

Open

South Lamar Blvd. Corridor Study

December 10, 2014

Public Meeting Exhibits

HOUSE



TR

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 South Lamar Boulevard
will be considered for further analysis
in the next step of this study.**

**GET
INVOLVED**



Learn more about the South Lamar Boulevard Corridor Study:
www.austintexas.gov/department/corridor-studies



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South Lamar Traffic Conditions

Current Corridor Traffic Volumes

South of Riverside Dr.
38,500 DAILY TRIPS
 4,970 AM (7:00 - 9:00)
 6,610 PM (4:00 - 6:00)

Between Oltorf and Bluebonnet
35,810 DAILY TRIPS
 4,050 AM (7:00 - 9:00)
 5,770 PM (4:00 - 6:00)

North of Brodie Oaks
31,780 DAILY TRIPS
 3,670 AM (7:00 - 9:00)
 5,100 PM (4:00 - 6:00)

Transit Routes

MetroBus

- 3** Burnet/Manchaca
- 331** Oltorf
- 338** Lamar/45th
- 103** Manchaca Flyer

MetroRapid

- 803** S. Lamar/Burnet

Pedestrian/Bicycle Activity

- | | | |
|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|-----------------------|
|  66 |  97 | 1. Riverside Dr. |
| 13 | 75 | 2. Barton Springs Rd. |
| 9 | 21 | 3. Treadwell St. |
| 8 | 14 | 4. Hether/Mary St. |

Top Accident Locations (2009 - 2014)

- | | |
|------------|-----------------------|
| 114 | 1. Ben White Blvd. |
| 91 | 2. Butler Rd. |
| 58 | 3. Oltorf St. |
| 57 | 4. Barton Springs Rd. |
| 57 | 5. Barton Skyway |



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South Lamar Boulevard Corridor Study

Corridor Snapshots



New development at Lamar Square



Barton Springs Road



Lamar landmark Matt's Famous El Rancho



Bike lanes on Lamar



Shared use lanes at Treadwell Street



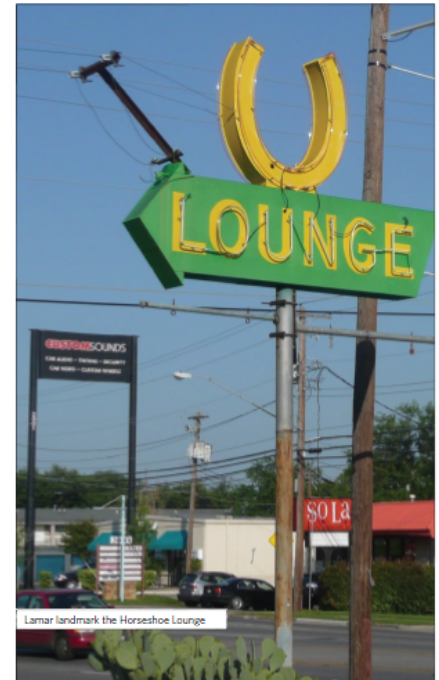
Lamar landmark Maria's Taco X-Press



Businesses near Hether and Mary Streets



Bus Rapid Transit at Lamar Square



Lamar landmark the Horseshoe Lounge

South Lamar Boulevard Corridor Study

Corridor Snapshots



Lamar landmark the Broken Spoke



Established apartments at Panther Trail



New development near Manchaca Road



South Lamar landmark the Saxon Pub



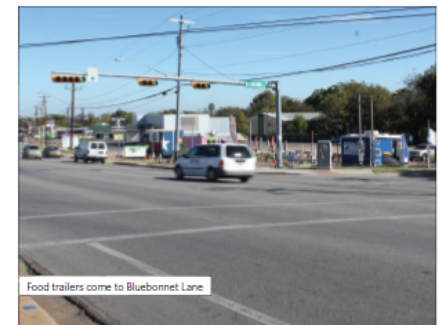
Pedestrian crossing at Barton Skyway



South Lamar landmark P. Terry's

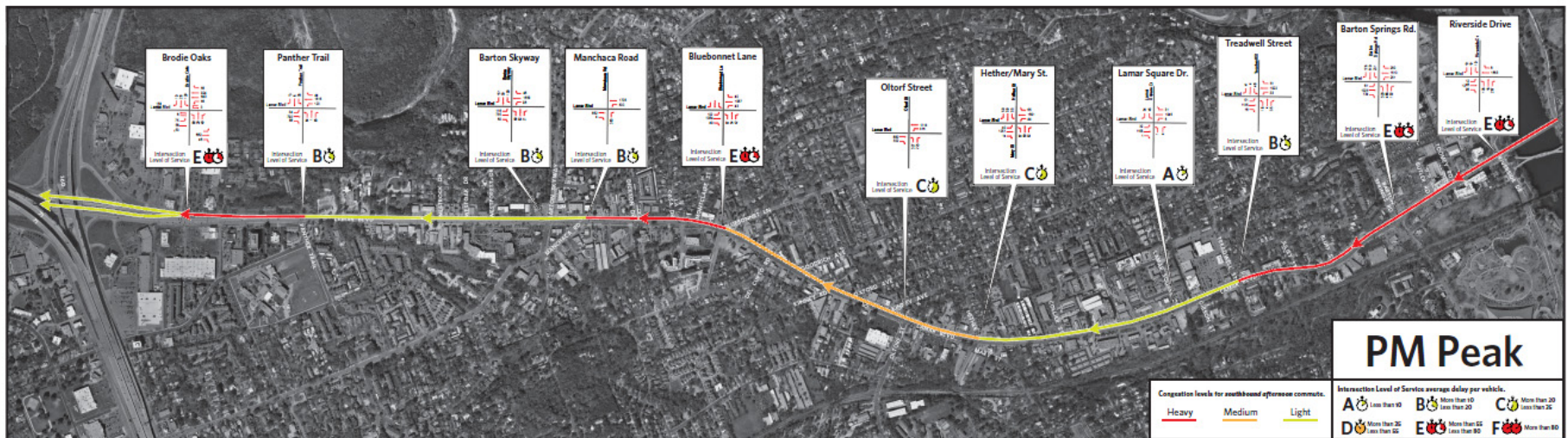
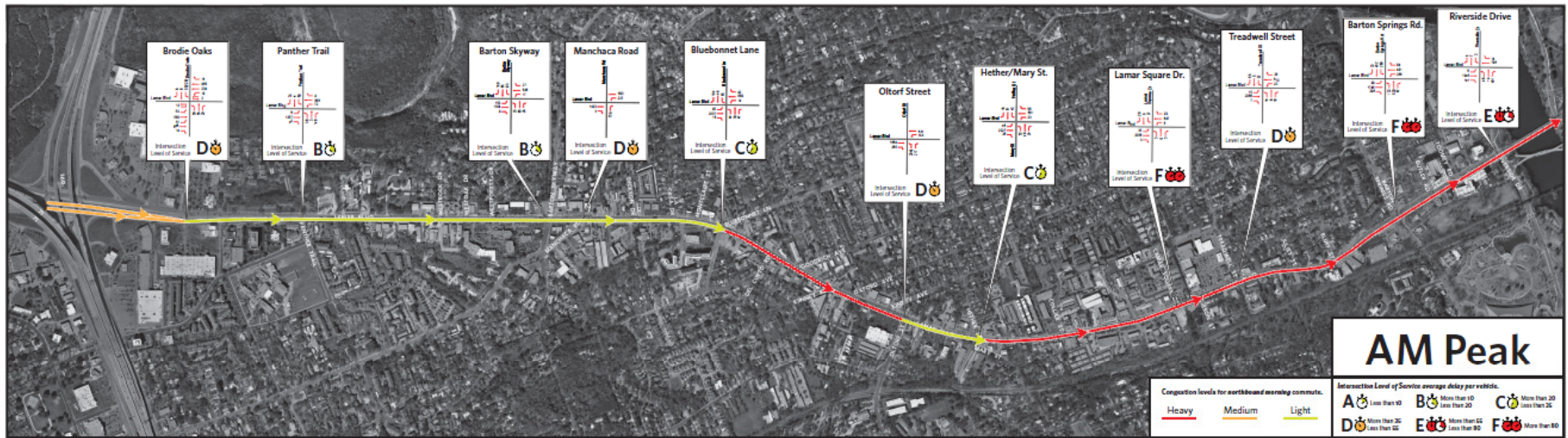


Sidewalk ends at Brodie Oaks Shopping Center



Food trailers come to Bluebonnet Lane

South Lamar Boulevard Corridor Study Intersection and Link Level of Service



Traffic volumes collected in September 2014 and delay and level of service calculations based on procedures outlined in Highway Capacity Manual 2010.

www.austintexas.gov/department/corridor-studies

Learn.

Discover how a corridor study process works.

Collaborate.

Help to identify existing transportation problems in the corridor.

Share your ideas.

Engage.

Get involved and help **shape** the future character of South Lamar.

**GET
INVOLVED**



South Lamar Boulevard

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Stakeholder Outreach

Outreach to Date

1 DECEMBER

Zilker Neighborhood Association Executive Committee

9 DECEMBER

Bouldin Creek Neighborhood Association Meeting

27 JANUARY

Barton Hills Neighborhood Association Meeting

Upcoming Outreach

TBD 2015

South Lamar Neighborhood Association Meeting

If you would like for project team members to meet with your neighborhood or community group, please contact

Project Manager Alan Hughes, PE, City of Austin.

GET
INVOLVED

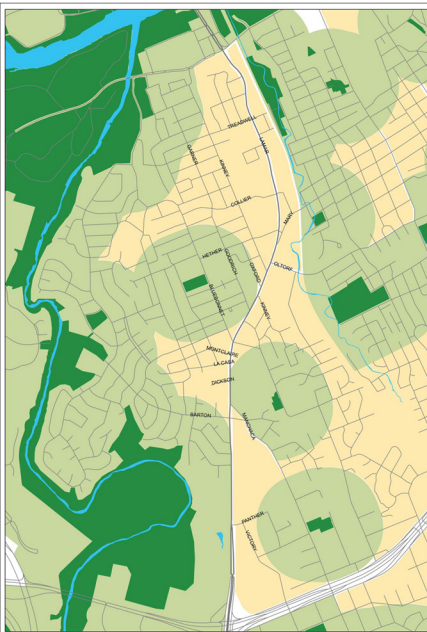
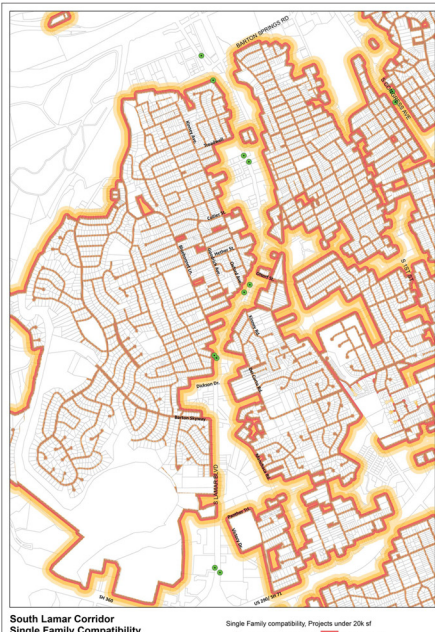
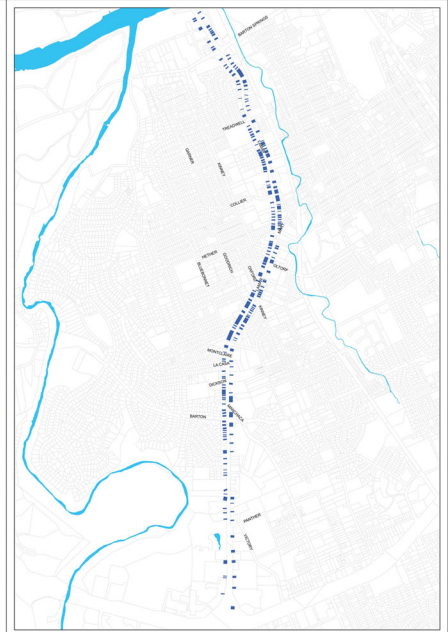
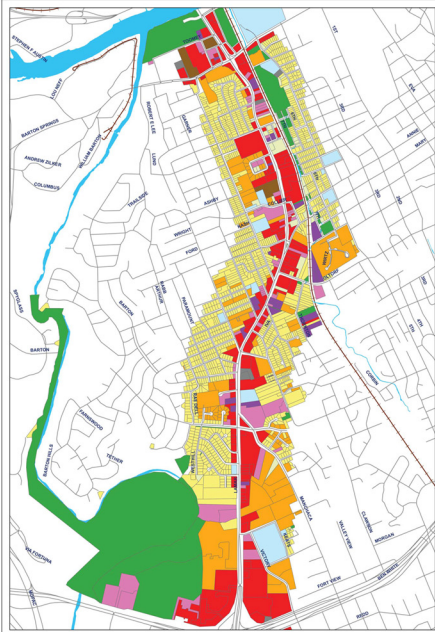


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South Lamar Boulevard Corridor Characteristics



Learn more about the South Lamar Boulevard Corridor Study:
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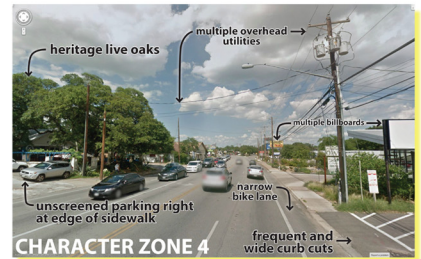
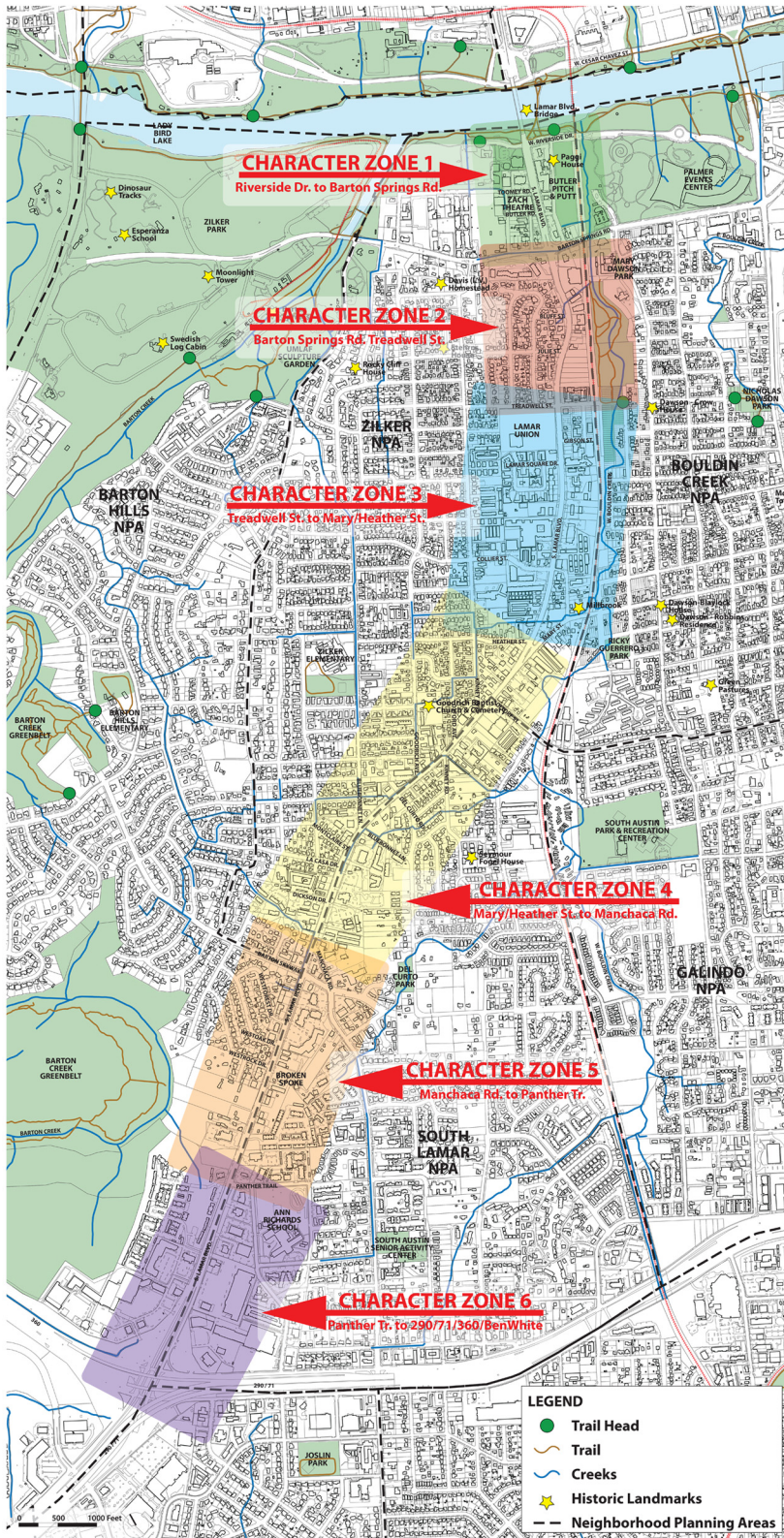
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South Lamar Boulevard Corridor Study

Six Character Zones



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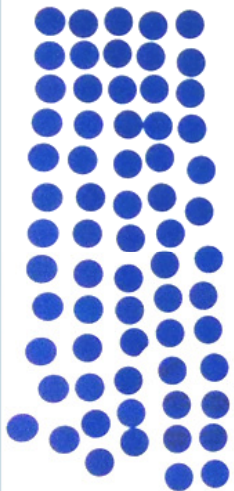


South Lamar Boulevard Corridor Study

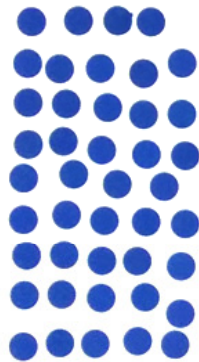
What are your priorities?



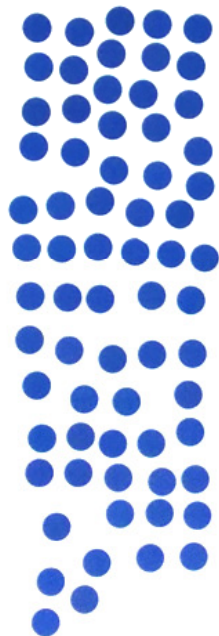
Environment



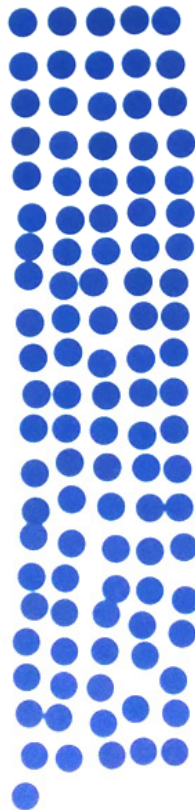
Urban Design



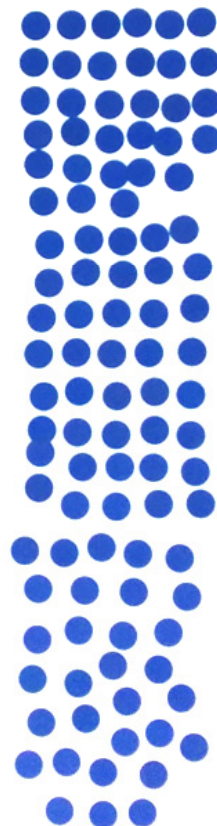
Cars



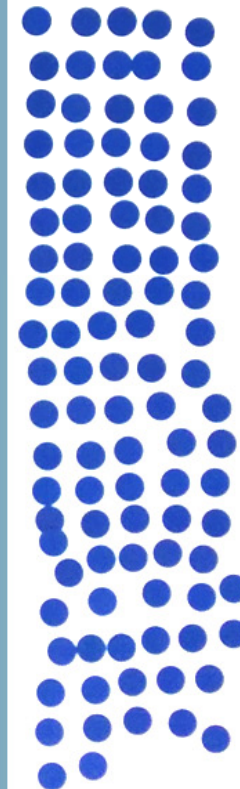
Pedestrians



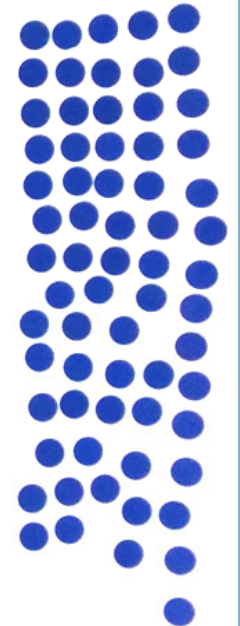
Bicycles



Transit



Safety



Imagine Austin and Complete Streets: A road map for improving South Lamar.

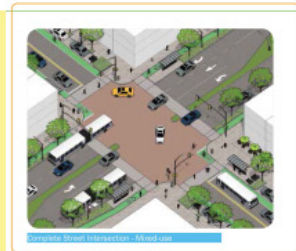
The Imagine Austin Comprehensive Plan has been adopted to serve as a guide to shape future growth in our City- including its streets, parks, neighborhoods, and quality of life.



Imagine Austin has eight implementation priority programs. These include:

Grow and invest in Austin's creative economy.	Sustainably manage our water resources.	Continue to grow Austin's economy by investing in our workforce, education systems, entrepreneurs, and local businesses.	Invest in a compact and connected Austin.
Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city.	Develop and maintain household affordability throughout Austin.	Create a Healthy Austin Program.	Revise Austin's development regulations and processes to promote a compact and connected city.

Did you know?
In the U.S. 28% of all trips are less than 1 mile.



While many people are willing to walk or bike short distances, there are few places where it is enjoyable. "Complete Streets seek to remedy this situation by making it safe and inviting for all users to share public roads. Complete Streets should accommodate, but also encourage people to use alternative modes of transportation."

Earlier this year a *Complete Streets Policy* was integrated into the **Imagine Austin Comprehensive Plan**. The core intent of this policy is to ensure that Complete Streets serve all users and modes.

These policies will serve as the foundation on which the future South Lamar Boulevard is built.

Learn more about the South Lamar Boulevard Corridor Study:
www.austintexas.gov/department/corridor-studies



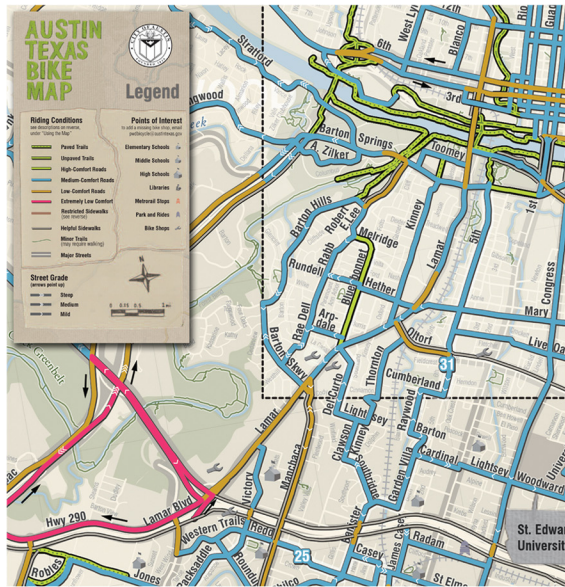
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South Lamar Boulevard Corridor Study Planning for bike-friendly streets.

What does the 2014 Bicycle Master Plan Update say?

Vision

Austin is a place where people of all ages and abilities bicycle comfortably and safely for transportation, fitness and enjoyment. Bicycling brings benefits not just to people who bicycle, but the whole community by helping to activate the Imagine Austin Comprehensive Plan for our shared sustainable future.

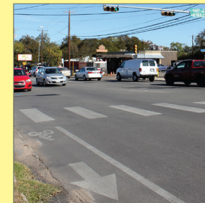


Safer Cycling in our City: Austin in Action.



Bike Routes

A network of posted routes and/or shared lanes provides clear wayfinding routes for cyclists.



Bike Lanes

Designated lanes on roadways are already a large component of Austin's existing bicycle network.



Cycle Tracks

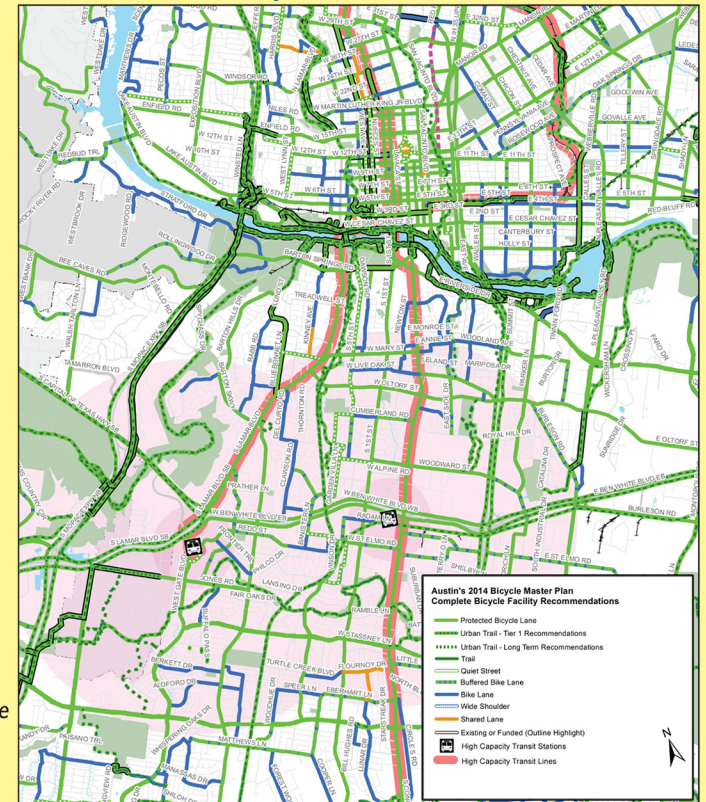
Physically separating bike lanes from car lanes creates a safer experience for cyclists.



Intersection Treatments

Bike boxes direct where automobiles should stop and where bicyclists should wait when stopped at intersections.

Detail of the 2014 Complete Bicycle Facilities Recommendations Map



South Lamar Boulevard Corridor Study

Planning for walk-friendly places.

What do the Sidewalk and Urban Trails Master Plans say?

Sidewalks

The goal of the **Sidewalk Master Plan** is to provide an objective mechanism for the City's use in prioritizing sidewalk construction projects to complete a City-wide ADA-compliant sidewalk network.

The Imagine Austin Comprehensive Plan promotes designing for people, not just cars. We can make our streets and roadway corridors more safe, attractive and welcoming for all. Complete Streets are designed to work for cars, but also need to meet the needs of children walking to school, bikes, people in wheelchairs, parents with strollers and non-drivers. Complete Streets are connected streets.

Urban Trails

Urban Trails can help to enhance connectivity in neighborhoods, parks, schools, businesses, and other centers of activity.

*For the City of Austin, the **Urban Trail Network** is defined as: "A citywide network of non-motorized, multi-use pathways that are used by bicyclists, walkers and runners for both transportation and recreation purposes."*

Completing the Network: Sidewalks in our City.



Arterial Sidewalks
 ADA compliant, continuous sidewalks can provide shade and reduce conflicts with vehicular traffic.



Commercial Sidewalks
 In line with complete street design, wider sidewalks provide seating for restaurants, active ground level uses.

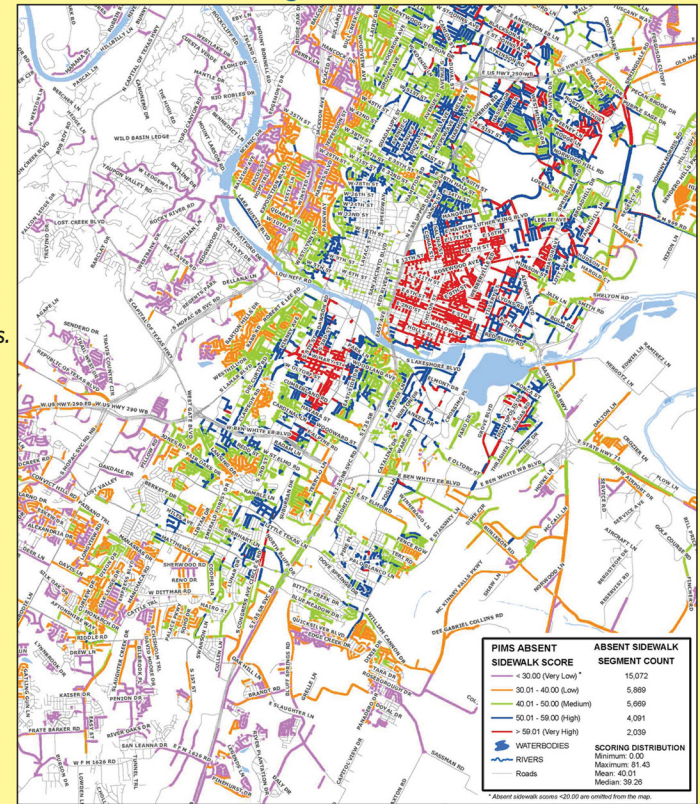


Intersection Treatments
 Traffic controls, signals, striping, signage, lighting and reduced crossing distances all help to enhance the pedestrian experience.



Connectivity
 Improved crossings and 'filling in the gaps' helps to build connectivity in neighborhoods, and to places such as business, parks and schools.

Detail of the City of Austin Pedestrian Plan
 Absent Sidewalk Scoring Results

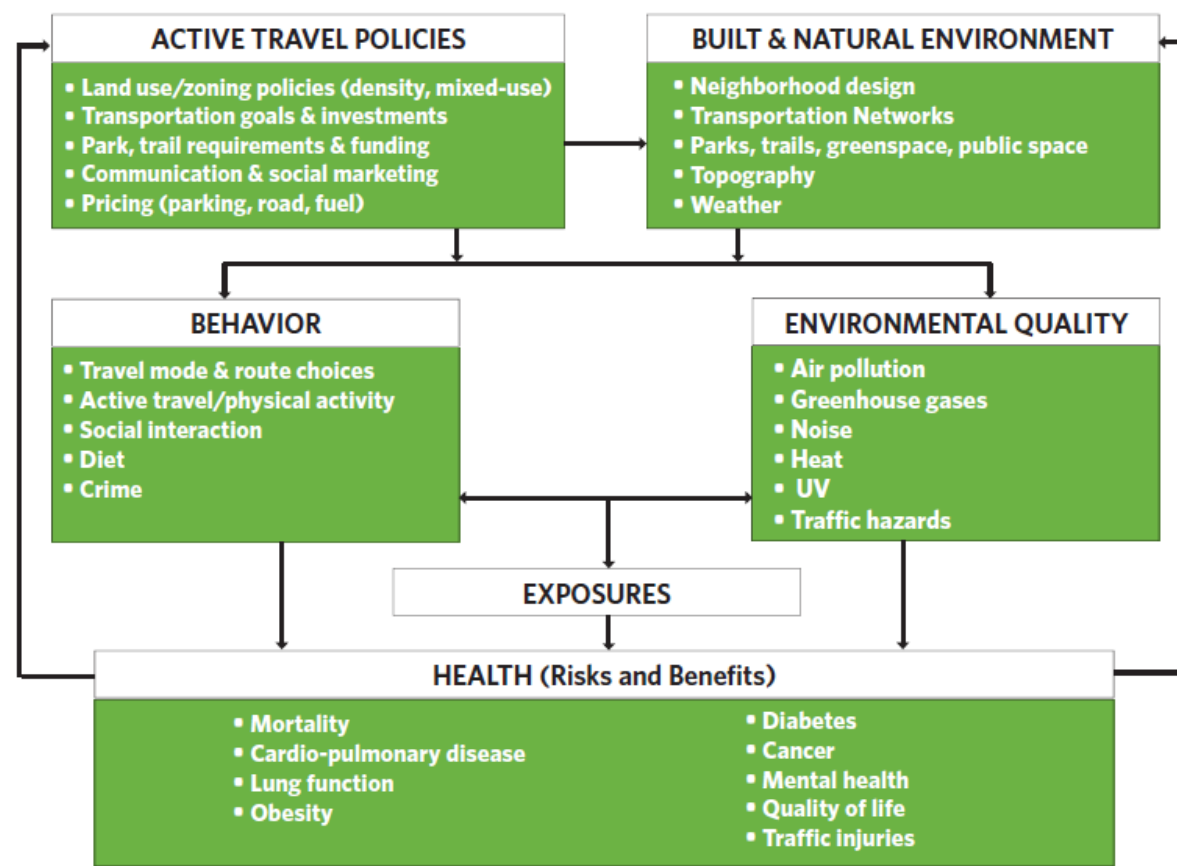


South Lamar Boulevard Corridor Study

Health Impact Assessment: Introduction

What is a Health Impact Assessment (HIA)?

- HIA makes visible the health effects of decisions that impact the public.
- Many factors affect health and well-being, including the social and built environments.
- HIA identifies opportunities to maximize positive and minimize negative health effects of policy/project.



Conceptual Model of Health Impacts of Active Travel policies. Adapted from Nazelle et. al. (2011).

How are public health and the transportation environment connected?

- The built environment includes transportation infrastructure and surrounding land uses and design.
- Transportation can affect health in many ways, including behaviors such as physical activity and social interactions.

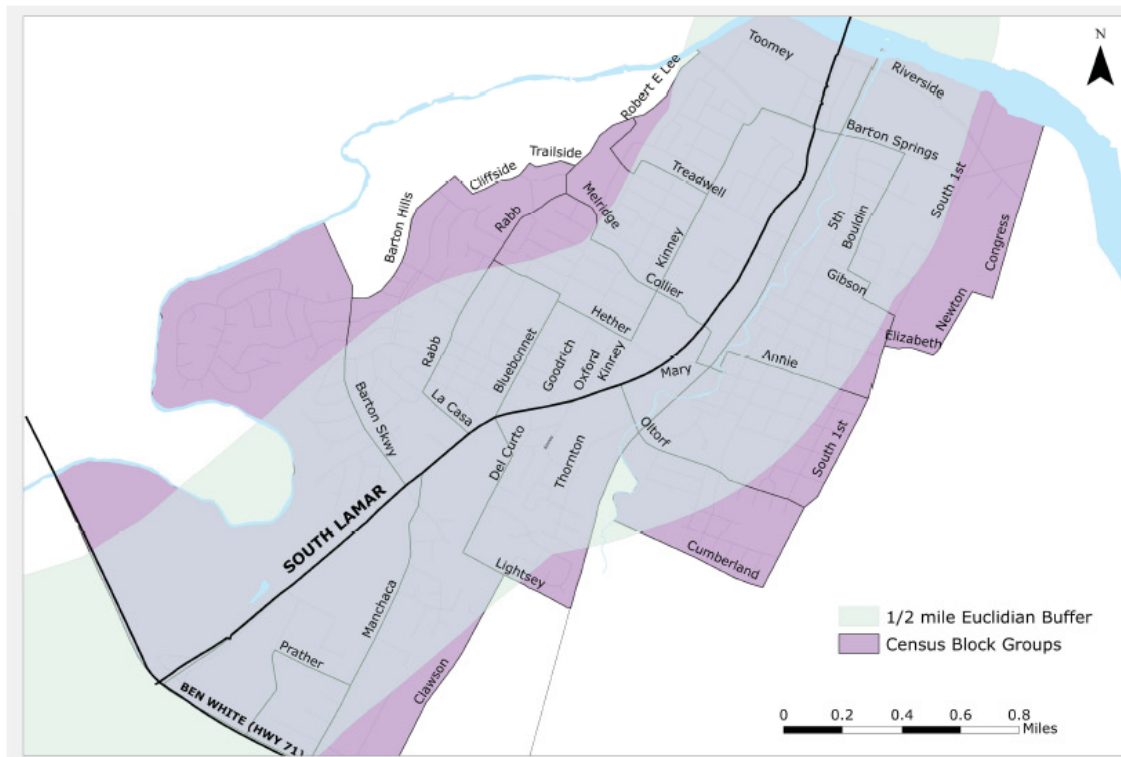
Purpose of the South Lamar Corridor Study HIA:

- To help ensure the project considers public health during the planning process.
- To provide information on the potential health impacts of proposed plan(s).
- To develop approaches to evaluate future health outcomes related to the corridor improvements.

South Lamar Boulevard Corridor Study

Health Impact Assessment: Study Area

The HIA study area consists of the sixteen census block groups that are at least 50% contained in a ½ mile Euclidian (“as the crow flies”) buffer around South Lamar corridor.



Who lives here?*

- 18,461 people in 9,927 households
- 2,764 children <18 (15.0%)
- 1,264 seniors 65+ (6.8%)

Population Density:
4,274 people per square mile.

How do the 10,774 commuters who live here typically get to work?

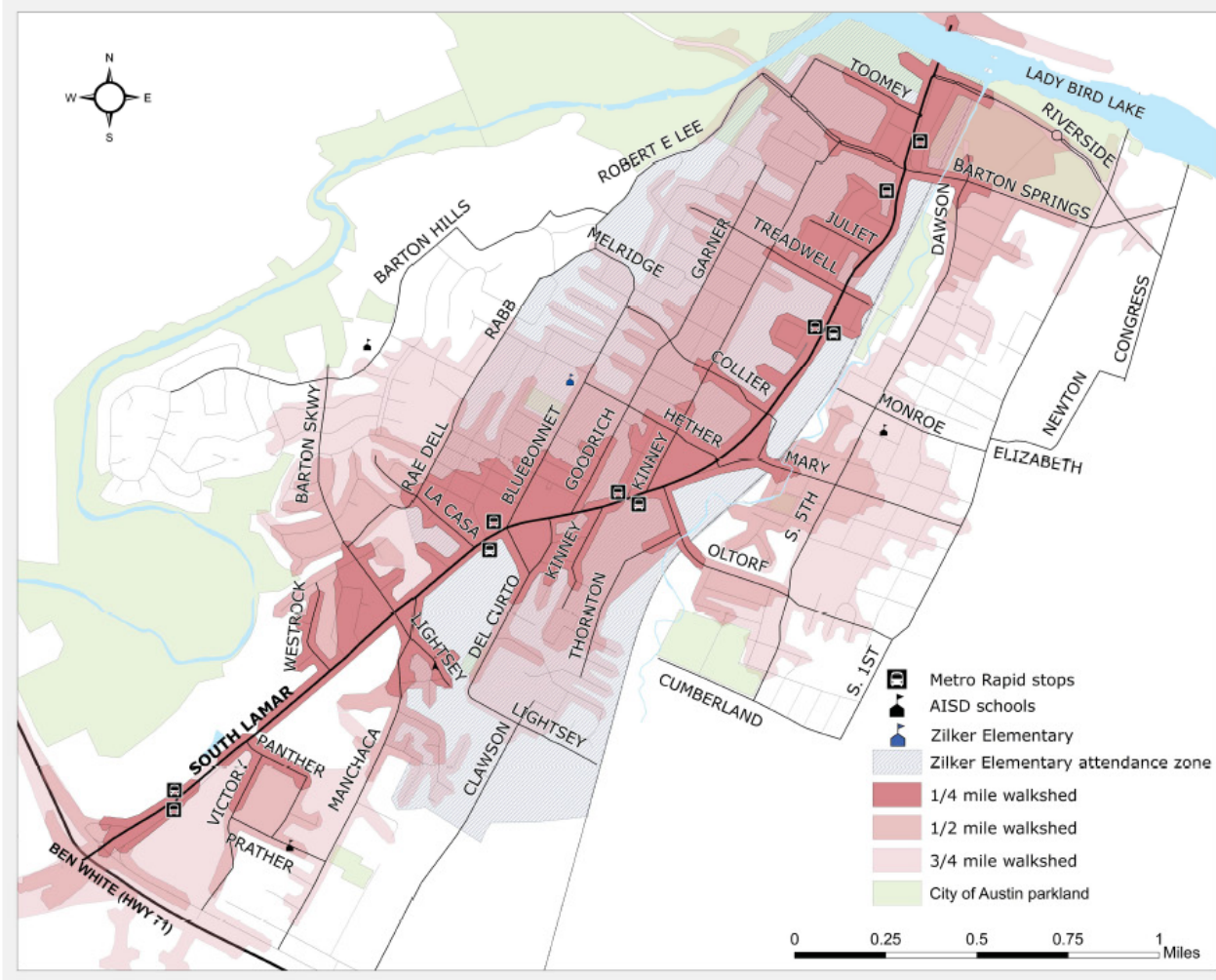
- 4.8% bike
- 3.2% walk
- 5.0% public transit
- 75.9% drive to work alone

What changes to the corridor could positively affect the health of the population that lives, works, plays and attends school in this area?

*All data presented here came from the U.S. Census 2008-2012 American Community Survey 5-year estimates; as this area is experiencing substantial growth, 2014 population numbers are likely somewhat higher.

South Lamar Boulevard Corridor Study

Health Impact Assessment: S. Lamar Walkshed



“Walksheds” are geographic areas within a walkable distance of a location or destination.

Rather than measuring distance “as the crow flies,” these walksheds are based on distances along **a road network.**

Along South Lamar, the intersection with the largest walkshed area is the **Bluebonnet/Lamar** intersection...

This intersection is on the route to school for students who cross Lamar to reach Zilker Elementary School.

Where do we go from here?

Consider.

community input from today's event.

Identify.

a list of potential multi-modal alternatives.

Evaluate.

analyze and refine alternatives.

Develop.

recommendations
for the corridor.

NEXT STEPS



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