



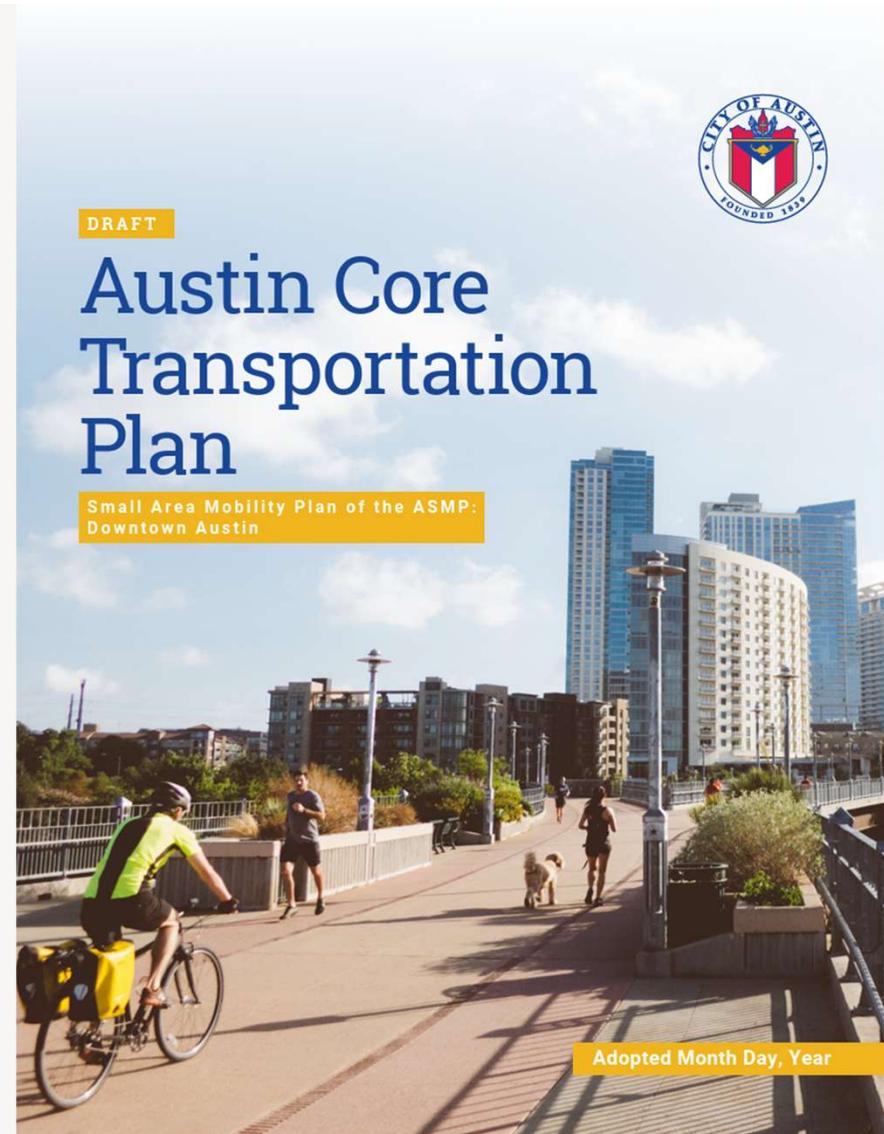
# ACT Plan Adoption

City Council

Austin Transportation and Public Works | March 26, 2026

# ACT Plan Purpose

- The ACT Plan is a **Small Area Mobility Plan (SAMP)** covering Downtown Austin and will be adopted by Council as an attachment to the ASMP
- It is an update to previous transportation focused efforts Downtown – dating back to 2000
- Why are we updating the transportation plan for Downtown?
  - changes in transit and bicycle planning
  - changes in highway improvements serving Downtown
  - changes in national best practices on urban street design
  - disruptions to traditional mobility
- The ACT Plan will create a unified vision for transportation Downtown and align the many projects and initiatives under one actionable plan to help accomplish the goals in the Austin Strategic Mobility Plan.



# ACT Plan Process

- **2018** - Phase 1 data collection effort
- **2019** - Phase 2 plan development
- **2020** - Planning put on hold
- **2022** - Planning recommences
- **August - October 2022** - Public Engagement Phase 1
- **November 2022-March 2023** - Public Engagement Phase 2
- **September 2022-December 2024** - Project and Plan Development
- **February-May 2025** - Draft Plan Review & Public Engagement Phase 3 (*Council adoption postponed*)
- **June 2025-March 2026** - Revised Final Draft Plan & Council adoption process





# Public Engagement



- Worked with Downtown Austin Alliance to form a **project Working Group**
- Identified more than **80 Downtown stakeholders**
- Held public events, pop-ups, community meetings, and online surveys throughout downtown and outside of downtown
- Integrated with other Downtown focused projects and programs (e.g., Palm District, Project Connect, etc.)
- Identified more than **20 different focus populations** to ensure diverse feedback



# Plan Review Timeline

- **February 24, 2025** – Design Commission
- **March 4, 2025** – Urban Transportation Commission
- **March 11, 2025** – Planning Commission
- **March 20, 2025** – Council Mobility Committee
- **March 26, 2025** – Joint Sustainability Committee
- **February 18, 2026** – Downtown Commission
- **March 5, 2026** – Council Mobility Committee
- **March 16, 2026** – Urban Transportation Commission
- **March 26, 2026** – City Council

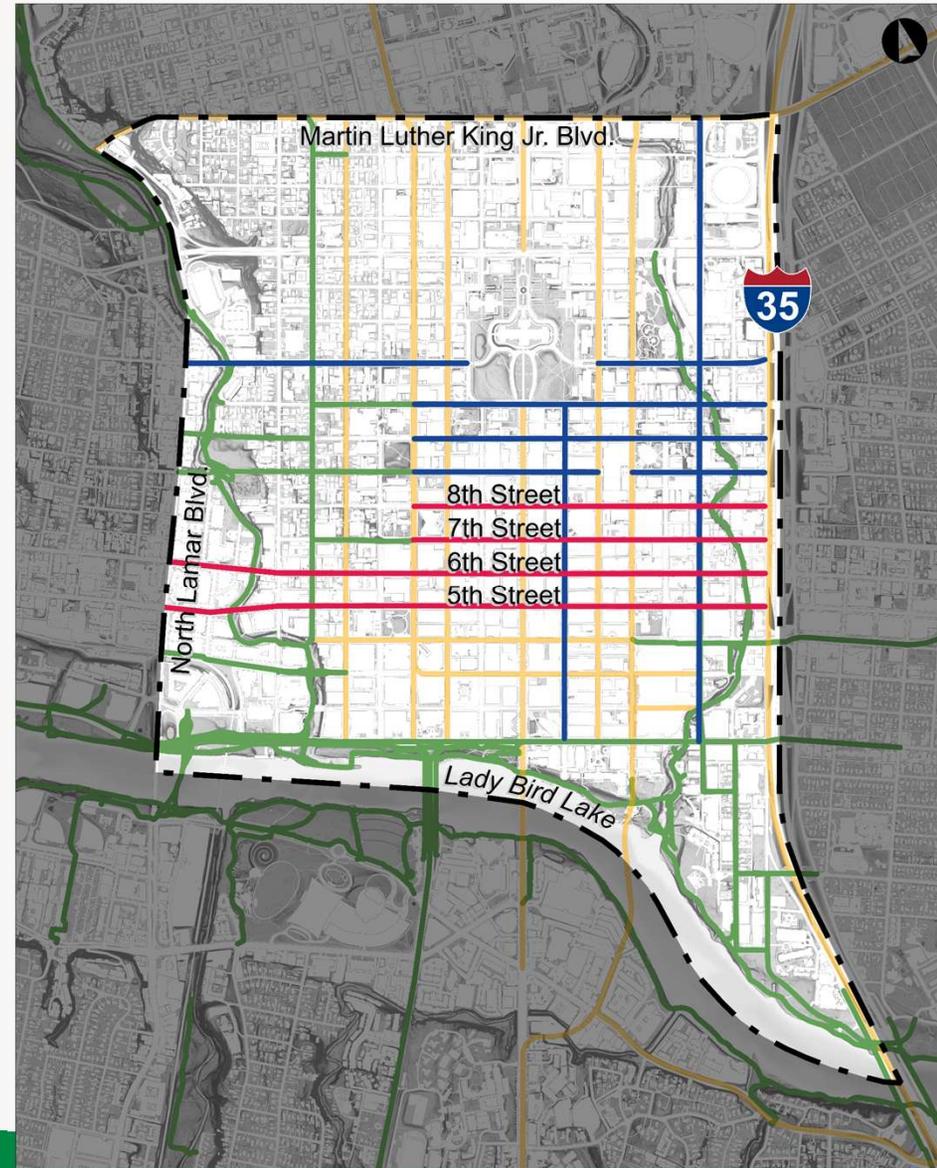
# What We Heard



- **Support for pedestrian-first, human-centered design elements**
  - Support for current and future transit-priority lanes and protected bike lanes
  - Support for quick build options at lower cost for more facilities in the short term
- **Provide high-quality crosstown bicycle connections through downtown**
  - Concerns about bicycle facility gaps along 5th/6th at Lamar
  - Final Draft ACT Plan highlights priority projects along West 5th and 6th streets with protected bicycle infrastructure connecting to 4<sup>th</sup> Street and Congress
  - Recommendations include extending bike and transit improvements along 5th and 6th streets west of Lamar
- **Reflect the preferred cross section for 6<sup>th</sup> Street**
  - Additional community engagement to develop Preliminary Engineering Report (PER) for 6<sup>th</sup> Street
  - Final Draft ACT Plan reflects the PER recommendations
- **Consider additional two-way conversions**

# ACT Plan Recommendations

- Address ASMP goals and major outcomes
  - Manage Growth & Increased Demand
  - Coordinate with Major Transportation Improvements
  - Support Emerging Transportation Options
  - Prioritize Safety, Climate, and Mode Share Goal
- Aligns and integrates Downtown street network with **Planned Projects**
  - I-35 Capital Express
  - Project Connect
  - Congress Avenue
  - Convention Center
  - Cap & Stitch
- Identifies **Priority Projects**, **Supporting Projects**, and **System Improvements and Strategies**



# Make Downtown Streets More Multimodal



## Priority Project: Fifth Street

### N Lamar Boulevard to Guadalupe Street

- Continuation of eastbound transit-only lane from Baylor Street into downtown to improve transit speed and reliability for buses.
- Addition of an eastbound protected bicycle lane.

#### Key Considerations

Capacity through the intersection of N Lamar Boulevard is being prioritized for a dedicated transit-only lane and protected bicycle lane.

Additional parking and loading spaces will need to be prioritized along adjacent north-south streets or careful consideration will be required to allow curb insets into the bicycle facility and tree/furniture zones on the south curb.

A bus queue jump may be required at Guadalupe Street to make a left-turn or buses will need to move to the northern lane.

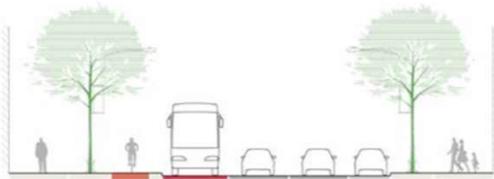


Figure 3.10 - Fifth Street typical section N Lamar Boulevard to Guadalupe Street

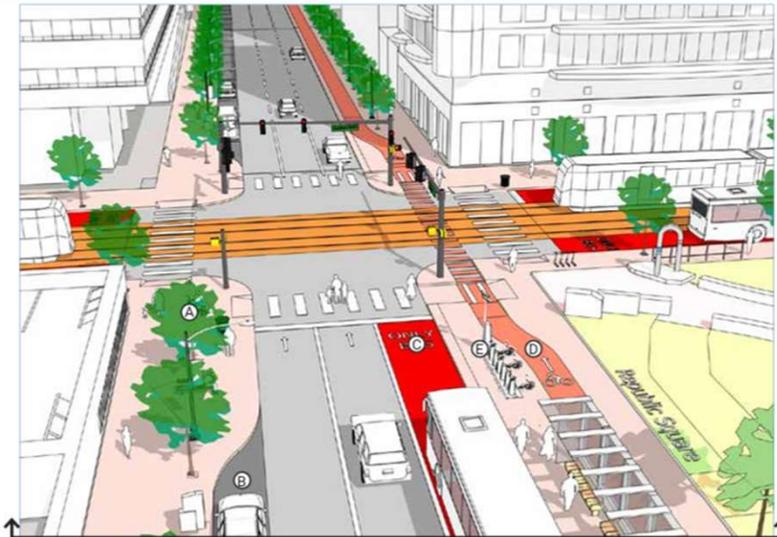


Figure 3.12 - Fifth Street looking east at Guadalupe Street

- (A) Continuous tree canopy
- (B) On-street parking/loading
- (C) Transit-only lane
- (D) Protected bicycle lane
- (E) Mobility Hub

Transit-only lane is extended from Baylor Street through N Lamar Boulevard into downtown.

Continuous tree canopy and wide sidewalks are provided along both sides of the street with on-street parking and curb access provided along the north curb.

Conduct speed study to identify opportunities to adjust signal timing to reduce egregious speeding.

Addition of a protected bicycle facility in the eastbound direction for bicyclists and micromobility users.

Protected bicycle facility ties into the proposed two-way protected bicycle facility on Nueces Street.

New Traffic Signal at San Antonio St.

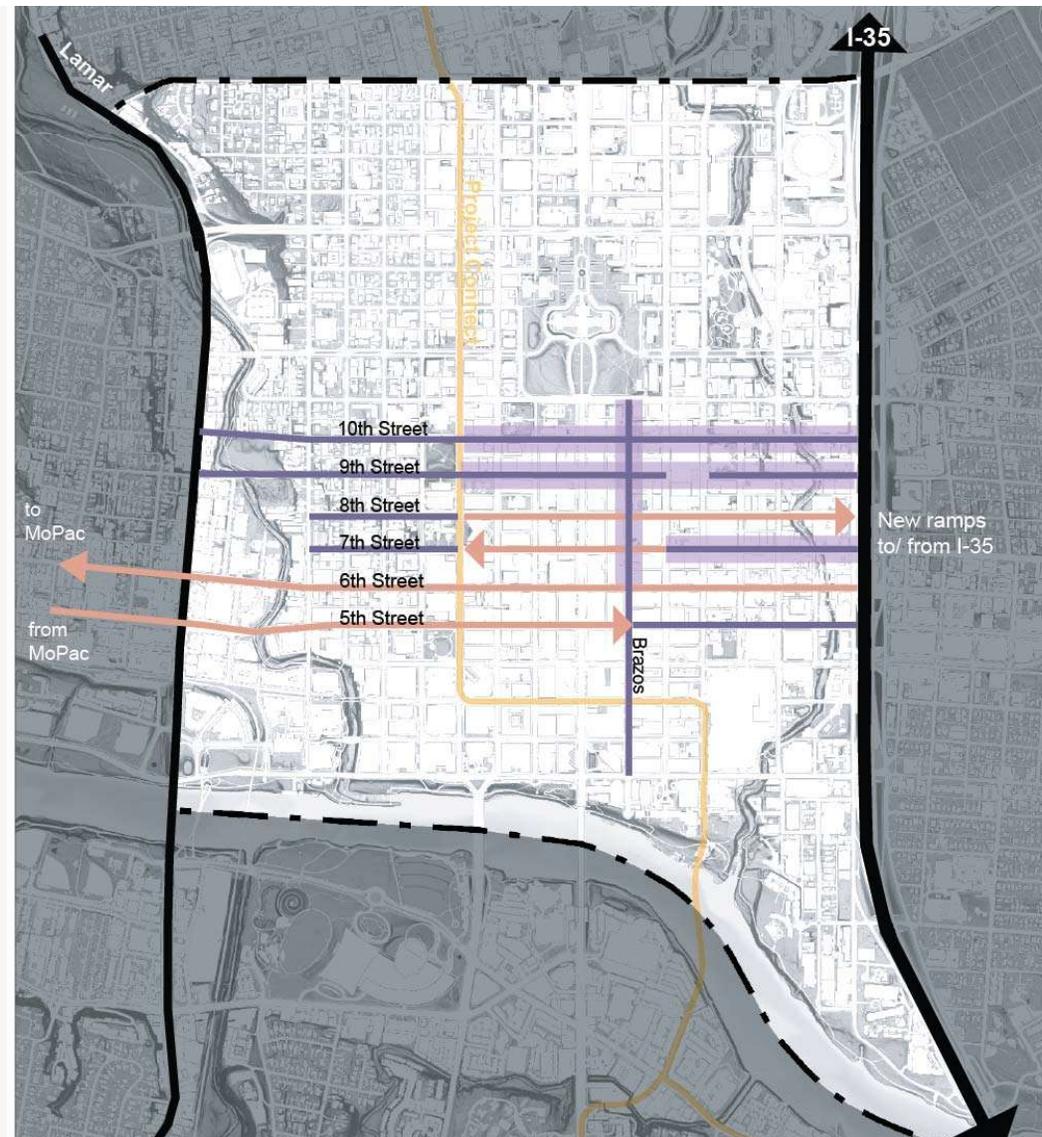
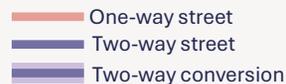
Transit-only lane continues north-south on Guadalupe Street.



Figure 3.11 - Fifth Street schematic N Lamar Boulevard to Guadalupe Street

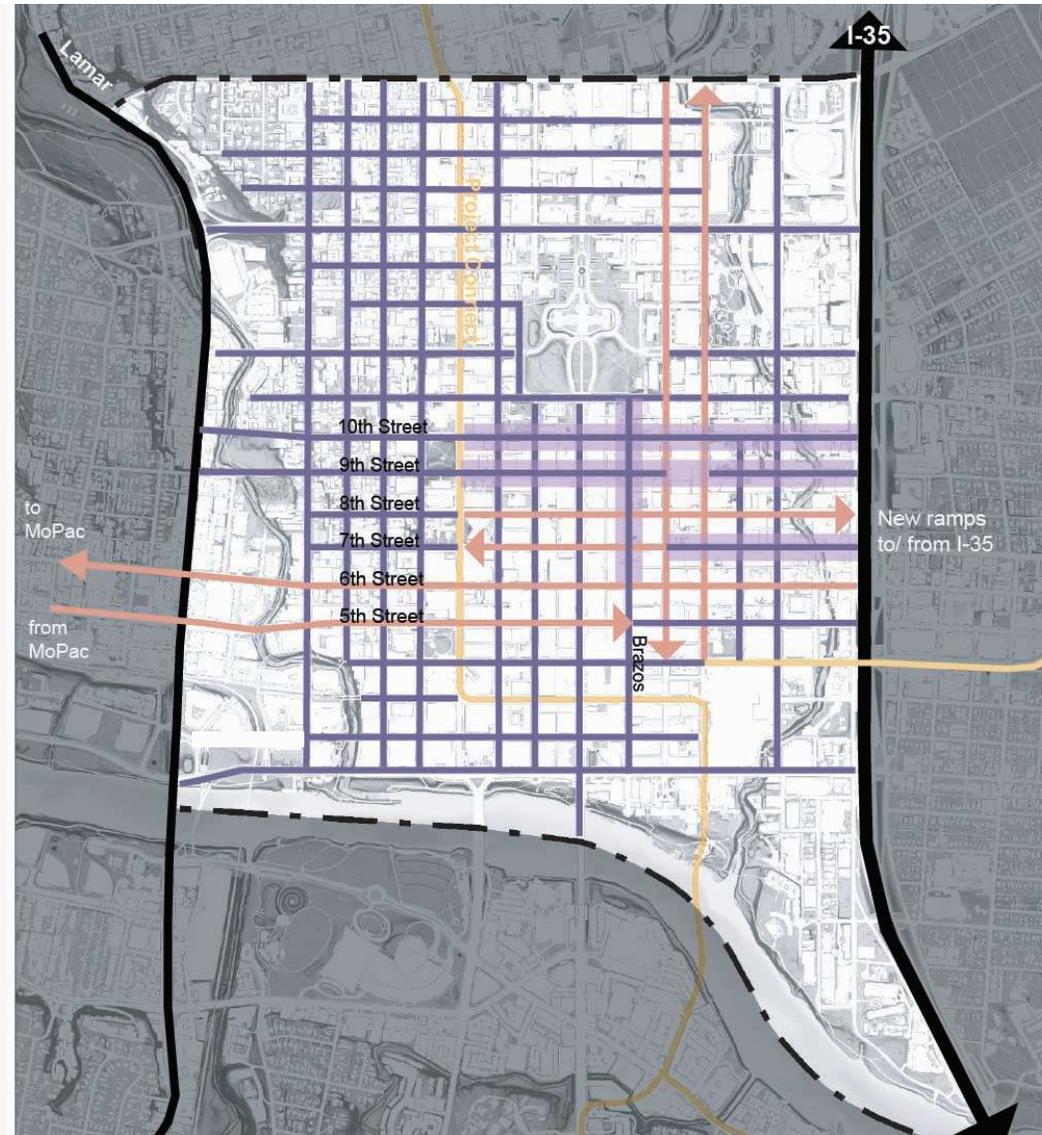
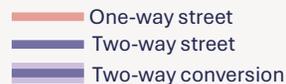
# Two-Way Conversions

- Two-Way Conversions are recommended for
  - 7<sup>th</sup> Street
  - 9<sup>th</sup> Street
  - 10<sup>th</sup> Street
  - Brazos
- Directional changes are required for 8th and the rest of 7th due to TxDOT's I-35 changes
- 5th and 6th remain one-way to prioritize space for transit, pedestrians and bicycles and to maintain vehicle operations



# Two-Way Conversions

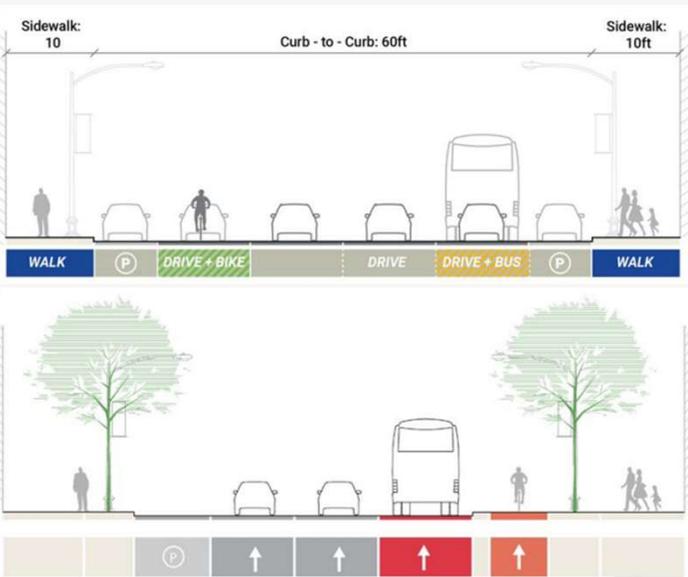
- Most downtown streets are two-way
- ACT Plan adds additional two-way conversions to the network
  - Only six remaining one-way corridors downtown
- Remaining one-way streets are our “heavy lifters”
  - East/west crosstown connectors
  - Connections to/from I-35 and Mopac ramps
  - Transit routes



# Transit Enhancements

Transit-only lanes improve speed and reliability to and through downtown

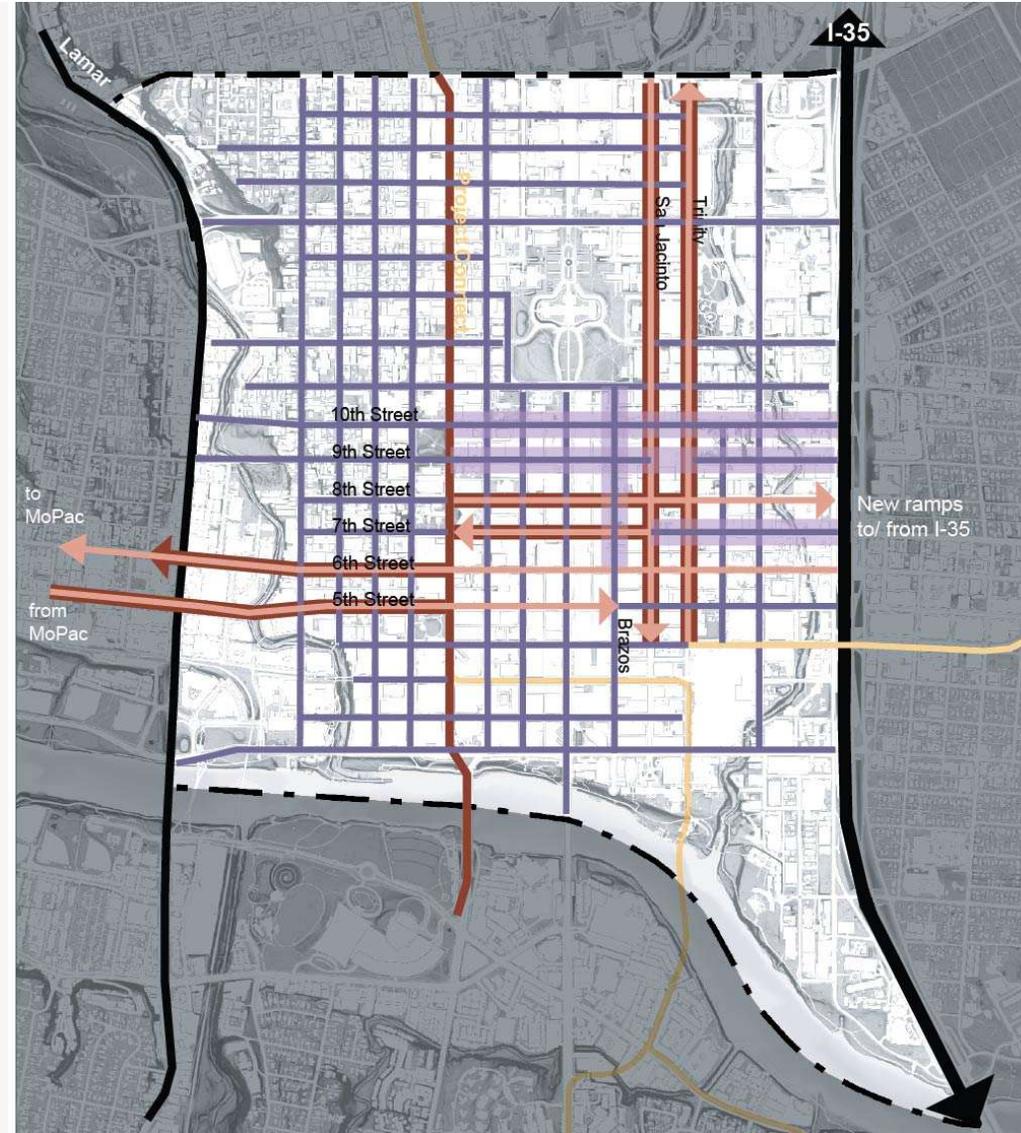
- Converting 3-4 vehicle lanes to 2 lanes with transit-only lane and bike lane
- Connecting east/west and north/south transit service (including Project Connect)



**West 6<sup>th</sup> Current:  
 4 Vehicle Lanes**

**West 6<sup>th</sup> Proposed:  
 2 Vehicle Lanes**

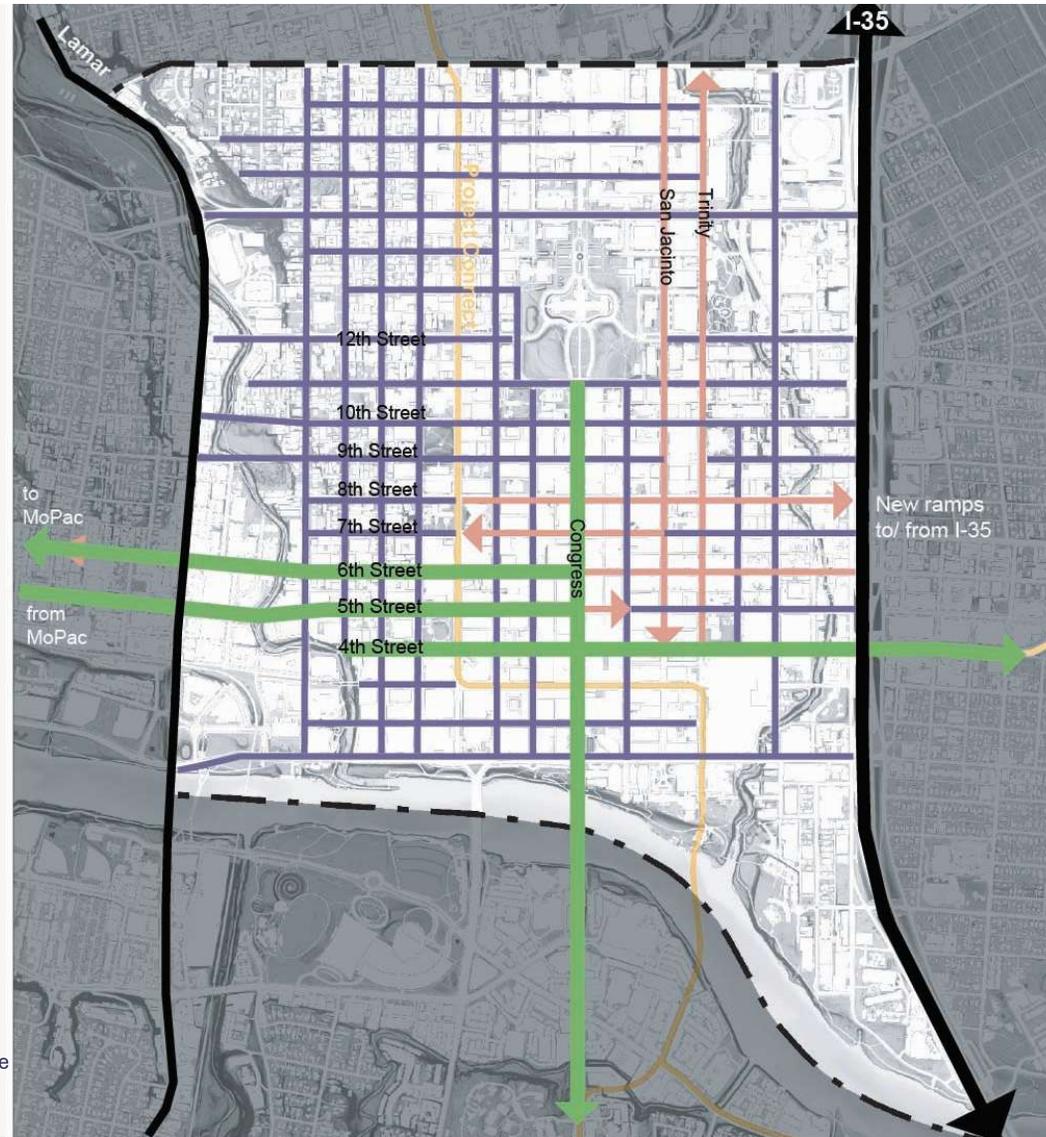
- Transit-only lanes
- One-way street
- Two-way street
- Two-way conversion



# Bicycle Connections

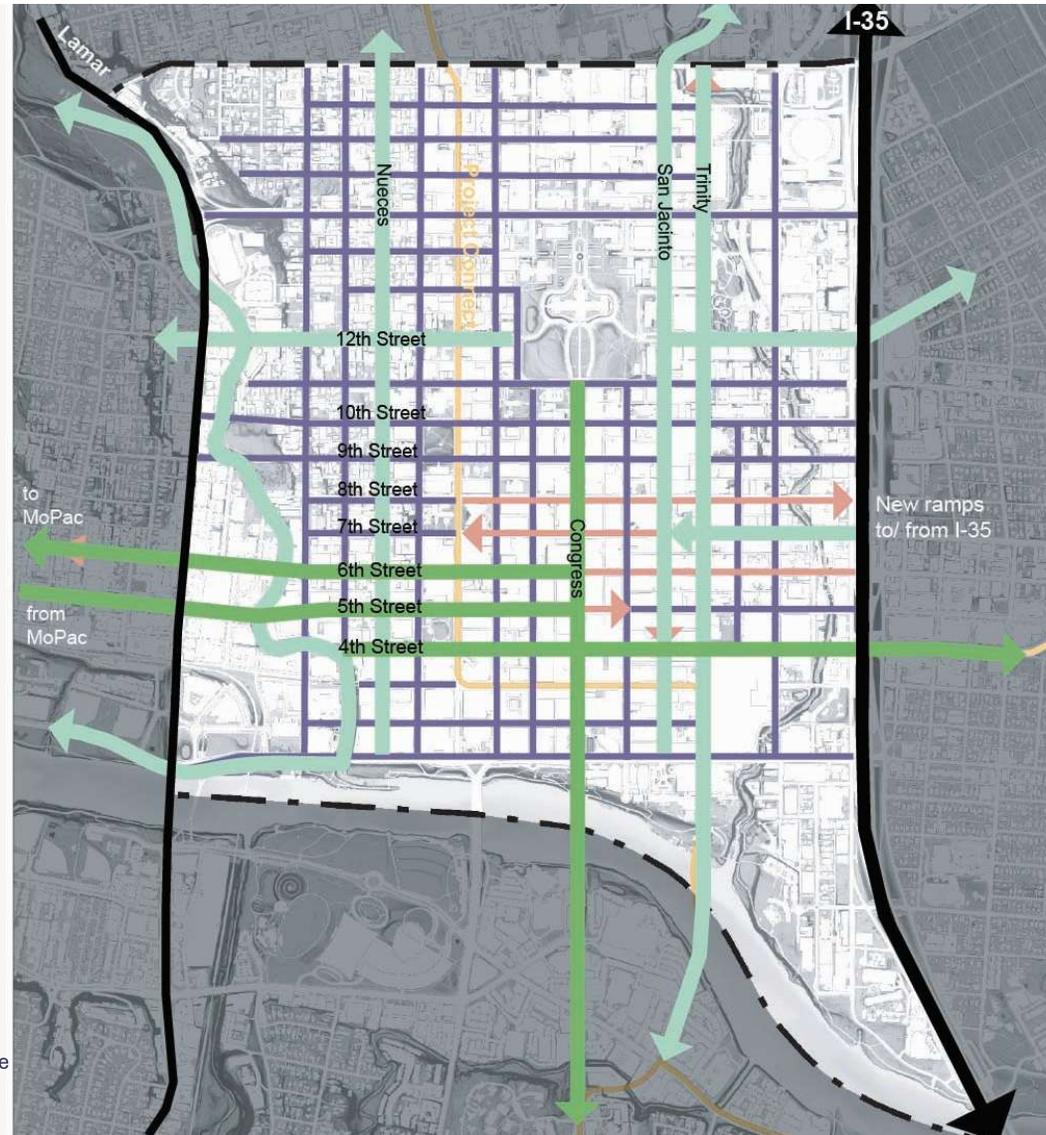
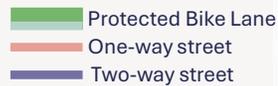
- Priority Projects create crosstown connections to north-south routes and trails

Protected Bike Lane  
One-way street  
Two-way street

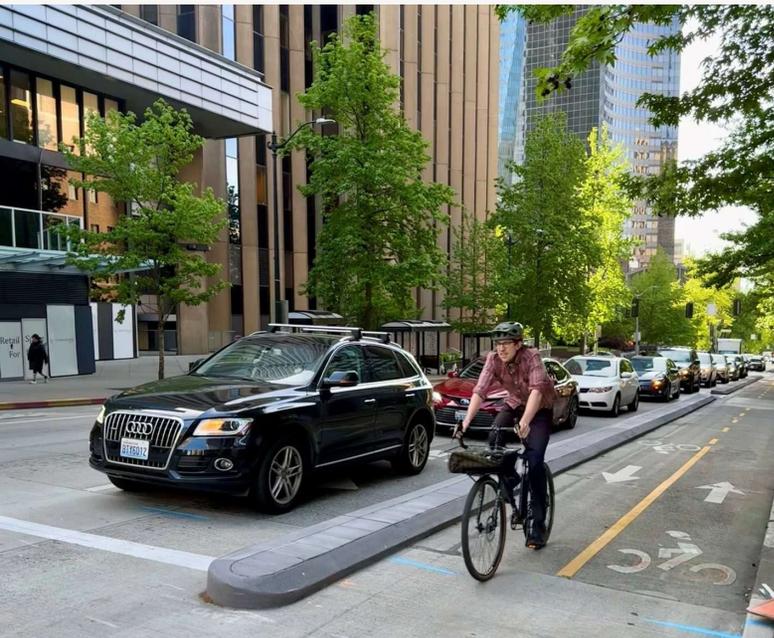


# Bicycle Connections

- Additional projects and system improvements create a complete bicycle network



# Peer City Precedents



# Two-Way Conversions - Considerations



- There is no “one-size-fits-all” approach – context and engineering judgement is critical
- Not all streets are good candidates for two-way operations
- Two-way streets are not necessarily “safer” than one-way streets
- Some of the most walkable cities in North America have one-way downtown street grids
- One-way streets provide surplus ROW that can be allocated to transit, bike, and pedestrian facilities instead of vehicles, including through intersections where active transportation crashes and transit delays are most prevalent
- ACT Plan recommendations balance safety, function, and multi-modal needs for Downtown Austin

# Additional Measures for Improving Walkability in Downtown



## Signal Spacing

- Typical downtown block length and signal spacing = 350 feet
- Pedestrian crossing gap documented at 5<sup>th</sup>/6<sup>th</sup> @ San Antonio
- Final Draft ACT Plan proposes new signals at San Antonio to close this gap west of Guadalupe

## Speed Management Tools

- Final Draft ACT Plan calls for exploring raised intersections on 6th Street within the entertainment district

## Signal Timing

- Currently timed for vehicle speeds of 25 mph in downtown
- Final Draft ACT Plan calls for conducting speed studies to identify opportunities to adjust signal timing to reduce speeding (including 5<sup>th</sup>/6<sup>th</sup> west of Guadalupe)

# Implementation



- This is a long-term vision plan with large-scale projects
- Projects are focused on feasible design solutions that will be further developed during the Project Development process
- The plan identifies a range of project costs, funding sources, and barriers to implementation
- Projects will be added to a list of citywide needs to determine implementation using local, state, and/or federal funding sources
- Implementation plan prioritizes projects to coordinate with Project Connect, I-35 Capital Express Central construction phasing and other projects planned in downtown area
- Requires coordination with the Great Streets Update to integrate ACT Plan's identified mobility needs/projects

# Project Costs

Implementation Scenario	Cost Estimate	YOE Total (Year of Expenditure)	Timeline
Scenario 1: All Priority and Supporting Projects combined as one contract:	\$713 million	\$835 million	Constructed 2027 to 2030
Scenario 2: All Priority Projects as one contract followed by all Supporting Projects as one contract	\$749 million	\$969 million	Priority Projects constructed 2027 to 2031, followed by Supporting Projects constructed 2031 to 2034
All Priority Projects as one contract	\$379 million	\$462 million	
All Supporting Projects as one contract	\$370 million	\$507 million	
Scenario 3: All projects individually contracted and built one at a time	\$753 million	\$1.13 billion	Constructed 2027 to 2042
Priority Projects individually contracted:			
5th Street priority project	\$116 million	\$136 million	Assumes each project has a two-year construction duration unless noted otherwise.
6th Street priority project	\$114 million	\$145 million	Assumes construction starts after Fifth Street is completed.
7th Street and 8th Street priority project	\$150 million	\$210 million	Assumes construction starts after Sixth Street is completed and assumes 3 years for construction. As Seventh Street and Eighth Street function as transit couplets, they will be constructed at the same time.
<b>Total Priority Projects as Separate Contracts</b>	<b>\$380 million</b>	<b>\$491 million</b>	
Supporting Projects individually contracted:			
9th and 10th Streets as two-way conversions supporting project	\$126 million	\$194 million	Assumes construction starts after the last priority project is completed.
11th Street supporting project	\$85 million	\$142 million	Assumes construction starts after Ninth and 10th Streets are completed.
12th Street Supporting Projects	\$97 million	\$175 million	Assumes construction starts after 11th Street is completed.
Red River Street Supporting Projects	\$48 million	\$94 million	Assumes construction starts after 12th Street is completed.
Brazos Street Supporting Projects	\$17 million	\$34 million	Assumes construction starts after Red River Street is completed; assumes a one-year construction period.
<b>Total Supporting Projects as Separate Contracts</b>	<b>\$373 million</b>	<b>\$639 million</b>	

Table 4.1 - Total costs for each of the three scenarios (Source: AECOM)

Cost Estimate Breakdown	Scenario 1 All Priority and Supporting Projects combined as one contract	Scenario 2 All Priority Projects as one contract followed by all Supporting Projects as one contract	Scenario 3 All Projects individually contracted, built one at a time
Construction Cost:			
Street Reconstruction	\$40 million	\$46 million	\$54 million
Bus Stations	\$10 million	\$12 million	\$14 million
Traffic Signals and Systems	\$52 million	\$60 million	\$70 million
Art in Public Places	\$5 million	\$6 million	\$7 million
Utilities and Drainage	\$95 million	\$110 million	\$129 million
Landscape, Pedestrian Streetscape and Bike Lanes	\$65 million	\$75 million	\$88 million
General Conditions, Mobilization, Contractor Markups	\$94 million	\$109 million	\$127 million
Professional Services - Engineering and Management, Surveys and Inspection	\$177 million	\$205 million	\$240 million
Contingency	\$175 million	\$204 million	\$236 million
Inflation to Midpoint of Construction	\$122 million	\$142 million	\$165 million
<b>YOE Total Cost (Year of Expenditure)</b>	<b>\$835 million</b>	<b>\$969 million</b>	<b>\$1.13 billion</b>

Table 4.2 - Cost breakdown for the three scenarios (Source: AECOM)

- Provides **hypothetical implementation scenarios** to estimate costs
- Accounts for cost increases by Year of Expenditure based on implementation timelines
- Projects may be considered for potential 2026 Bond package

# Request for Council Action

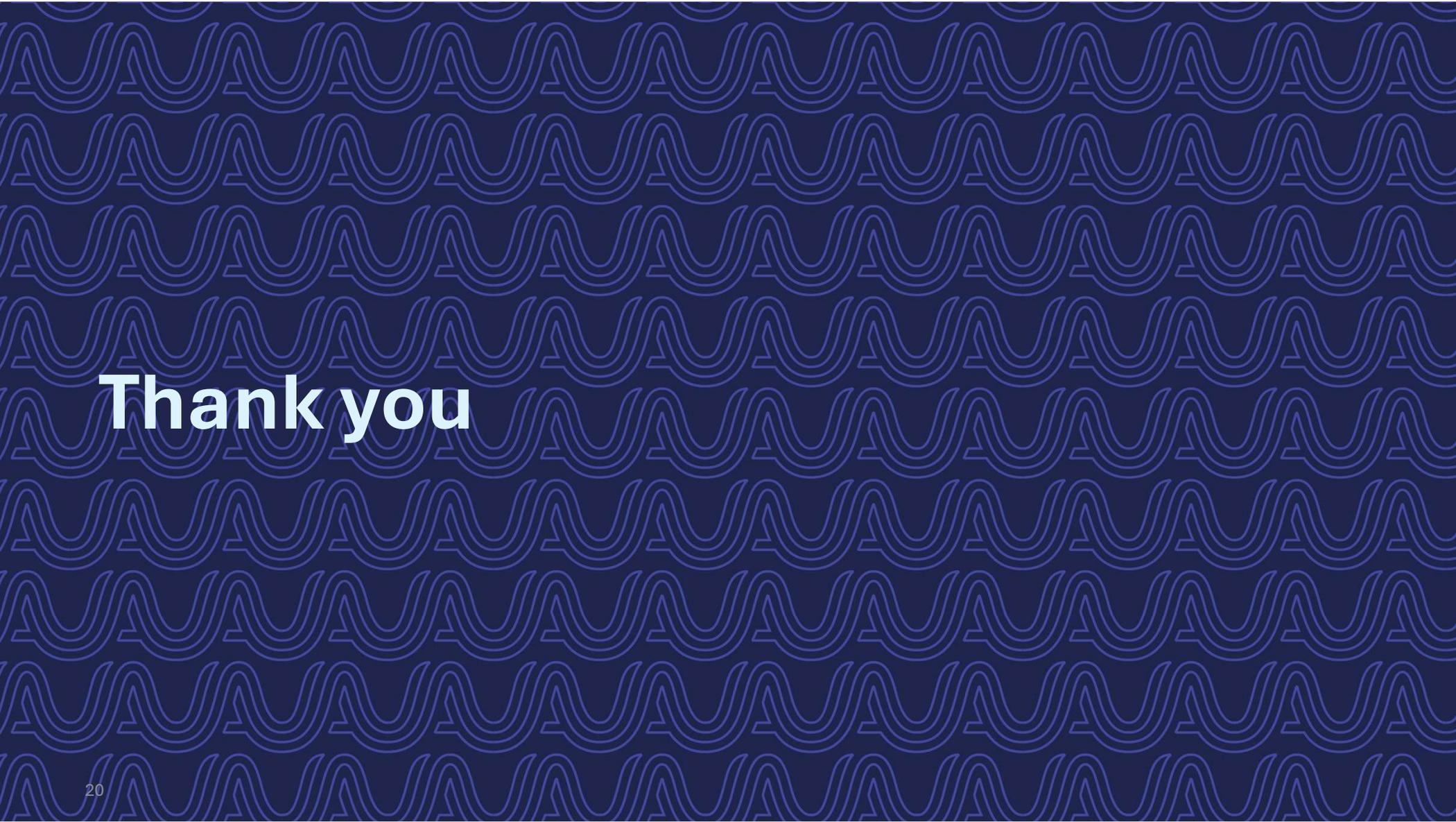


- **Request for Council Action:**

March 26, 2026 - Public Hearing and Council Adoption

Consider an ordinance amending the Imagine Austin Comprehensive Plan to update the Austin Strategic Mobility Plan by adopting the Austin Core Transportation Plan

- **Final Draft has been revised based on public feedback, Boards & Commissions Recommendations, and 6<sup>th</sup> Street PER**
- **Changes to the Final Draft have been tracked in the Revision Log**
- **Responses have been provided for all Boards & Commissions Recommendations**



**Thank you**