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.
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 of 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

LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:
www.austintexas.gov/davislane
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
Sign up for project updates and opportunities to provide feedback.

**FEB 13**
**OPEN HOUSE**
Learn about project goals, current traffic conditions, take a survey and provide input.

**FALL 2018**
**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

LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:
www.austintexas.gov/davislane
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*

<table>
<thead>
<tr>
<th>Location</th>
<th>AM PEAK (7:15-8:15)</th>
<th>PM PEAK (5:00-6:00)</th>
</tr>
</thead>
<tbody>
<tr>
<td>East of Brodie Lane</td>
<td>1,090 vph</td>
<td>1,140 vph</td>
</tr>
<tr>
<td>West of Manchaca</td>
<td>760 vph</td>
<td>820 vph</td>
</tr>
</tbody>
</table>

TOP CRASH LOCATIONS**

<table>
<thead>
<tr>
<th>Location</th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brodie Lane</td>
<td>14</td>
<td>17</td>
</tr>
<tr>
<td>Empress Lane</td>
<td>14</td>
<td>17</td>
</tr>
<tr>
<td>West Gate Blvd</td>
<td>16</td>
<td>14</td>
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<tr>
<td>Manchaca Road</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Star Grass Cir</td>
<td>5</td>
<td>14</td>
</tr>
<tr>
<td>Brodie Lane</td>
<td>4</td>
<td>12</td>
</tr>
<tr>
<td>Leo Street</td>
<td>3</td>
<td>8</td>
</tr>
</tbody>
</table>

PEDESTRIAN ACTIVITY*

<table>
<thead>
<tr>
<th>Location</th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brodie Lane</td>
<td>23</td>
<td></td>
</tr>
<tr>
<td>Manchaca Road</td>
<td>18</td>
<td></td>
</tr>
<tr>
<td>Cameron Loop</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>West Gate Blvd</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Pinney Creek Bend</td>
<td>3</td>
<td></td>
</tr>
</tbody>
</table>

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
- No shoulders
- Limited clear zones
- Limited curbs
- Steep vertical curvature

Legend

Project Limits

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

**Turning Movement Counts* and LOS**

*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?

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

- **Fall 2017**
  - Project begins
  - Collect data on existing conditions

- **Winter 2017/2018**
  - Hold public meeting to gather input
  - Analyze public input

- **Spring/Summer 2018**
  - Develop recommendations
  - Review design options and impacts

- **Fall 2018**
  - Share recommendations
  - Hold public meeting to get feedback

- **Winter 2018/2019**
  - Share updates
  - Present the final preliminary engineering report

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