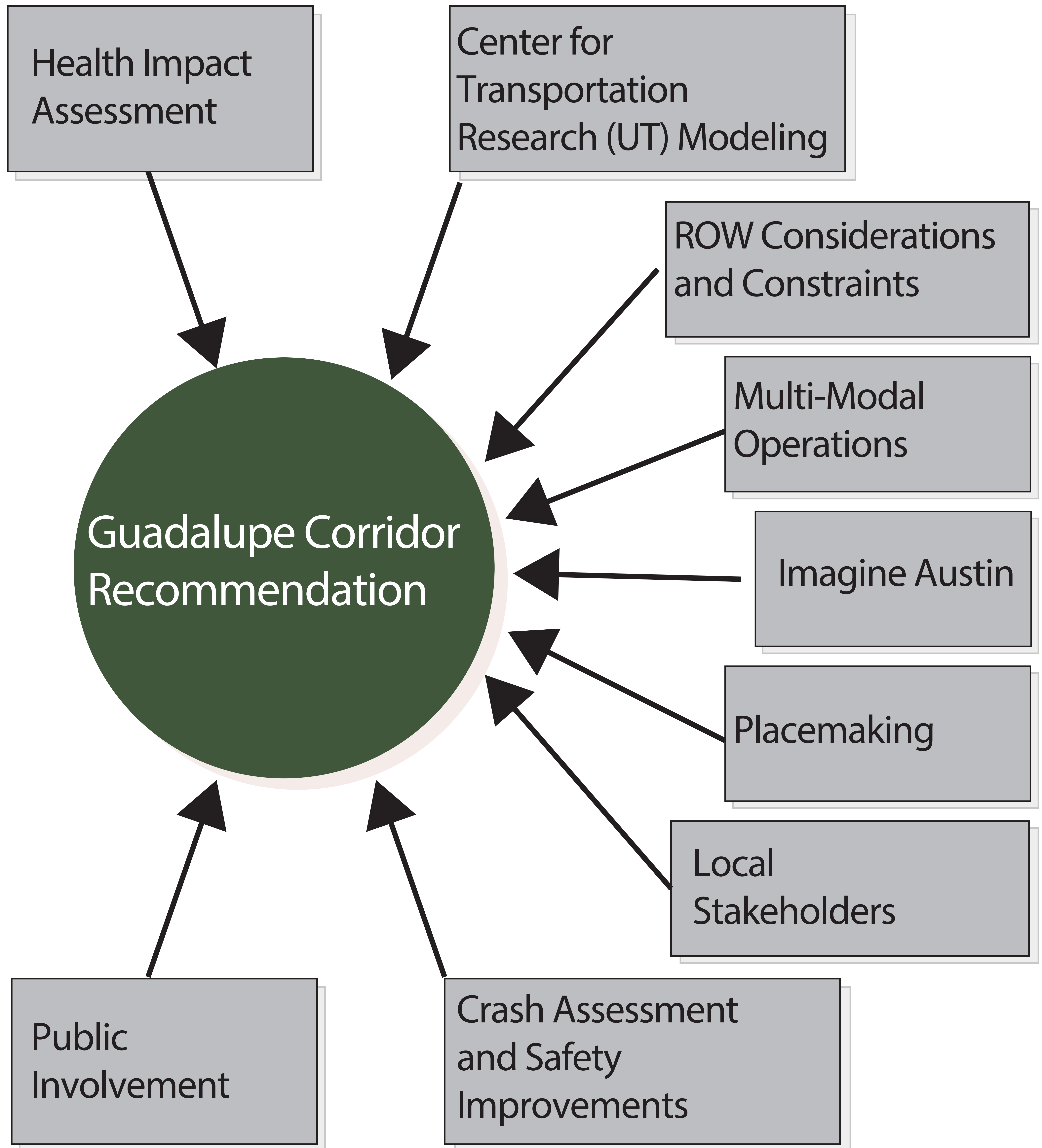




# Decision Making Tools







# Decision Making Tools

## The Situation on “The Drag”

- Highest pedestrian volumes in City
- Highest density residential zoning in City in West Campus
- Highest number of buses on Guadalupe
- Guadalupe car traffic is mostly pass-through
- One of the highest bike ridership corridors in the City
- Congested roadway, especially NB in PM peak hour
- Limited right-of-way
- Opportunity to increase capacity for pedestrians, bikes, and transit, while managing car traffic

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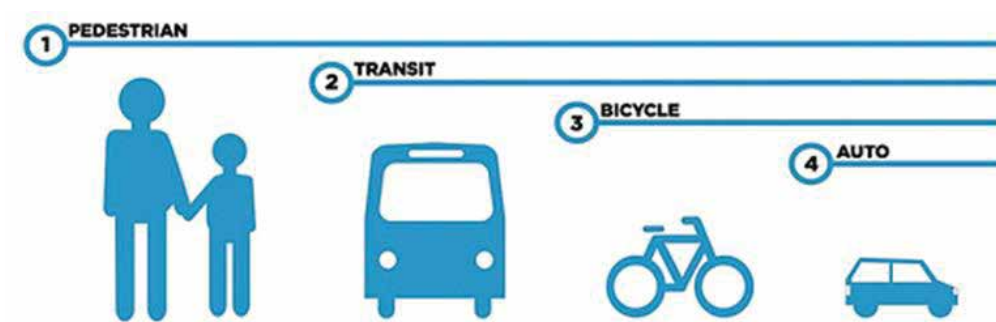
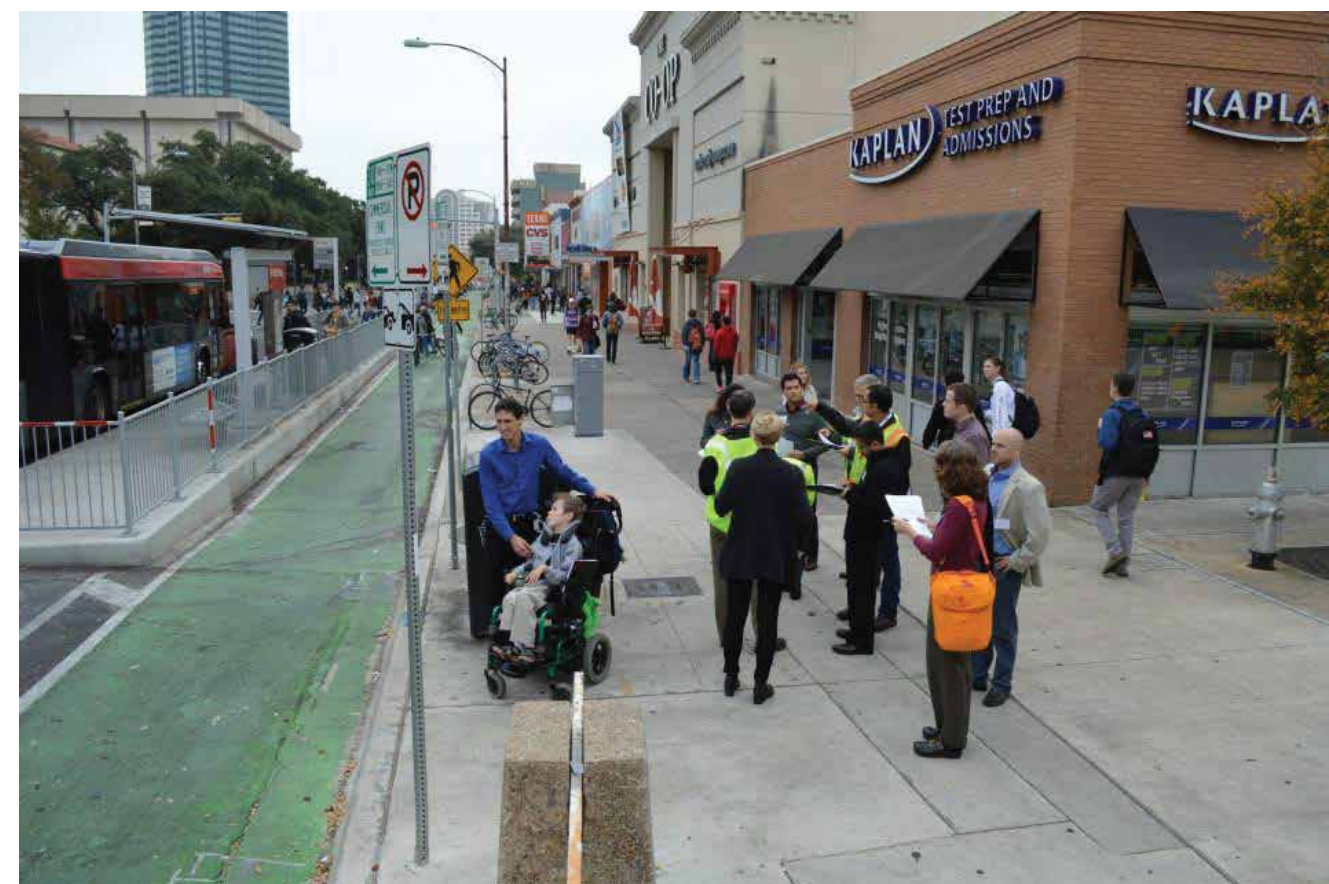
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### Our conclusion:

Improve what it does best now; the rest will take care of itself

Litmus test for scenario recommendation:

Does it reward the walking, bicycling or transit trip?



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## Health Impact Assessment

Health benefits, if done right include:

**Physical Activity.** Increased levels of physical activity, including walking and biking, for transportation or leisure purposes

- ✓ ADA-compliance means accessible to all users
- ✓ Streetscapes that provide more shade address heat impacts

**Social Cohesion.** Increased levels of social interaction, social support, collective monitoring, social trust, sense of community, shared cultural identity

**Multimodal Traffic Safety.** Reductions in frequency and/or severity of crashes or injury to pedestrians, bicyclists, and motorists; increased compliance with traffic regulations

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## Other tools used to make a decision

- Safety for Pedestrians and Bikes
- Transit impacts
- People throughput growth opportunities
- Multi-modal Level of Service
- Regional modeling (CTR)
- Intersection analysis (Synchro)
- Travel time runs
- Right-of-way constraints
- Stakeholder input (City, CapMetro, UT, students, businesses, commuters)
- Modal Split
- Regional plans

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## Guadalupe is unlike any corridor in the city

### What it does well now

Provide ways for people walking, biking and taking transit to travel within the corridor

- Each day, about 3 times more people walk across the street than drive along it
- It is one of the most traveled bike corridors in the city
- It has the highest number of buses in the city

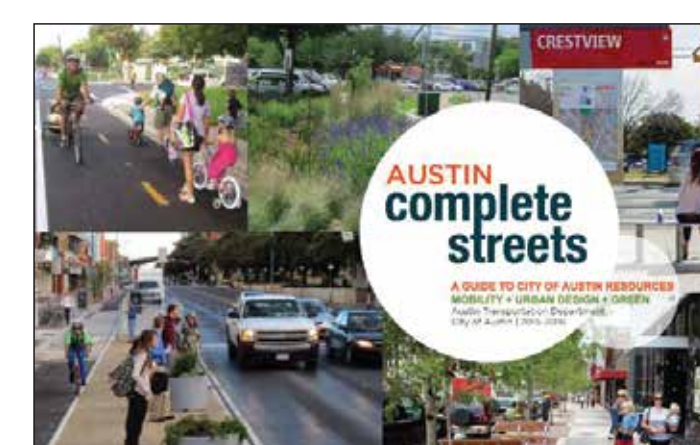
### What it doesn't do well now

Serve as an arterial for regional motor vehicle trips

- Outside lanes are severely restricted for through traffic because of high transit volumes and stops.
- Peak period travel times are slow, given the amount of people traveling in all directions

## Why focus on multi-modal travel?

1. Not a math problem
2. Aimed at achieving goals of the West Campus overlay
3. Public input shows strong preference for pedestrian- and bicycle-priority, plus transit
4. Fits with other City commitments and initiatives



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## West Campus overlay

Integrated transportation plan

Hierarchy of modes reflected in street design

Reduce reliance on cars

Emphasis on local transportation

Enhanced streetscape

### TRANSPORTATION

The UNO Overlay is intended to support for City of Austin's and Capital Metro's and The University of Texas's vision for an integrated transportation plan which includes commuter options and a reduced reliance on cars - through density and planning.

### STREET ORGANIZATION

- A. Creation of **HIERARCHY** of transportation concerns in street design: 1 pedestrian traffic 2 transit 3 bicycle traffic 4 cars
- B. Define street types throughout overlay:
  - pedestrian oriented east-west streets
  - local transportation oriented north south streets arterials with more cars (than the east-west streets) and wider sidewalks: 24th+29th+Rio Grande, Guadalupe, MLK
- C. Creation of a **two-way street system** throughout the area
- D. Four way stops standard at all intersections for non-commercial corridors and Rio Grande E. Lighted signals at major intersections along arterials
- F. Accommodation of bike traffic on all streets

### STREETSCAPE IMPROVEMENTS

- A. Install trees, lighting, seating and other amenities in R.O.W.
- B. Reduce the amount of curbs.
- C. Create a complete system of wide sidewalks along street frontage.
- D. Create a locally controlled finance district for funding streetscape improvements using local parking meters
- E. Encourage streetscape improvements by waiving fees associated with license agreements

From: <http://www.utexas.edu/depts/psg/adams/307c/westcampusoverlay.pdf>

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