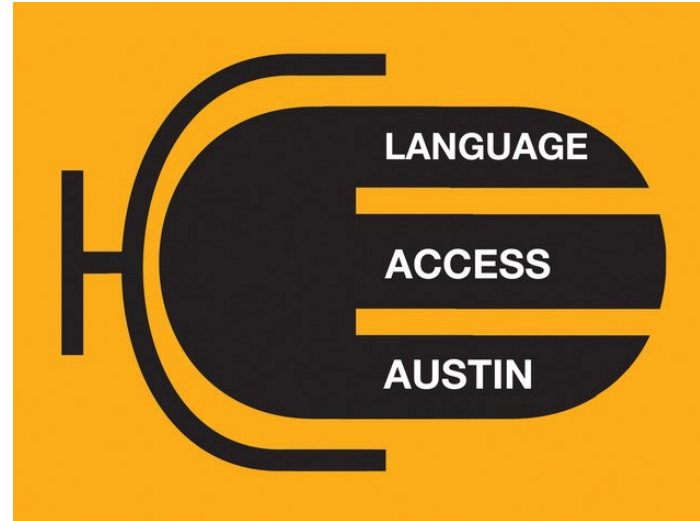


# LANGUAGE INTERPRETATION



Language Access Austin

# ZOOM HOUSEKEEPING



This session will be streamed LIVE through Facebook.



To ensure everyone can hear the speakers and get their questions answered, we will be muting microphones.



Should you have any questions/comments, please use the chat feature to post your information or raise your hand to ask your question.

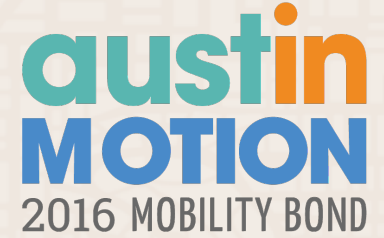


We will provide opportunities after the presentation to address questions/comments. Any questions that are not answered tonight will be addressed in a FAQ to be published following the meeting.

# SOUTH PLEASANT VALLEY ROAD

## VIRTUAL COMMUNITY Q&A SESSION

TUESDAY, SEPTEMBER 14, 2021



Funding for this project is available from the [Local Mobility Program](#) of the [2016 Mobility Bond](#).

# AGENDA

- Meet the Team
- Project Overview
- Community Engagement Process
- Proposed Improvements
- Community Feedback Survey
- Q&A Session

# CITY OF AUSTIN PROJECT TEAM



**Laura Dierenfield**

City of Austin

Austin Transportation Department

**Mike Schofield, P.E.**

City of Austin

Austin Transportation Department

# CAPITAL METRO PROJECT TEAM

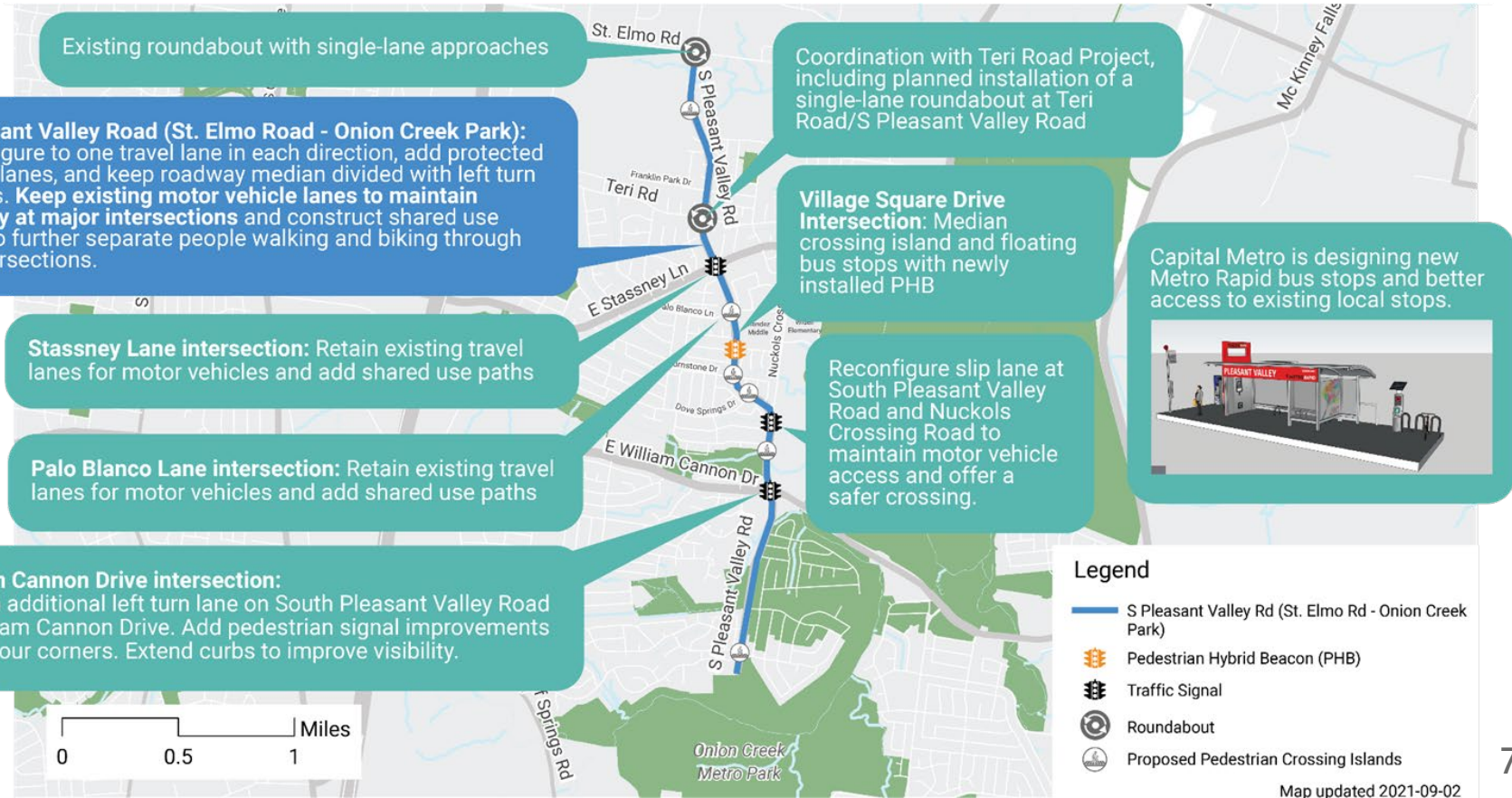


# METRO

**Roberto Gonzalez**  
Director of Service Planning  
Capital Metro

**Nadia Barrera Ramirez, AICP**  
Manager, Cross Agency Transit & Mobility  
Capital Metro

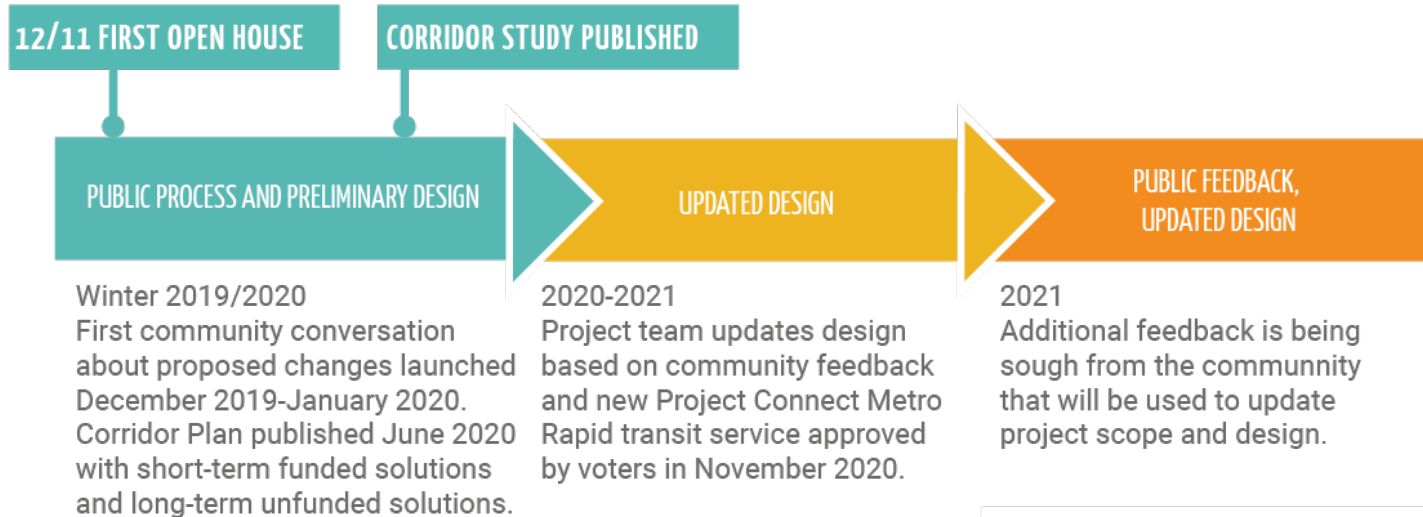
# PROJECT OVERVIEW



# PROJECT TIMELINE

## TIMELINE

The project timeline is subject to change pending the outcome of the public process and coordination with other projects. Sign-up for the project email updates to stay informed of the project status.

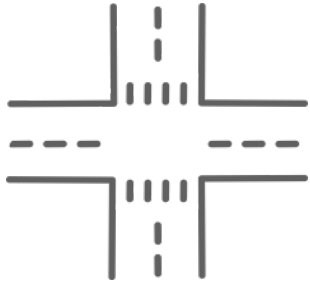


*Community Meeting  
December 11, 2019 at  
Mendez Middle School*

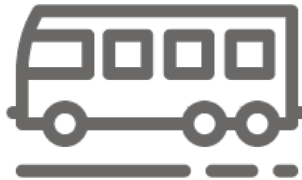
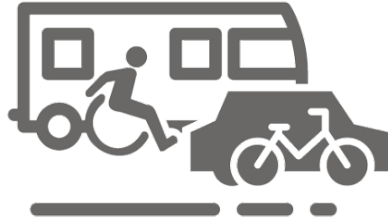


# OVERVIEW OF PROPOSED IMPROVEMENTS

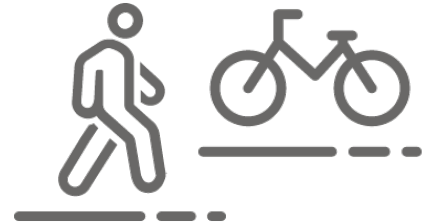
**OVERALL MULTIMODAL SAFETY IMPROVEMENTS  
EXPECTED TO REDUCE PEDESTRIAN CRASHES,  
HIGH RISK SPEEDING AND INJURY CRASHES**



**INTERSECTION  
IMPROVEMENTS FOR PEOPLE  
DRIVING, WALKING,  
BICYCLING AND TAKING  
TRANSIT**



**HIGH QUALITY TRANSIT SERVICE AND  
SAFER ACCESS TO AND FROM STOPS**

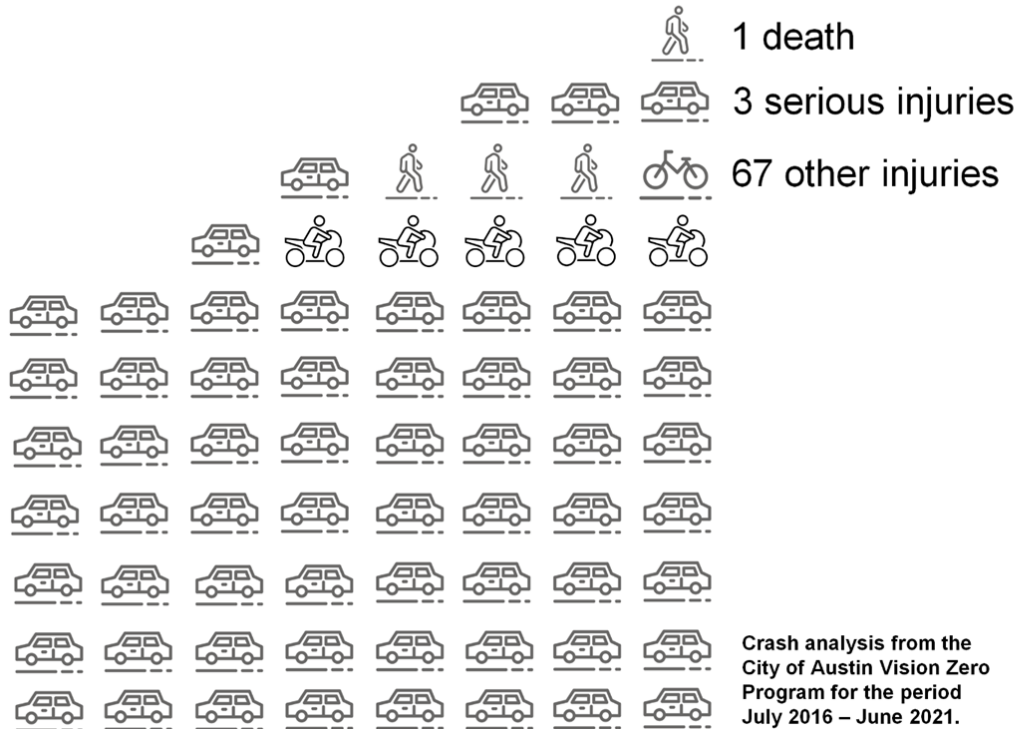


**SAFER ROUTES TO SCHOOL,  
PARKS AND LIBRARIES**

# MULTIMODAL SAFETY



**71 people were injured or killed in the last 5 years  
along this section of South Pleasant Valley Road**



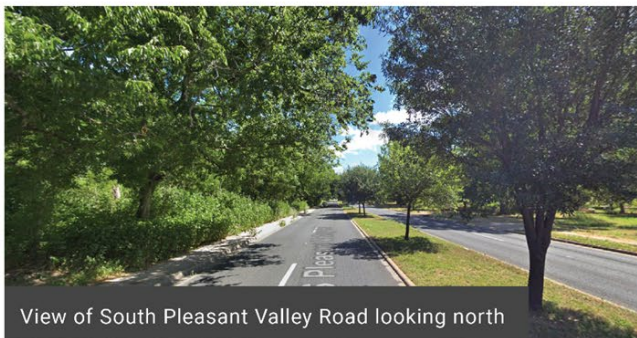
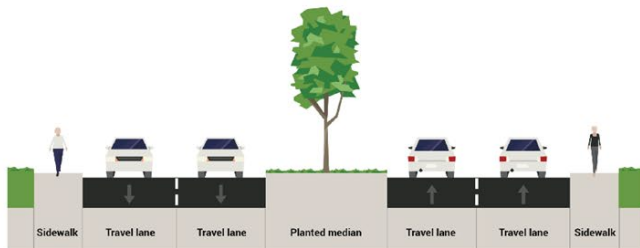
In the last 5 years, 401 crashes were reported on South Pleasant Valley Road from the intersection of St. Elmo Road through Onion Creek Park.

On average, a crash occurs about every five days along this section of South Pleasant Valley Road, contributing to unnecessary delay and \$37 M in comprehensive crash costs over the past 5 years.

Short term improvements are expected to cut pedestrian crash risk by half and significantly reduce high risk speeding, which is a top contributing factor to severe injury crashes in Austin. The roundabout at Teri Road is expected to reduce injury crashes by 73% based on crash analysis by the Federal Highway Administration.

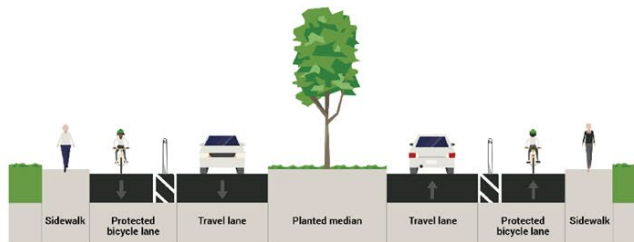
# PROPOSED CHANGES

## EXISTING CROSS-SECTION (MIDBLOCK)



*S. Pleasant Valley Road from St. Elmo Road to Onion Creek Park is currently two travel lanes in each direction with no bicycle lanes. It is median divided with left-turn pockets and sections of sidewalk adjacent to the curb.*

## PROPOSED CROSS-SECTION (MIDBLOCK)



*The near-term proposal reconfigures the mid-block sections (away from the intersections) to one general travel lane in each direction with a median and left turn pockets, enabling shorter, safer pedestrian crossings, protected bike lanes, reduced crashes and speeding.*

# HOW TRAFFIC WOULD WORK



- Traffic flow along a street is generally limited by the operations of its stop-controlled or signalized intersections, not the total number of lanes between these intersections.
- This is because at signalized intersections each street takes turns and for a given street the light is red much of the time.
- A lane at a signal can thus can only handle about a third of the volume that a free-flowing lane not at an intersection
- If the number of lanes at major intersections are maintained, the mid-block segments can be repurposed to improve safety for all modes without creating delay for motor vehicle traffic

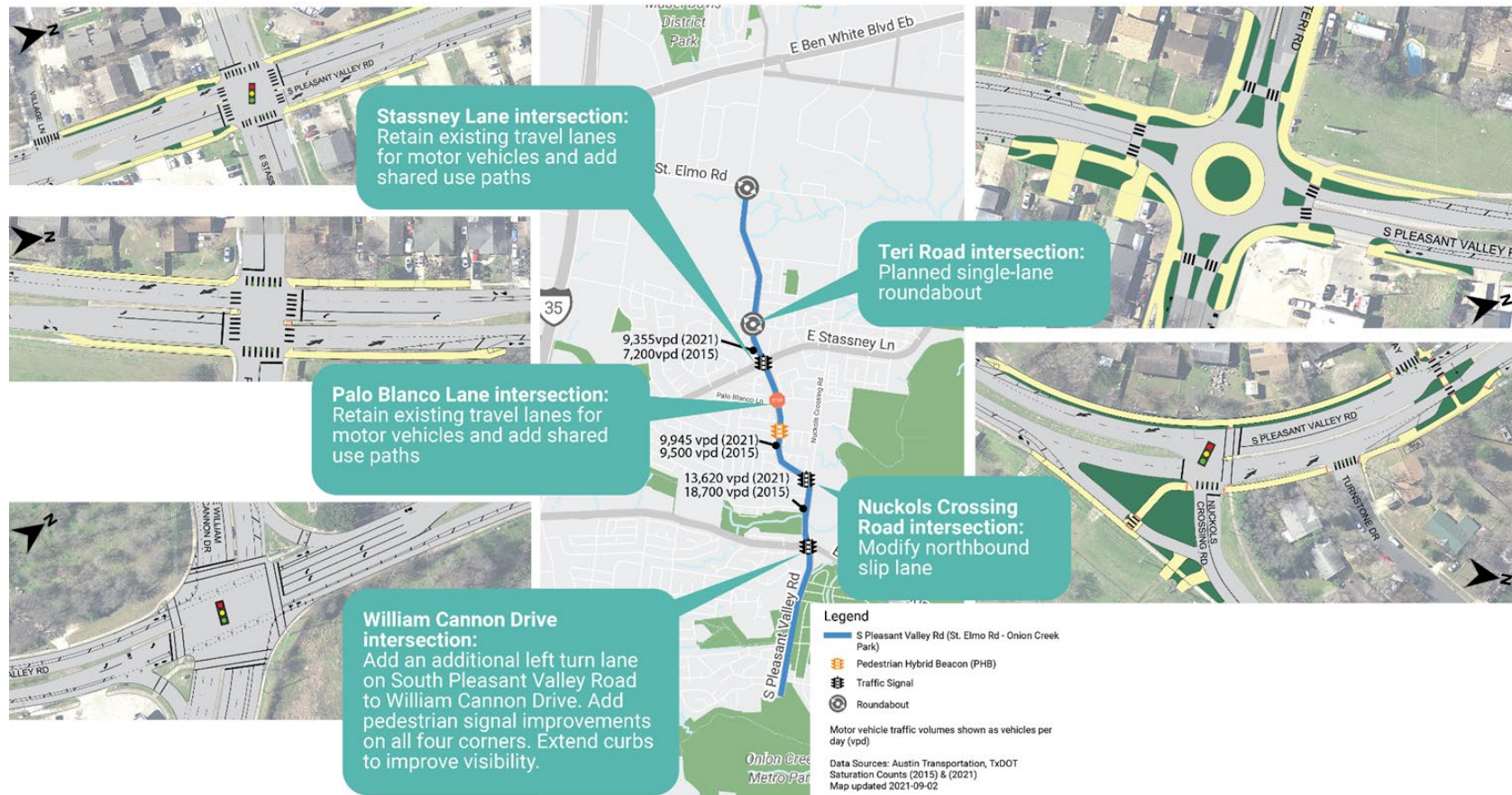
An aerial view of a four-way intersection. In the top-left quadrant, there is a parking lot with six red cars arranged in two rows of three. In the top-right quadrant, two green cars are parked. In the bottom-right quadrant, there is a parking lot with five red cars arranged in two rows (three in the top row, two in the bottom row). In the bottom-left quadrant, five green cars are parked in a row. A large yellow rectangular box with a red border is centered over the intersection, containing the text "CLICK HERE TO VIEW VIDEO:" in red, bold, uppercase letters.

**CLICK HERE TO VIEW VIDEO:**

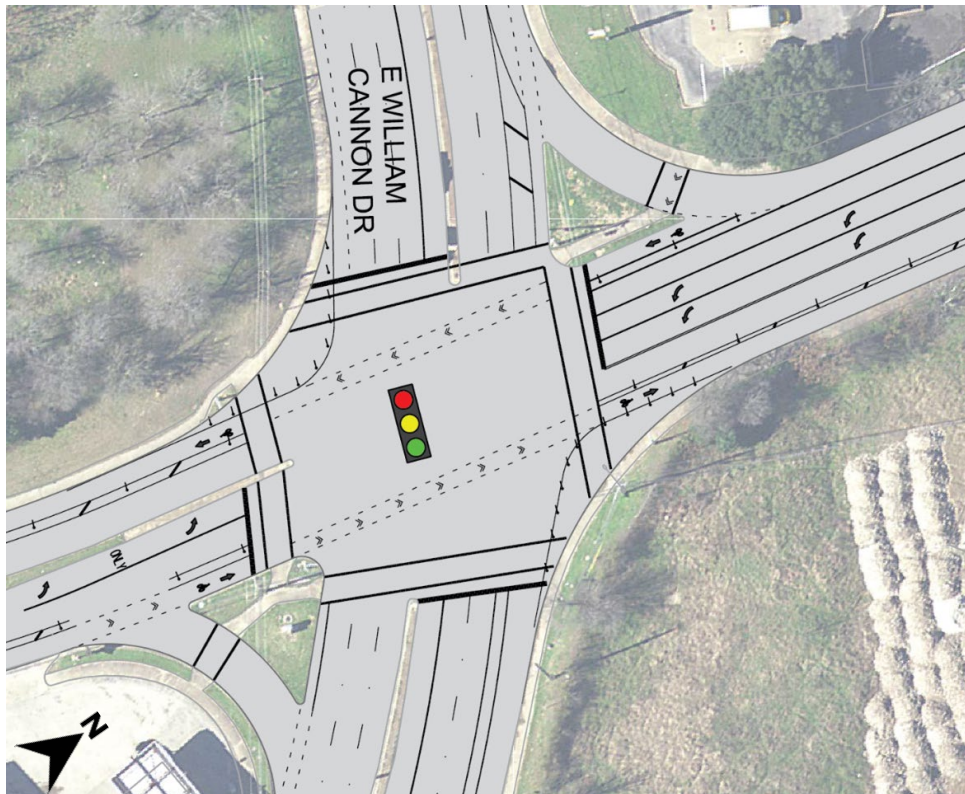
<https://youtu.be/B2ccMJPGySk>



# INTERSECTION IMPROVEMENTS



# INTERSECTIONS: WILLIAM CANNON DR.



- ✓ Based on public feedback, add a second left turn lane from Pleasant Valley Road to William Cannon Drive to support future transit and motor vehicle operations
- ✓ Dual lefts reduce intersection delay by 24% in the PM peak
- ✓ Corner adjustments to improve visibility, safety and reduce conflicts for people driving and people walking
- ✓ Signal detection, timing and accessibility for transit priority and pedestrian safety



# INTERSECTIONS: NUCKOLS CROSSING RD.



- ✓ Based on public feedback, maintain and modify right turn lane to reduce speed and encourage drivers to yield to more vulnerable users
- ✓ Add shared use pathways to further separate people walking and bicycling
- ✓ Upgrade signal detection and timing improvements for improved transit operations



# VILLAGE SQUARE DR. & PALO BLANCO LN.



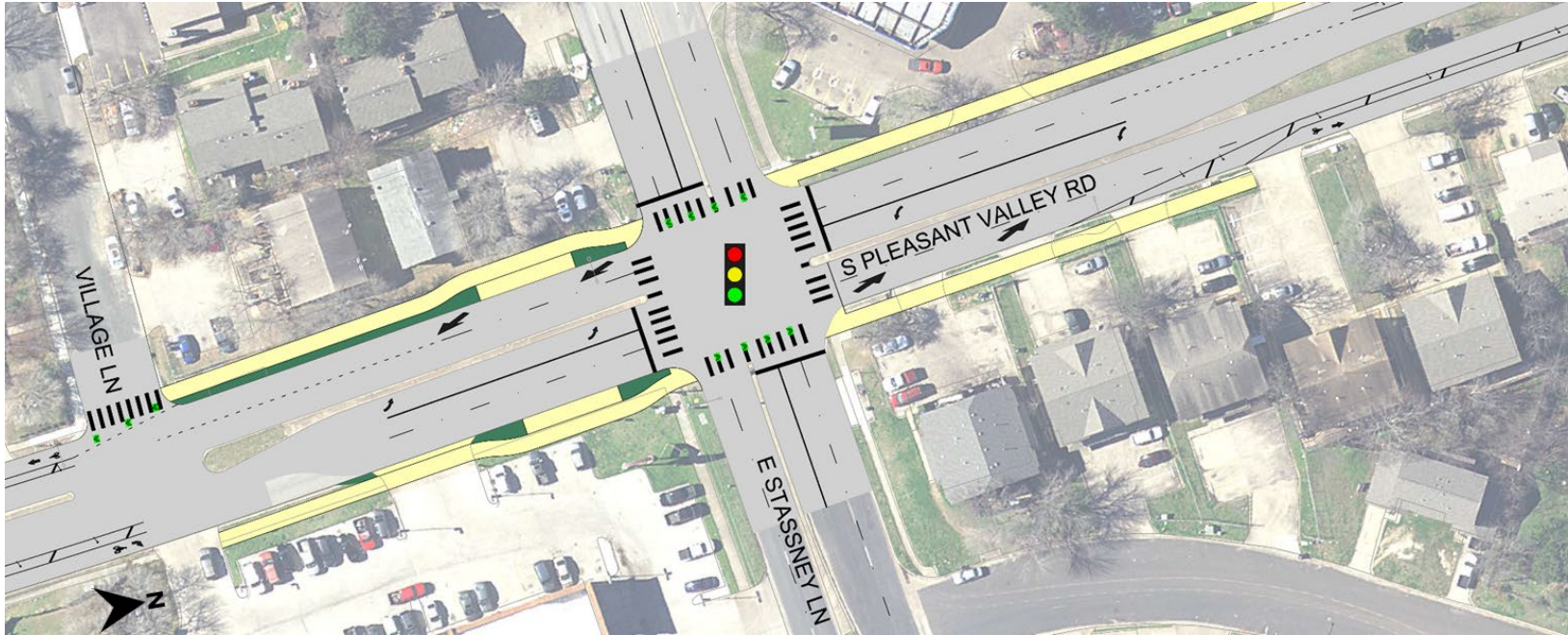
## Village Square Drive

- ✓ Improve transit access and priority with floating bus stops that route bike lanes behind and separates the bikeway from the bus platform

## Palo Blanco Lane

- ✓ Maintain all lanes at Palo Blanco Lane and build shared use pathways to further separate people walking, bicycling and driving

# INTERSECTIONS: STASSNEY LANE



- ✓ Maintain all lanes at Stassney Lane and build shared use pathways to further separate more vulnerable users

- ✓ Build MetroRapid bus platforms for improved transit access



# INTERSECTIONS: TERI ROAD



- ✓ As confirmed in the Teri Road project public process, a roundabout to be constructed in Summer 2022
- ✓ The intersection currently carries over \$6 M in comprehensive crash costs, with the most being angle crashes - a crash type that will be significantly reduced with a roundabout design
- ✓ Expected to significantly reduce speeding and crashes, while improving motor vehicle and transit operations, comparable to the roundabout at St. Elmo Road

# PEDESTRIAN AND BICYCLE SAFETY

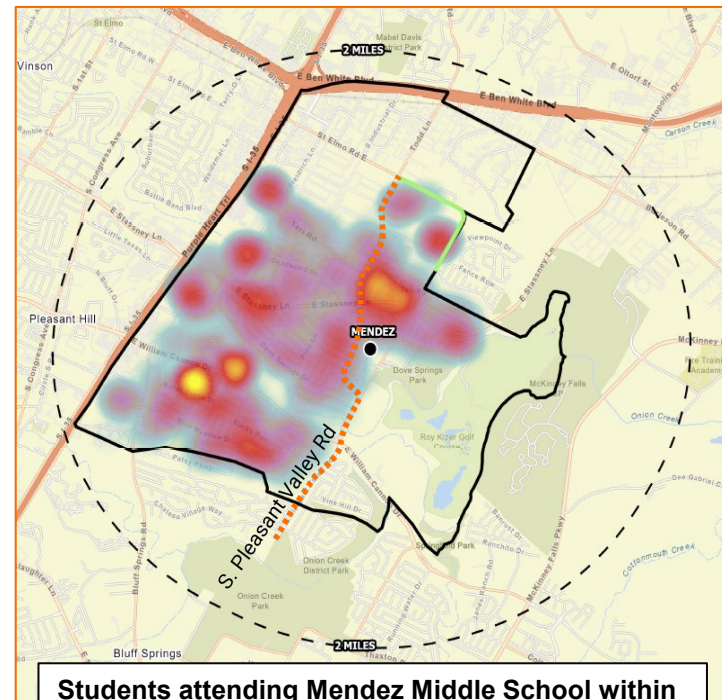
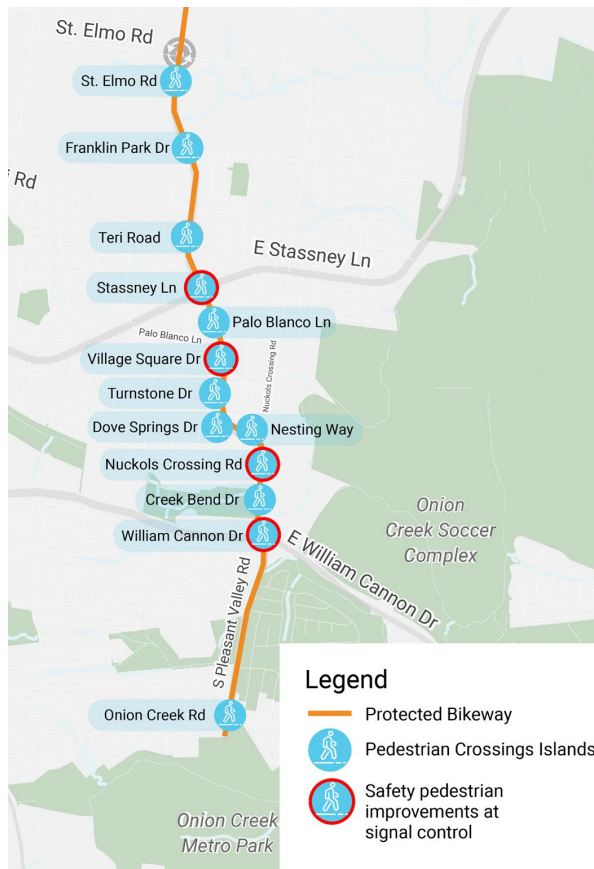


Example of one-way protected bicycle lanes on Manor Road constructed using flexible posts.

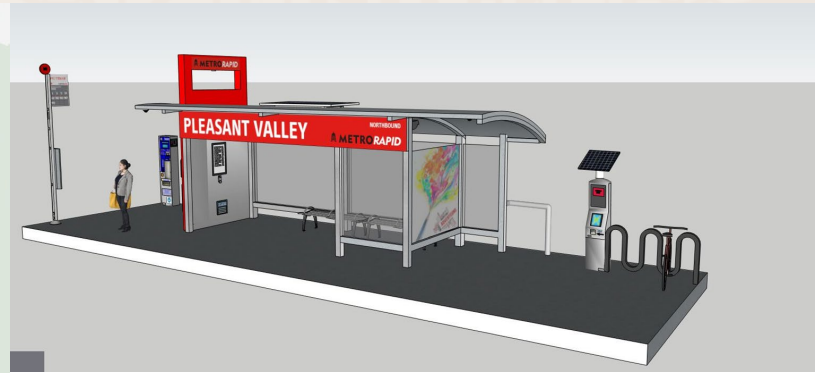
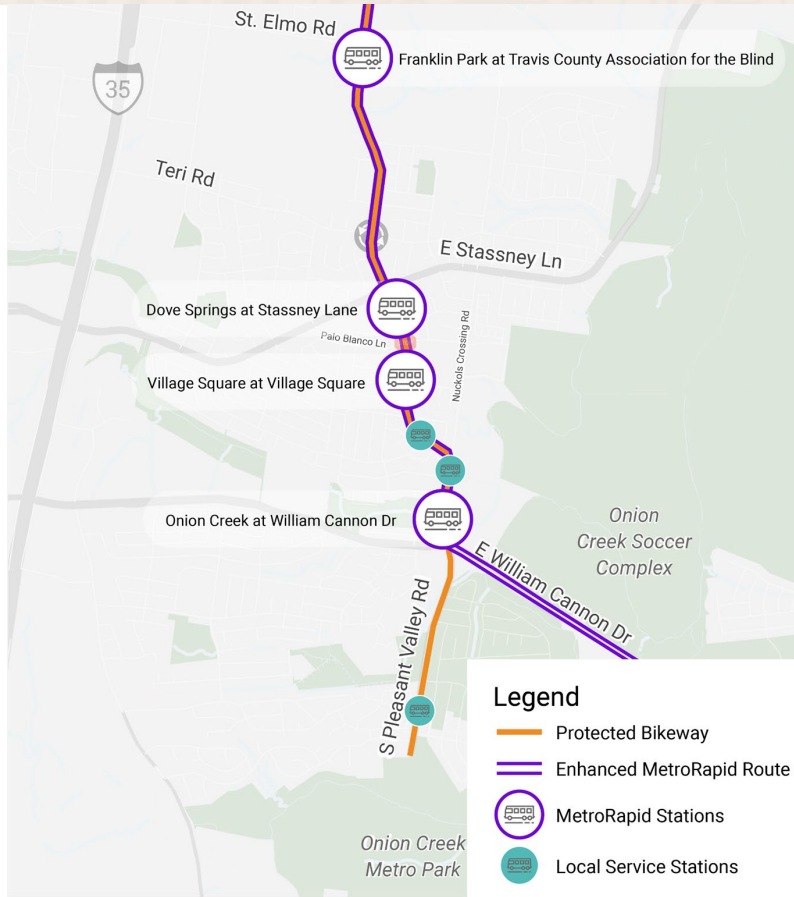
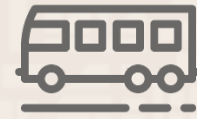


Example of pedestrian crossing island. This project proposes pedestrian crossing islands for crossing:

- Todd lane at Business Center Drive
- South Pleasant Valley Road at Lighthouse for the Blind, Franklin Park Drive, Palo Blanco Lane, Turnstone Drive, Dove Springs Drive, Nesting Way, Creek Bend Drive and Onion Creek Drive



# TRANSIT SERVICE IMPROVEMENTS



- ✓ MetroRapid Pleasant Valley route will begin in Summer 2023. Between the Route 7 and the new PV route, there will be a bus every 6 - 10 minutes
- ✓ Today the corridor experiences some transit delay. Delay can be improved with:
  - In-lane stops
  - Transit signal priority treatments at signalized intersections (Stassney Lane, Nuckols Crossing Road and William Cannon Drive)
  - Dual left turn lanes at William Cannon Drive
  - The roundabout at Teri Road



# PROJECT OVERVIEW



# Q&A SESSION



Please raise your hand using the Zoom feature.



Add your comment/questions into the chat.



If viewing from Facebook LIVE, please add questions into the comment box.



Questions submitted ahead of the meeting will also be answered.

# NEXT STEPS: PUBLIC FEEDBACK



We want to hear from you! Share your feedback in the Community Survey open through October 10th.



ATD will review the feedback and reflect it back to the community prior to making any final plans.



To find the survey, visit [www.austintexas.gov/SPVR](http://www.austintexas.gov/SPVR)



# THANK YOU!

**austin**  
**MOTION**  
2016 MOBILITY BOND

