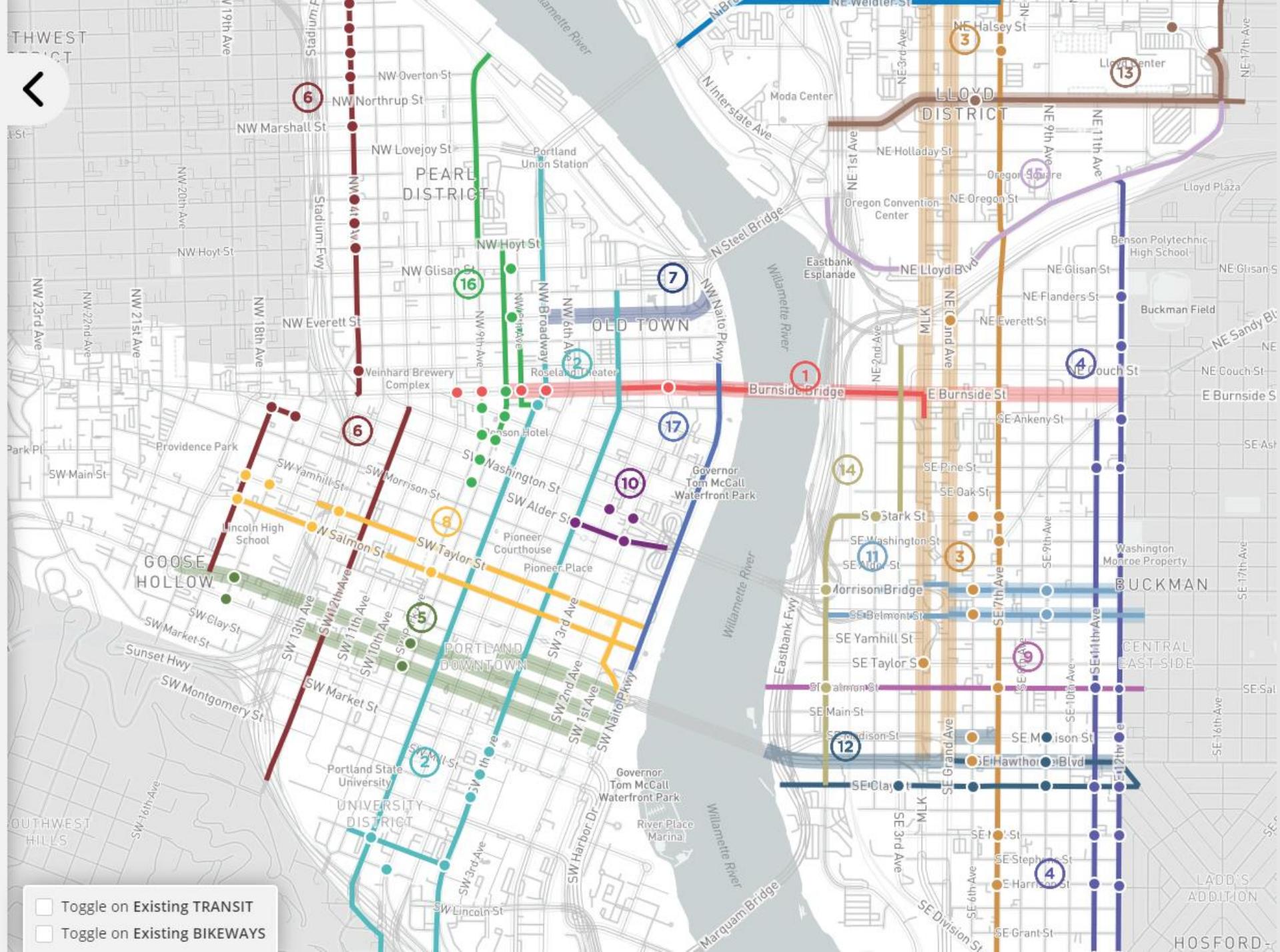
Click on a project to learn more about it.

START

Key Items:

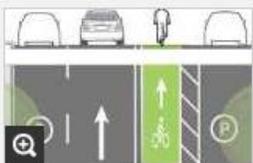
-  Pedestrian Crossings Improvements
-  Transit Priority Improvements
-  Bikeway Improvements

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:

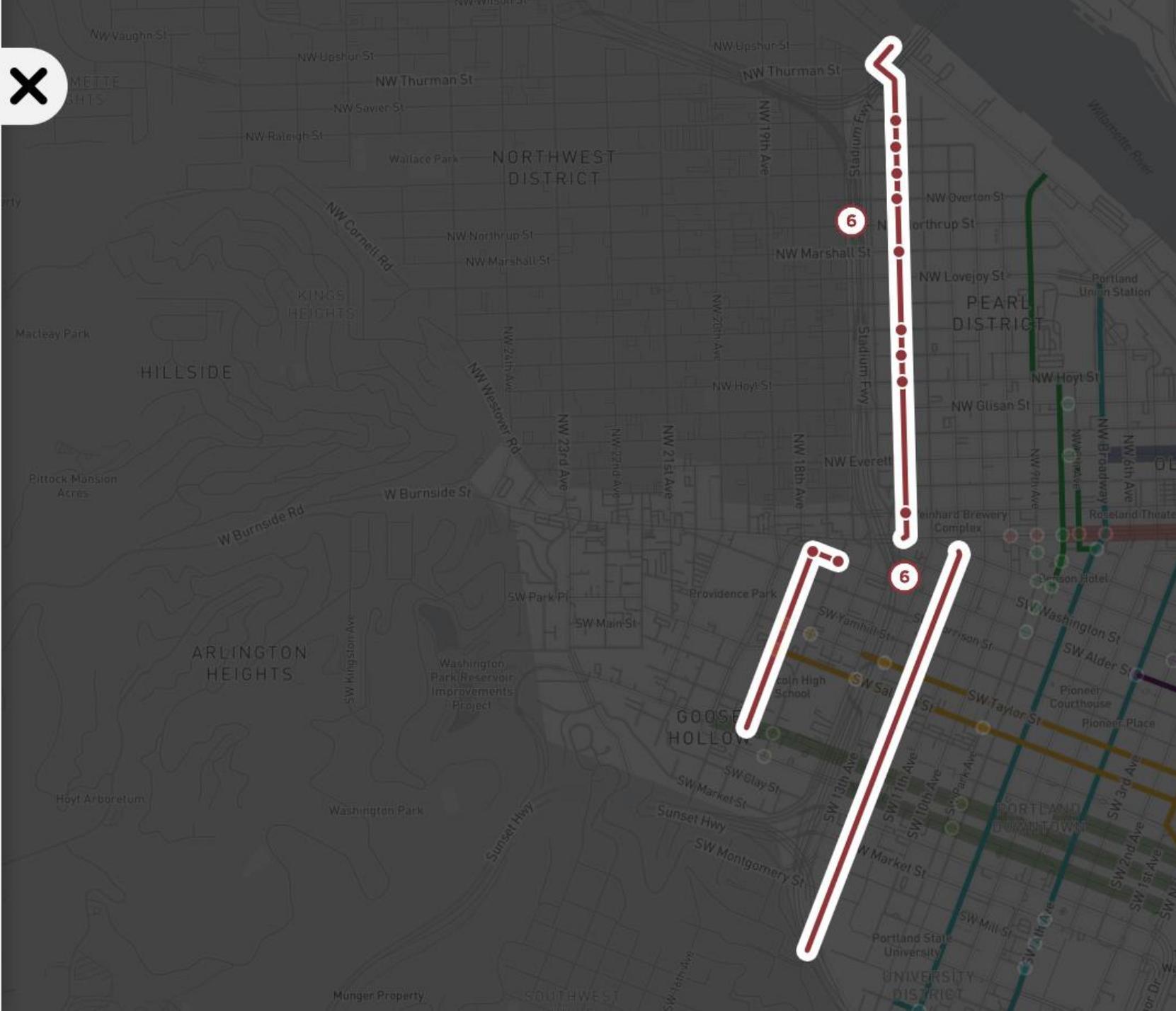
Impacts parking on one side of SW 17th, otherwise minor impacts

TRAVEL LANE IMPACTS:

1 lane on SW 12th

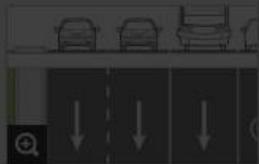
PEOPLE MOVING CAPACITY:

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

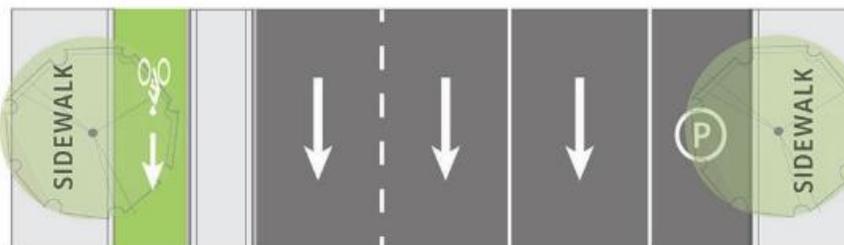
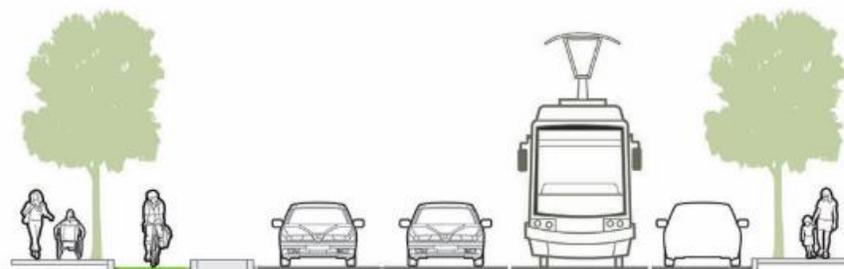
TRAVEL LANE IMPACTS:

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

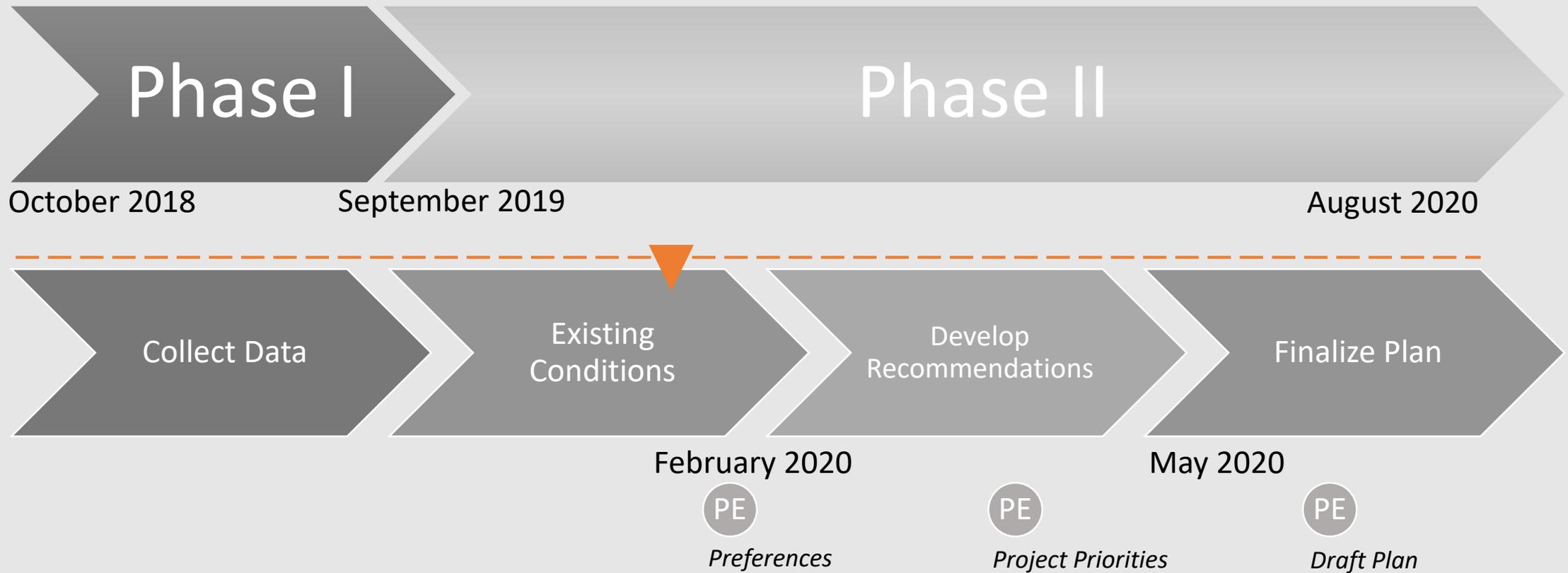


Public Engagement

- 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

email: ACTPlan@austintexas.gov

