

Austin Core Transportation (ACT) Plan

Phase 1 - 3 Public Engagement Summary

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Austin Core Transportation (ACT) Plan Phase 1 Public Engagement Summary

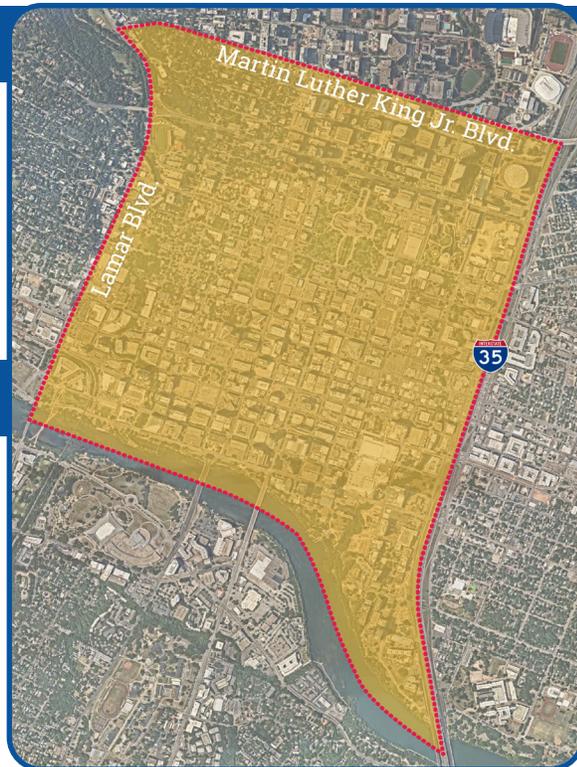
August–October 2022

1. "What is the ACT Plan" informational brochure
2. Phase I Feedback Summary
3. Phase I Engagement Report

AUSTIN CORE TRANSPORTATION PLAN

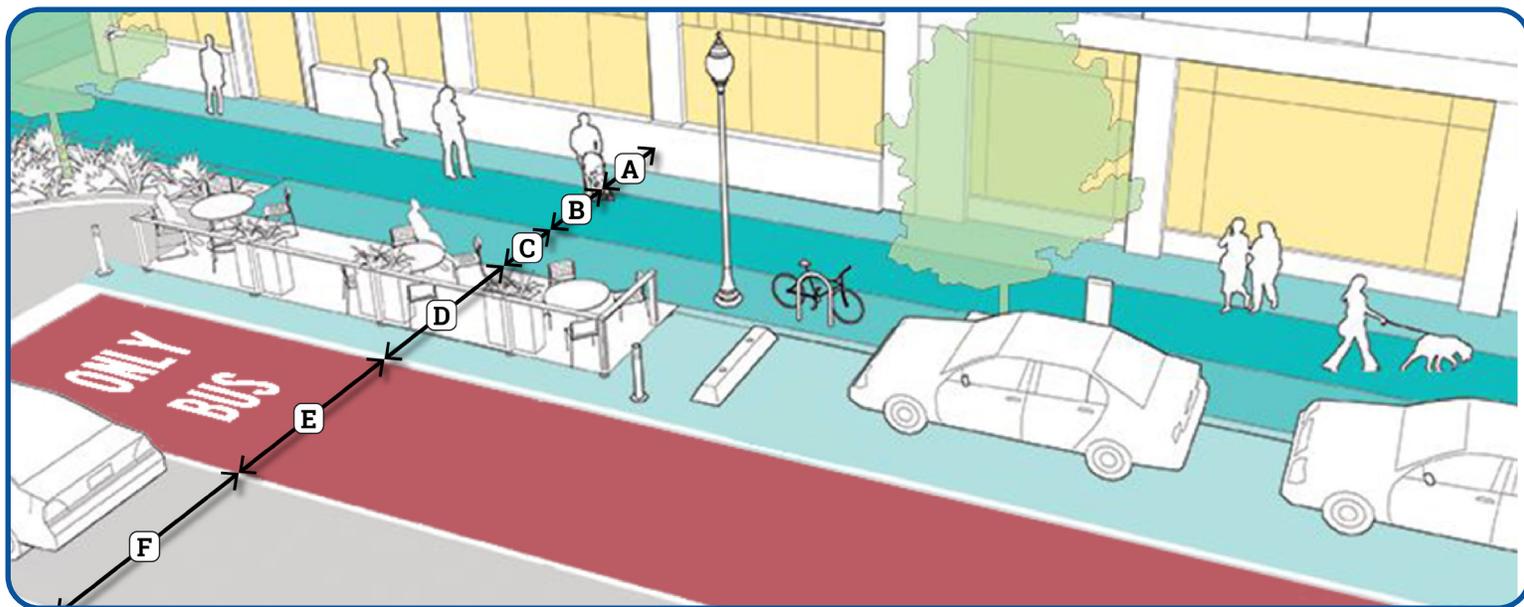
WHAT IS THE AUSTIN CORE TRANSPORTATION (ACT) PLAN?

The ACT Plan is studying mobility options into, out of, through and within Downtown Austin. With Project Connect transit plans and the I-35 Capital Express Central rebuild project bringing significant change to the area, it is important to reexamine the form and function of the street network to interact with those changes and meet future needs and modes of transportation.



WHAT WILL ACT DO?

The ACT Plan will produce a list of projects and a vision for how Downtown Austin streets should operate. These projects will work within our real-world constraints, providing safe and efficient mobility enhancements. Whether people are delivering food, commuting to work, enjoying entertainment or appreciating our public spaces, the ACT Plan seeks to make accomplishing those tasks easier.



WHAT WILL ACT DO?

Austin Transportation Department wants to hear from all stakeholders and travelers to downtown Austin. Comments are best provided through online surveys, emailing the team or attending community meetings.

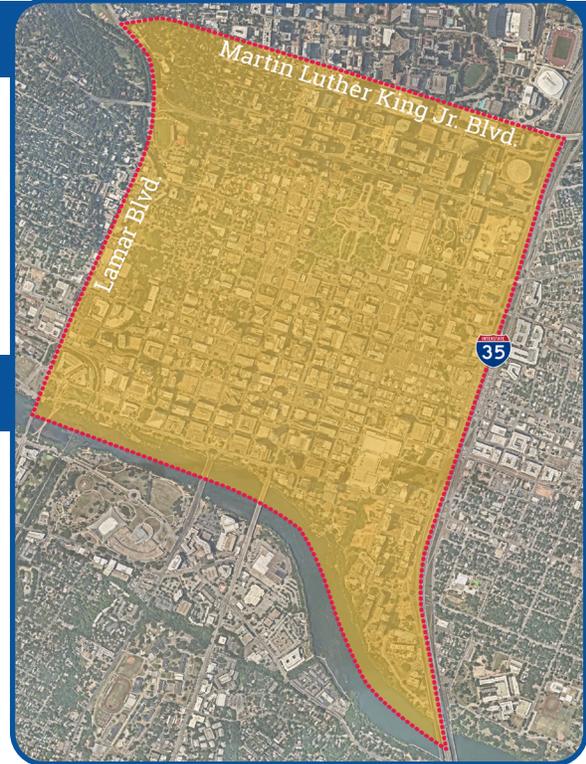
Scan here for more info



EL PLAN DEL CASCO CENTRAL DE AUSTIN

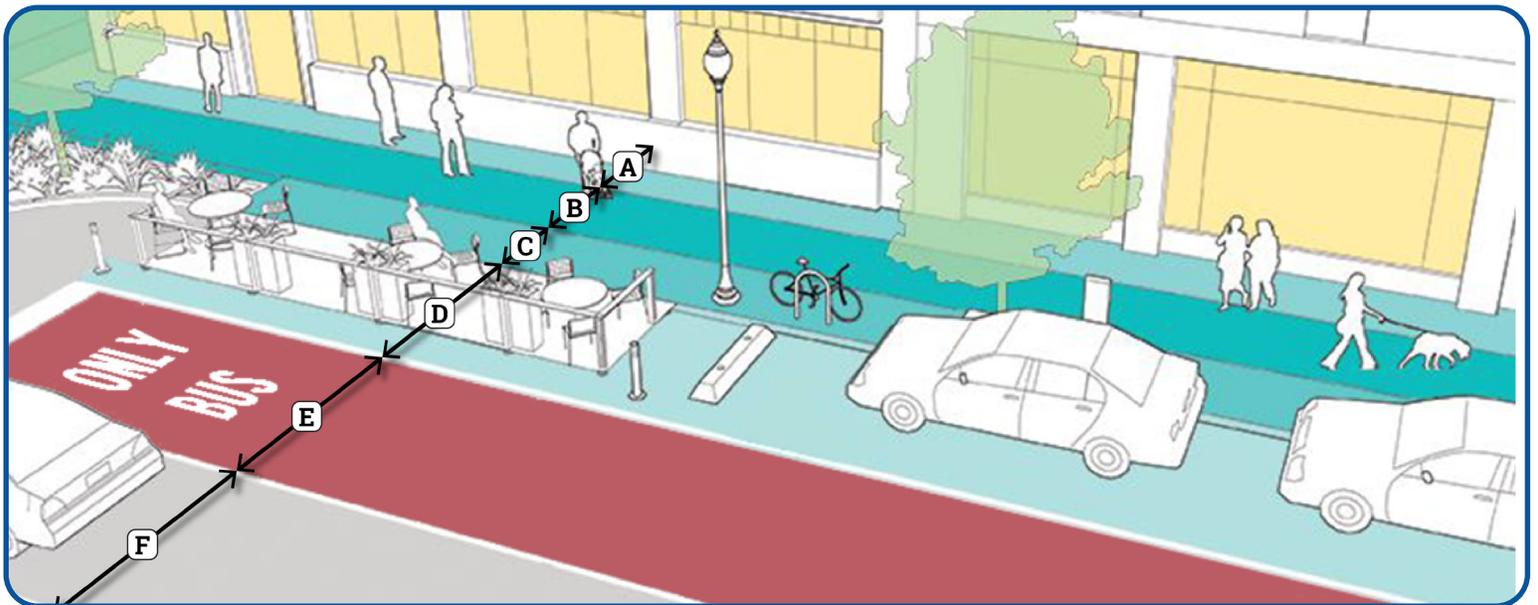
¿QUÉ ES EL PLAN DEL CASCO CENTRAL DE AUSTIN (ACT)?

El Plan ACT está estudiando opciones de movilidad hacia, desde, a través y dentro del centro de Austin. Con los planes de tránsito del Proyecto Connect y el proyecto de reconstrucción de la I-35 Capital Express Central trayendo cambios significativos al área, es importante reexaminar la forma y función de la red de calles para interactuar con esos cambios y satisfacer las necesidades futuras y los modos de transporte.



¿QUÉ HARÁ ACT?

El Plan ACT producirá una lista de proyectos y una visión de cómo deberían operar las calles del Centro de Austin. Estos proyectos funcionarán dentro de nuestras limitaciones del mundo real, brindando mejoras de movilidad seguras y eficientes. Ya sea que las personas estén entregando alimentos, yendo al trabajo, disfrutando del entretenimiento o apreciando nuestros espacios públicos, el Plan ACT busca facilitar el cumplimiento de esas tareas.



¿CÓMO PUEDO PARTICIPAR EN ACT?

El Departamento de Transporte de Austin quiere escuchar a todas las partes interesadas y viajeros al centro de Austin. Puede enviar comentarios a través de encuestas en línea, enviando un correo electrónico al equipo o asistiendo a reuniones comunitarias.

Escanear aquí para
obtener más información





Austin Core Transportation Plan

What We've Heard So Far

A community survey to hear from residents about mobility downtown was open from August 1 through September 30, 2022.

The next phase of the plan will present more refined scenarios to the community.

2100

The survey was answered by more than **2,100 respondents**, including English, Spanish, digital and paper responses.

20

The team attended more than **20 in-person community events and meetings**.

30

Results were broken down by **30 different demographic groups**, showing the preferences of different genders, races, ages, occupations and income levels of Austinites.

19

The survey was shared in newsletters from **19 different organizations**.



SPACES FOR PEOPLE WALKING

Sidewalks are the most preferred street element

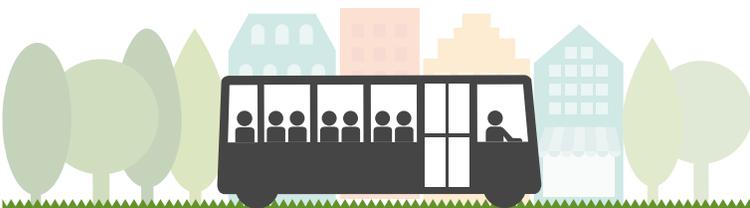
- **66%** of respondents scored sidewalks a 10 on a scale of 1-10
- Sidewalks (9.09) scored **79%** higher than mixed vehicle lanes (5.08)
- **26 of 30** demographic groups scored sidewalks as their No. 1 priority



SPACES FOR PEOPLE BIKING

Protected bicycle/micromobility lanes were a high priority for survey respondents

- **59%** of respondents scored protected bicycle/micromobility lanes a 10 on a scale of 1-10 across all demographic populations.
- Protected bicycle/micromobility lanes (8.32) scored **64% higher** than mixed vehicle lanes (5.08)
- **33%** of respondents use a bicycle to get around downtown. In an ideal world, **47%** would like to use a bicycle.



SPACES FOR PEOPLE TAKING TRANSIT

- Transit-only lanes were rated at an average score of 6.36, they scored **25% higher** than mixed vehicle lanes.
- **21%** of respondents take the bus to get around downtown. In an ideal world, **32%** said they would like to take the bus.
 - Among non-white respondents, **31%** take the bus normally and **46%** would like to take the bus in an ideal world.



MOBILITY GOALS

- **56%** of respondents drive alone to get around downtown. In an ideal world, only **16%** would like to drive alone.
- More than half of all respondents (**51%**) ranked moving **within** downtown as the most important mobility priority, as compared to moving into, out of, or through Downtown.



Plan de Transporte del Casco de Austin

Lo que hemos oído hasta ahora

Hubo una encuesta comunitaria disponible entre el 1 de agosto y el 30 de septiembre de 2022 para oír de los residentes sobre la movilidad en el centro de la ciudad. La próxima fase del plan presentará situaciones más refinadas a la comunidad.

2100

Más de 2,100 personas respondieron la encuesta, incluyendo en inglés, español, de manera digital e impresa

30

Los resultados se desglosaron en 30 grupos demográficos diferentes, mostrando las preferencias de distintos géneros, razas, edades, ocupaciones y niveles de ingresos de los austinianos.

20

El equipo asistió a más de 20 eventos y reuniones comunitarias presenciales

19

La encuesta se compartió en boletines de 19 organizaciones diferentes.



ESPACIOS PARA PERSONAS QUE CAMINAN

Las aceras son el elemento de calles de mayor preferencia.

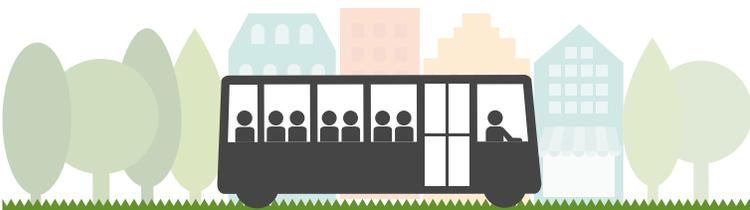
- El **66%** de los que respondieron les dieron a las aceras una puntuación de 10 en una escala del 1 al 10.
- Las aceras (9.09) recibieron una puntuación **79%** más alta que los carriles de vehículos mixtos (5.08)
- **26 de 30** grupos demográficos posicionaron las aceras como su prioridad número uno.



ESPACIOS PARA PERSONAS EN BICICLETA

Los carriles protegidos para bicicletas/micromovilidad son una alta prioridad para los que respondieron la encuesta

- **59%** de los que respondieron les dieron a los carriles protegidos para bicicletas/micromovilidad una puntuación de 10 en una escala del 1 al 10 entre todas las poblaciones demográficas.
- Los carriles protegidos para bicicletas/micromovilidad (8.32) recibieron una puntuación **64% más alta** que los carriles de vehículos mixtos (5.08)
- El **33%** de los que respondieron se desplazan en bicicleta por el centro de la ciudad. En un mundo ideal, el **47%** quisiera usar una bicicleta.



PARA PERSONAS QUE USAN TRANSPORTE PÚBLICO

- Los carriles exclusivos para transporte público recibieron una puntuación promedio de 6.36, una puntuación **25% más alta** que los carriles de vehículos mixtos.
- El **21%** de los que respondieron toman el autobús para trasladarse por el centro de la ciudad. En un mundo ideal, el **32%** quisiera tomar el autobús.
- Entre las personas no blancas, el **31%** normalmente toma el autobús y el **46%** quisiera tomar el autobús, en un mundo ideal.



METAS DE MOVILIDAD

- El **56%** de los que respondieron manejan solos para desplazarse por el centro de la ciudad. En un mundo ideal, el **16%** quisiera manejar solo.
- Más de la mitad de todos los que respondieron (**51%**) clasificaron el mudarse **dentro** del centro de la ciudad como la prioridad de movilidad más importante, comparado con mudarse fuera de ella o por el centro de la ciudad.





Phase 1 Engagement Report

November 2022

Created by the Austin Transportation Department

Introduction

The Austin Core Transportation (ACT) Plan is a study of transportation and mobility options in Downtown Austin. The plan will coordinate with and facilitate several major downtown projects, such as Project Connect, I-35 Capital Express Central and the Palm District Planning Initiative. This project is being led by the Austin Transportation Department (ATD).

The ACT Plan study area is shown in Map 1. It consists of the area between Lady Bird Lake to the south, Martin Luther King, Jr Blvd to the north, I-35 to the east, and Lamar Blvd to the west. The Plan will include a list of projects to help us achieve our mobility vision for downtown, as well as an implementation plan. The ACT Plan public engagement process began in the spring of 2022; this report describes activities that took place in the preliminary and first phases of the ACT Plan, which ended on September 30, 2022.



Public Engagement Strategy and Goals

The ACT Plan is using a two-phase planning process. Early in the process, the ACT Plan team identified stakeholders and focus populations and reached out to alert them to this process, as well as to request additional names of people or organizations to whom to reach out. Once stakeholders were identified, Phase 1 began with several goals. It was the first opportunity to learn which right-of-way elements people prefer and what transportation modes they wish to use to travel to, from, and within Downtown. It was also the first opportunity to familiarize people with the ACT Plan, to create awareness about the project, and to validate the technical work around identifying mobility needs within the ACT Plan study area. Phase 2 will follow in the winter of 2022, which will present refined Downtown mobility scenarios to the public.

ACT Plan Phase 1 engagement focused on identifying and including the many different populations of people that access and use Downtown Austin. The ACT Plan team identified many different groups, organizations, interests, and perspectives to inform the ACT Plan's recommendations. Twenty-two different groups were specifically identified as focus populations within Downtown, in addition to the greater Austin community. These populations are listed in Appendix A.

The ACT Plan team gathered input from these groups and included their perspectives when identifying potential projects as part of the plan. In addition to the focus populations, the ACT Plan team also identified more than 70 organizations to connect with based on their relationship to Downtown. Ultimately, the list of organizations, groups, interests, perspectives, and general people were sorted into different categories to help guide engagement throughout the process.

The ACT Plan team developed the following engagement goals prior to launching outreach:

- Engage with, and receive input from, a diverse group of stakeholders
- Ensure historically underserved and underrepresented Downtown stakeholders are centered throughout engagement
- Ensure all options presented to stake holders are realistic alternatives and opportunities that can be feasibly developed downtown
- Operate on an engagement level of Involve and Collaborate based on the International Association for Public Participation’s (IAP2) Spectrum of Public Participation (Figure 1)
- Present opportunities to participate in the process in different locations, on different days, and at different times of day to expand opportunities to participate
- Ensure public input opportunities are available in multiple media and utilize multiple streams of information to collaborate with the public
- Create an open dialogue with the project team to respond to questions and provide information as desired by the public
- Provide information in all languages requested by stakeholders and provide information in both English and Spanish to start.

Figure 1. IAP2 Spectrum of Public Participation

IAP2 Spectrum of Public Participation



IAP2’s Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public’s role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

		INCREASING IMPACT ON THE DECISION 				
		INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL		To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
	PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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Phase 1 Public Engagement

ACT Plan Phase 1 public engagement had three arms: a public survey, meetings with focus populations and interested groups, and a Working Group organized by the Downtown Austin Alliance.

The public survey was available online and on paper, in both English and Spanish. An example of the paper survey can be found in Appendix B. It launched on August 1, 2022 and closed on September 30, 2022. The Phase 1 survey asked people’s opinions on three aspects of Downtown mobility:

- What type of Downtown mobility on which to focus (i.e., transportation to Downtown, transportation from Downtown, transportation through Downtown, or transportation within Downtown)
- Which right-of-way elements are most important to people Downtown (i.e., building frontages, sidewalks, street tree and furniture zone, curb zone, transit-only lanes, mixed vehicle lanes, and protected bicycle/micromobility lanes)
- How do people currently move around Downtown and what is their ideal way to move around Downtown.

Respondents’ answers to these questions will be used to inform our development and selection of preferred street cross-sections downtown.

To ensure that the ACT Plan reached the Phase 1 engagement goals, the ACT Plan team and Austin Transportation Public Information Office staff conducted a media push at the start of the survey. The survey was advertised in the Austin Mobility newsletter as well as at least twenty other newsletters over the course of Phase 1. There were over 20 social media posts about the survey from organizations and City partners, and multiple stories with local news outlets.

In addition to the outreach through newsletters, media, and social media, the ACT Plan team also held meetings with partners, presented to several community groups, and attended many in-person events over the course of Phase 1. The following table (and the map in Appendix C) details the meetings and events the ACT Plan team attended during Phase 1:

Type	Organization	Date	Location
Meeting	Austin Texas Musicians Org Meeting	7/21/2022	242 W 2nd St, Austin, TX 78701
Event	Night Shift #1 Austin Texas Musicians Org	8/2/2022	711 Red River St, Austin, TX 78701
Event	Hot Summer Nights - Red River Cultural District	8/4/2022	912 Red River St, Austin, TX 78701
Event	Hot Summer Nights - Red River Cultural District	8/5/2022	710 Red River St, Austin, TX 78701
Event	Hot Summer Nights - Red River Cultural District	8/6/2022	607 Red River St, Austin, TX 78701
Meeting	Austin Young Chamber Meeting	8/8/2022	Virtual
Meeting	Coalition of Texans with Disabilities Meeting	8/10/2022	1716 San Antonio St, Austin, TX 78701
Meeting	Austin Economic Development Corporation Meeting	8/11/2022	242 W 2nd St, Austin, TX 78701
Meeting	Safe Streets Austin Meeting	8/15/2022	Virtual
Meeting	Austin Public Health Meeting	8/15/2022	Virtual
Meeting	Austin Hotel and Lodging Meeting	8/16/2022	Virtual
Event	Whole Foods Headquarters Office tabling	8/17/2022	501 Bowie St, Austin, TX 78703
Meeting	East Cesar Chavez NPCT Presentation	8/17/2022	41 Navasota St, Austin, TX 78702
Meeting	Austin Texas Restaurant Association Meeting	8/18/2022	Virtual

Event	Hip Hop in the Park Republic Square Event	8/20/2022	422 Guadalupe St, Austin, TX 78701
Event	Austin Hotel & Lodging Hospitality Expo Event	8/22/2022	101 Red River St, Austin, TX 78701
Meeting	ACT Plan DAA Working Group Meeting #2	8/24/2022	515 Congress Ave., Austin, TX 78701
Meeting	ATX Musicians Advisory Panel Presentation - ATX Musicians Org	8/26/2022	Virtual
Event	Pease Nights Event Pease Park	8/26/2022	1100 Kingsbury St, Austin, TX 78703
Meeting	Salvation Army Social Services Center Meeting	8/31/2022	501 E 8th St, Austin, TX 78701
Event	Sustainable Food Center Farmers Market Tabling	9/3/2022	422 Guadalupe St, Austin, TX 78701
Event	Night Shift #2 Austin Texas Musicians Org	9/6/2022	711 Red River St, Austin, TX 78701
Meeting	HACA Meeting	9/9/2022	Virtual
Event	HAAM Day tabling at Waterloo Park	9/13/2022	500 E 12th St, Austin, TX 78701
Meeting	HACA Meeting	9/15/2022	Virtual
Event	Viva Mexico Event Mexican American Cultural Center	9/17/2022	600 River St, Austin, TX 78701
Event	HACA National Night Out	10/4/2022	85 Trinity St, Austin, TX 78701

Public Engagement Phase 1 Results

The Phase 1 survey received a total of 2,129 responses over the two-month engagement period. Survey results were broken down by **30 different demographic groups**, detailing the preferences of Austinites of different genders, races, ages, occupations and income levels (Appendix D). The following key takeaways from the survey stood out to the ACT Plan team upon analysis.

Spaces for people walking:

- Of all street elements respondents would prefer, **sidewalks** scored the highest
 - **66%** of respondents scored sidewalks a 10 on a scale of 1-10
 - Sidewalks (9.09) scored **79%** higher than mixed vehicle lanes (5.08)
 - **26 of 30** demographic groups scored sidewalks as their number 1 priority

Spaces for people biking and using micromobility:

- **Protected bicycle/micromobility lanes** were a high priority for survey respondents
 - **59%** of respondents scored protected bicycle/micromobility lanes a 10 on a scale of 1-10, across all demographic focus populations
 - Protected bicycle/micromobility lanes (8.32) scored **64%** higher than mixed vehicle lanes (5.08)
 - **25 of 30** demographic groups scored protected bicycle/micromobility lanes as an 8 or above
 - **33%** of respondents use a bicycle to get around downtown; in an ideal world, **47%** said they would use a bicycle to get around

Spaces for people taking transit:

- **Transit-only lanes** scored lower than sidewalks and protected bicycle/micromobility lanes but at an average score of **6.36**, still scored **25%** higher than mixed vehicle lanes.
- **21%** of respondents normally take the bus to get around downtown; in an ideal world, **32%** of respondents would take the bus
 - Among non-white respondents, **31%** of respondents take the bus normally, and **46%** would ride the bus in an ideal world

Overall Mobility Goals:

- **56%** of all respondents normally drive alone to get around downtown; in an ideal world **16%** would like to drive alone
- More than half of all respondents (50.6%) ranked moving **within** downtown as most important (as compared to entering or exiting downtown)

Additionally, the figures below display the overall responses received in Phase 1 survey. The first questions asked people what type of downtown mobility is most important to you: How to enter Downtown, how to leave Downtown, how to pass through Downtown, or how to move within Downtown? For this question, a lower number indicates a higher priority.

The planning team looked at these answers in two ways: both the average of the responses (displayed in the blue graph in Figure 2), as well as looking at the top and bottom priority for respondents (shown in gray and orange in Figure 3).

Figure 2 – Downtown Mobility Focus Ratings

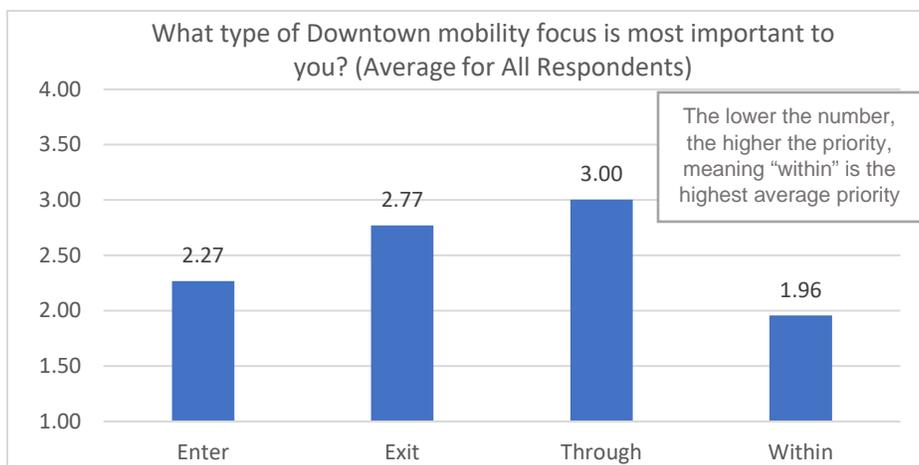
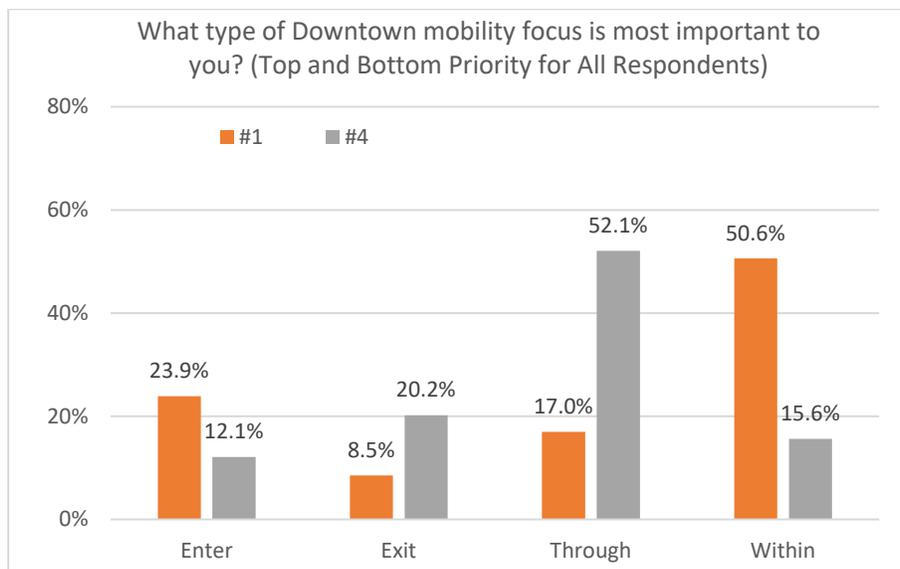


Figure 3 – Downtown Mobility Focus Preferences



The majority of the survey focused on right of way elements. It asked people to identify the importance of seven different elements on a scale of 1-10, 10 being the highest importance. Elements could share scores; this was not a ranking. The planning team also looked at the overall average results for this question (Figure 4, in blue), as well as the top and bottom priorities (Figure 5, in gray and orange).

Figure 4 – Street Element Ratings

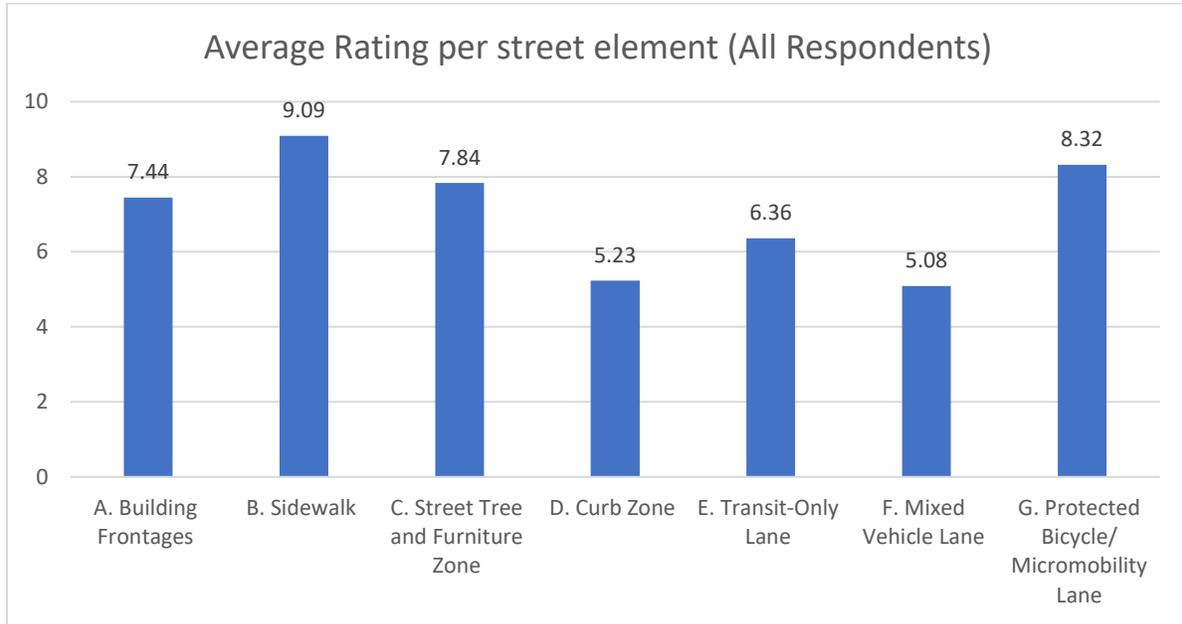
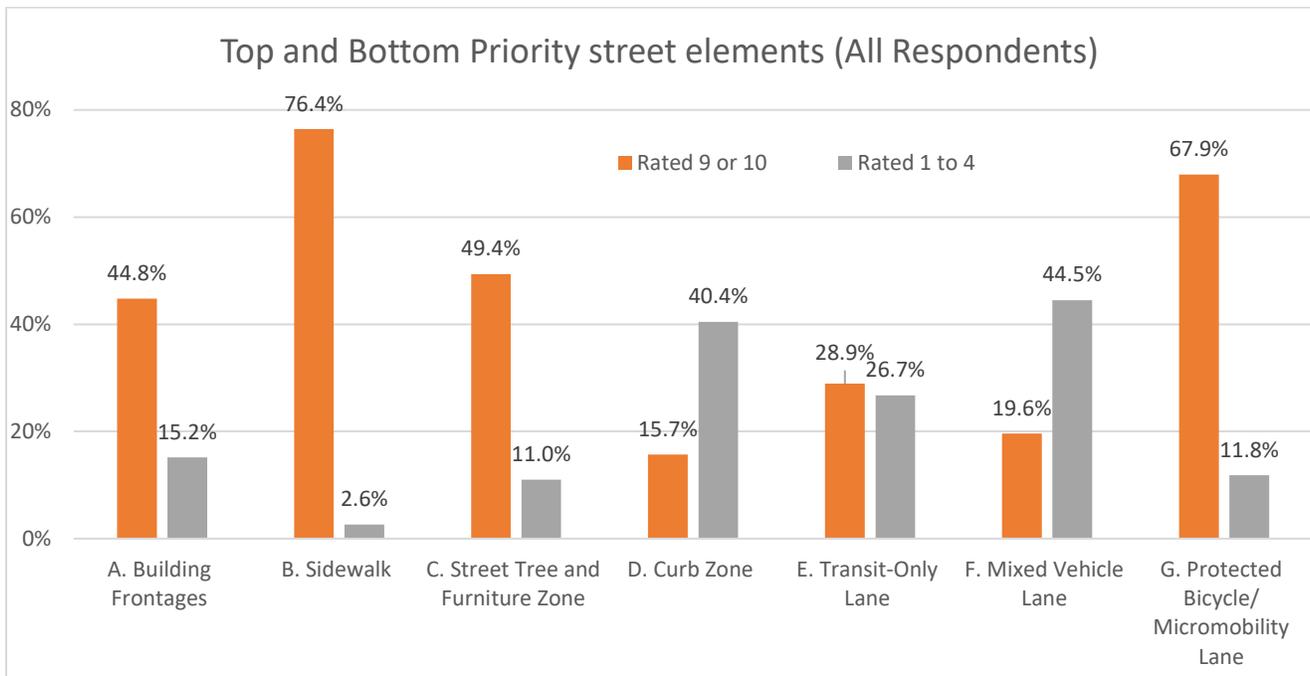


Figure 5 – Street Element Priorities



Next Steps

The ACT Plan team continues to analyze the responses and feedback collected during Phase 1 and will use this information to inform the development of different alternatives to be included in the upcoming Phase 2 survey. Phase 2 is planned to occur in late 2022 and early 2023, and will include both public events and a second public survey with modal network and cross-section options. During Phase 2 engagement the ACT Plan team will also hold meetings with focus populations, interested people and organizations, visit different neighborhoods Downtown, and continue to convene the Working Group. Upon completion of Phase 2 the ACT Plan team will combine the public engagement and technical results to put forth final ACT Plan proposals.

Appendices

Appendix A: ACT Plan Downtown Populations

Appendix B: Paper Survey in English

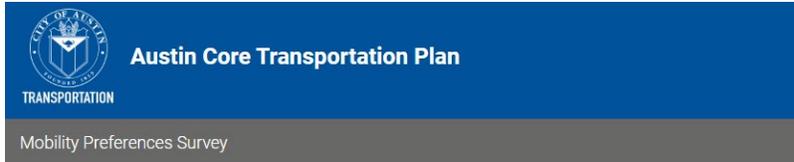
Appendix C: ACT Plan Engagement Events Map

Appendix D: Survey Responses Results Breakdown

Appendix A. ACT Plan Downtown Focus Populations

Downtown Population	Reason for Inclusion
Residents	These people live in the ACT Plan area
Office Workers	Downtown is the primary employment center of Austin. These workers often have a standard schedule and utilize a variety of transportation modes.
Servers	Downtown is home to a growing number of bars and restaurants serving people throughout the day. These industries are a major draw of Downtown.
Musicians, performers, and venue owners and staff	The Live Music Capital of the World relies on the myriad venues spread throughout downtown. Performers may have specific or atypical needs.
Late night staff (e.g., janitorial staff)	Downtown’s buildings and hotels have different needs at night. The operation and maintenance of these locations relies on staff who are seeing things from a different perspective.
Delivery drivers	Goods delivery occurs throughout the network (temporally and spatially), and the use of street space by these drivers is a major contributor to congestion. Identifying designs that help this group could ameliorate certain issues downtown.
Ridehail/TNC/taxi drivers	Similar to delivery drivers, ridehail, TNC, and taxi drivers utilize the entirety of the network and contribute to congestion.
Government workers	Downtown is the base for many government workers at multiple levels of government. The Capitol Complex is a node for thousands of commuters.
Construction workers	Downtown’s construction and maintenance relies on these workers, who also utilize equipment that requires space.
Hotel staff	Downtown is the major tourist destination in Austin, and these staff arrive at different times throughout the day.
Visitors/tourists	Thousands of visitors come to Austin and spend the majority of their time downtown. It is critical that the network is comprehensible and easily usable for people who have never visited before.
People with physical mobility impairments	All new infrastructure must and should be designed for those with physical mobility impairments in mind. Infrastructure that works for them is infrastructure that works for everybody.
People who are blind	All new infrastructure must and should be designed for people who are blind. Infrastructure that works for them is infrastructure that works for everybody.
People who are deaf	All new infrastructure must and should be designed for people who are deaf. Infrastructure that works for them is infrastructure that works for everybody.
Unhoused and unhoused service providers	There is a large unhoused population in Downtown, as well as the city’s main service provider.
Emma S. Barrientos Mexican American Cultural Center community (staff and visitors)	The ESB-MACC is a major cultural anchor downtown. They are a pillar of a network of organizations and businesses Downtown that support Mexican-American Austinites.
Families	As Downtown grows it is important that the area isn’t only for young adults, but supports growing families, as well. They may have different needs from the transportation network.
Seniors	As Downtown grows it is important that the area isn’t only for young adults, but supports our senior population, as well. They may have different needs from the transportation network.
Building developers	Downtown’s growth has been shaped by the new development occurring throughout the ACT Plan area. Future growth and construction could usher in major future changes.
Building managers	How buildings operate once they are built affects the downtown ecosystem. Building managers see the needs and habits of their occupants.
Special Event Organizers	Downtown is home to many high-profile events.
Medical workers	The hospitals and Innovation District bring huge numbers of medical workers to the area, at varying times and with potential different needs.

Appendix B. Paper Survey in English



The Austin Core Transportation (ACT) Plan is a study of transportation and mobility options in Downtown Austin. The plan will coordinate with and facilitate several major downtown projects, such as Project Connect, I-35 Capital Express Central and the Palm District Planning Initiative. This project is being led by the Austin Transportation Department (ATD).

The ACT Plan will include a list of projects to help us achieve our mobility vision for downtown, as well as an implementation plan. This survey is the first step in this process to help staff learn more **about the different transportation elements you would like to see in downtown streets, how you travel to and within downtown now, and how you would like to do so in the future.**

Future phases of the ACT Plan will ask for your input on how you want specific streets to look, and ATD anticipates having draft street plans available for input by late 2022.

This survey should take you about 5-10 minutes to complete. If you have any questions or issues regarding the survey or the ACT Plan, please visit our [ACT Plan website](#) or email ACTPlan@AustinTexas.gov.

The ACT Plan applies to Downtown Austin, which is bound by Martin Luther King Jr. Boulevard to the north, Lamar Boulevard to the west, Lady Bird Lake to the south and Interstate 35 to the east.

To improve mobility and connectivity, ATD needs to understand why and how people use Downtown streets. To prepare design options that best respond to the needs of our community, we'd like to know which of these ways are most important to you.

Please rank each of these four mobility priorities based on what is most important to you, with 1 as the most important and 4 as the least important. For example, if getting into Downtown quickly and efficiently is most important to you, please rank that 1.

What is most important to you?

RANK the following options 1 to 4, 1 being most important, 4 being least important.

- ____ **How to enter Downtown**
- ____ **How to leave Downtown**
- ____ **How to pass through Downtown (excluding I-35)**
- ____ **How to move within Downtown**

Image 2



We'd like to know how important each individual street element is to you. Please rate each element on a scale from 1-10 stars, with 10 stars representing a strong desire to see that element included on the average street, and 1 star indicating that the element is not important for inclusion.

Ratings can be the same for certain (or all) elements. For example, if both mixed vehicle lanes and sidewalks are the most important to you, you may rate them each as 10 stars.

Please rate each element on a scale from 1-10 stars

- * **A. Building Frontages (street cafes, sandwich boards, seating, etc.):** _____ stars out of 10
- * **B. Sidewalk (pedestrian through zone):** _____ stars out of 10
- * **C. Street Tree and Furniture Zone (lighting, benches, trees, public art, bicycle parking, scooter and micromobility device parking):** _____ stars out of 10
- * **D. Curb Zone (on-street parking, passenger loading, commercial loading, parklets):** ____ stars out of 10
- * **E. Transit-Only Lane (vehicle travel dedicated to buses):** _____ stars out of 10
- * **F. Mixed Vehicle Lane (travel lanes for all vehicles - private automobiles, buses, bicycles):** ____ stars out of 10
- * **G. Protected Bicycle/Micromobility Lane (dedicated travel space with behind-the-curb separation from motor vehicle area):** _____ stars out of 10

Do you live downtown?

- Yes
- No

Do you work downtown?

- Yes, I work downtown but from home (full-time)
- Yes, I work downtown (outside of my home at least some of the time)
- Sometimes. Some of my work is from home or is located downtown, but sometimes I leave downtown for work
- No, I work outside downtown
- No, I do not currently work

How do you normally get around downtown?

- Bicycle
- Bus
- Carpool/Vanpool
- Drive Alone
- Taxi/rideshare/ridehail/TNC (Uber, Lyft, etc.)
- Scooter
- Walk
- Other (please specify)

In an ideal world, how would you like to get around downtown?

- | | |
|---|---|
| <input type="checkbox"/> Bicycle | <input type="checkbox"/> Scooter |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Train |
| <input type="checkbox"/> Carpool/Vanpool | <input type="checkbox"/> Walk |
| <input type="checkbox"/> Drive Alone | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Taxi/rideshare/ridehail/TNC (Uber, Lyft, etc.) | <input type="text"/> |

Is there anything else you would like to tell us about mobility downtown?

The following demographic questions are optional; the information provided helps us tune our engagement to make sure we are hearing from a representative set of Austinites.

If you have any questions about this survey or the ACT Plan, please visit the [ACT Plan website](#) or email ACTPlan@AustinTexas.gov.

To stay up to date on the ACT Plan, as well as all other mobility happenings around Austin, please consider [subscribing to Austin Mobility News](#).

In what ZIP code do you live?

What is a major intersection near where you live? Examples: 7th and Chicon, South 1st and Oltorf, Pleasant Valley and Riverside.

Which of the following best represents your gender identity?

- Female
- Male
- Another gender

Which of the following best represents your cultural identity? Select all that apply.

- Asian cultural identity
- Black and/or African American
- Hispanic and/or Latino/Latina/Latinx
- Native/Indigenous
- White
- Other

What is your yearly household income?

- 0-\$25,000
- \$25,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$149,999
- \$150,000+

Do you identify as someone with a disability?

- Yes, I have a cognitively- or intellectually-related disability
- Yes, I have a hearing-related disability
- Yes, I have a vision-related disability
- Yes, I have a mobility-related disability
- No, I do not identify as having a disability.

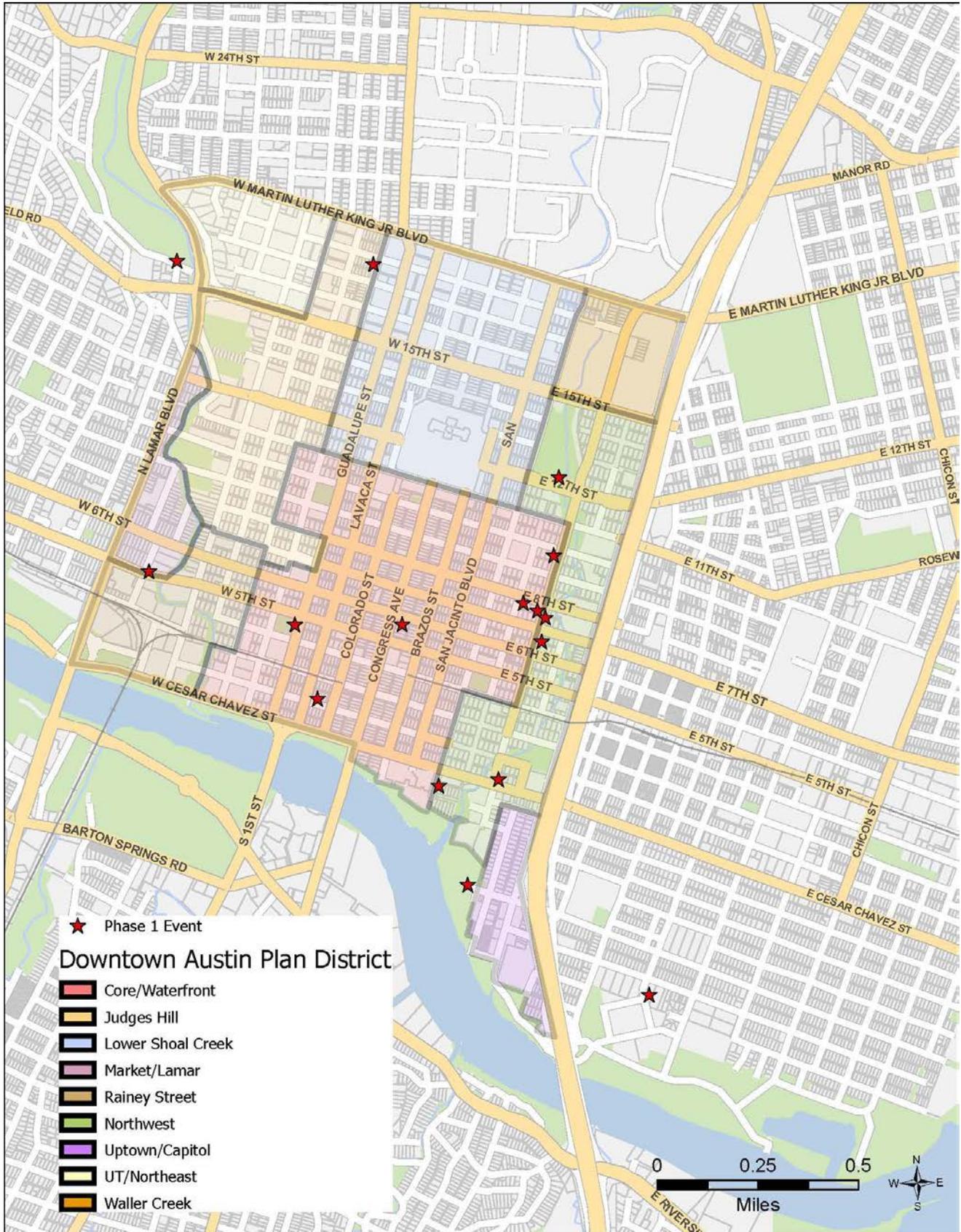
What is your age?

- Under 15 years old
- 15-24 years old
- 25-34 years old
- 35-44 years old
- 45-54 years old
- 55-64 years old
- 65 years old and older

Please indicate which, if any, group(s) you are part of.

- Construction workers (working or has worked downtown)
- Delivery drivers (delivering downtown)
- Hotel staff (located downtown)
- Janitorial and other late-night staff (located downtown and not included in other listed groups)
- Musicians/performers/entertainers (who have performed downtown)
- Office workers (located downtown)
- Performance and entertainment venue staff (located downtown)
- People with physical mobility impairments
- People who are blind or deaf
- People aged 65 or older
- Restaurant and bar staff (located downtown)
- Rideshare, taxi, TNC or pedicab drivers
- State workers (located downtown)
- Social service providers (working with downtown populations)

Appendix C: ACT Plan Engagement Events Map



Appendix D: Survey Responses Results Breakdown

The following figures detail survey results broken down by the following key demographics:

- Respondents who live downtown
- Respondents who work downtown
- Gender:
 - Identifies as Woman
 - Identifies as Man
- Ethnicity/Cultural Identity:
 - Asian
 - Black and/or African American
 - Hispanic/Latinx
 - Native/Indigenous
 - White
- Household Income:
 - Under \$50K
 - Over \$100K
- People with a Disability
- Age:
 - 15-24 years old
 - 25-34 years old
 - 35-44 years old
 - 45-54 years old
 - 55-64 years old
 - 65 years and older

Figure 6: Average rating per street element – Lives Downtown

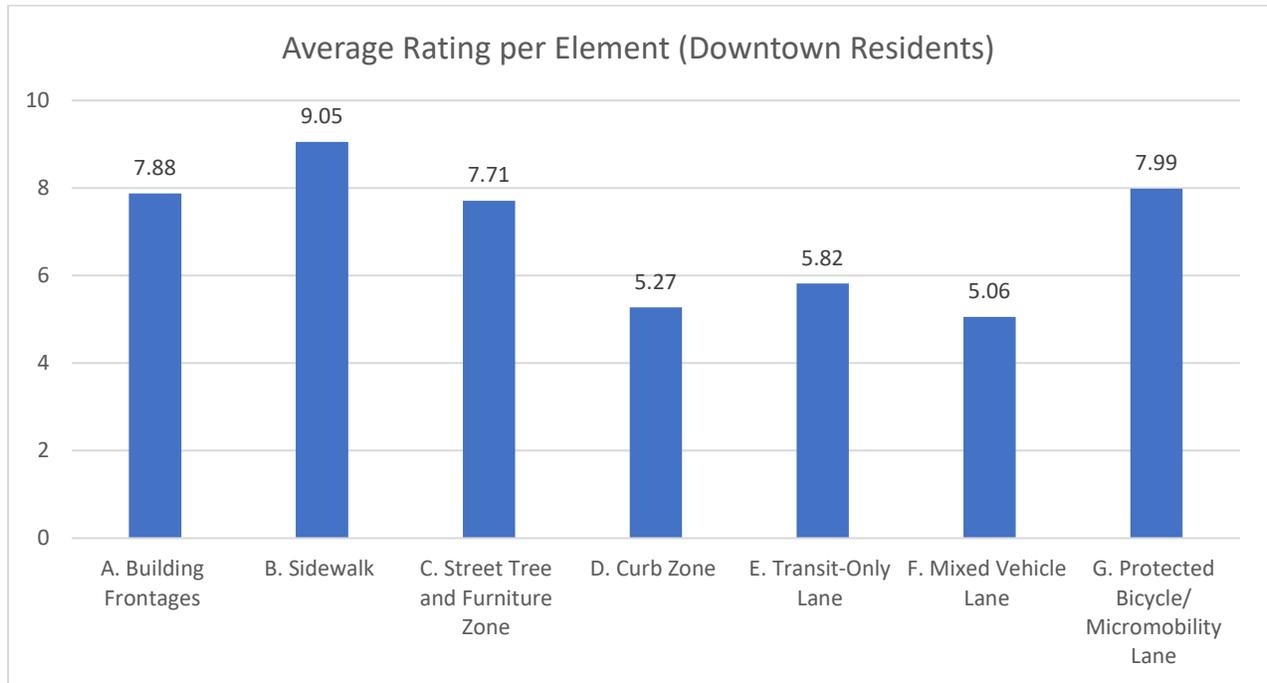


Figure 7: Top and bottom priority street element – Lives Downtown

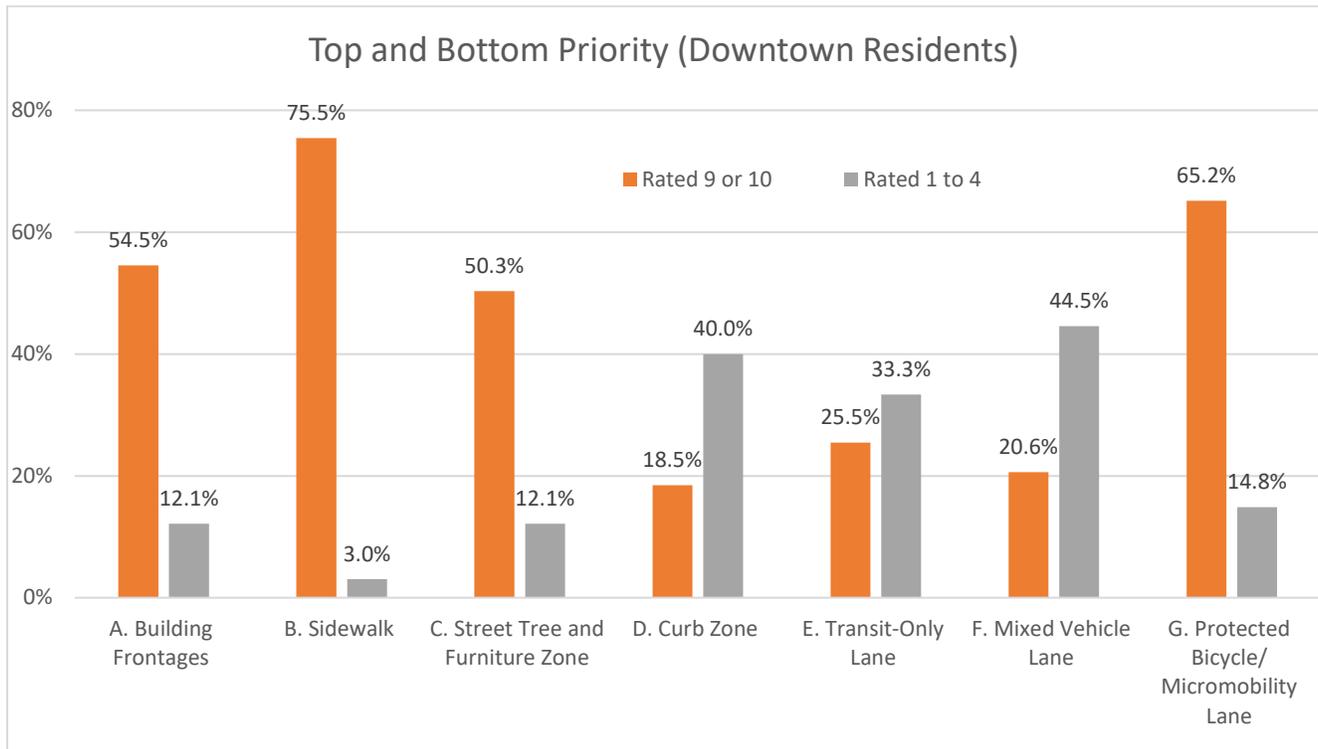


Figure 8: Average rating per street element – Works Downtown

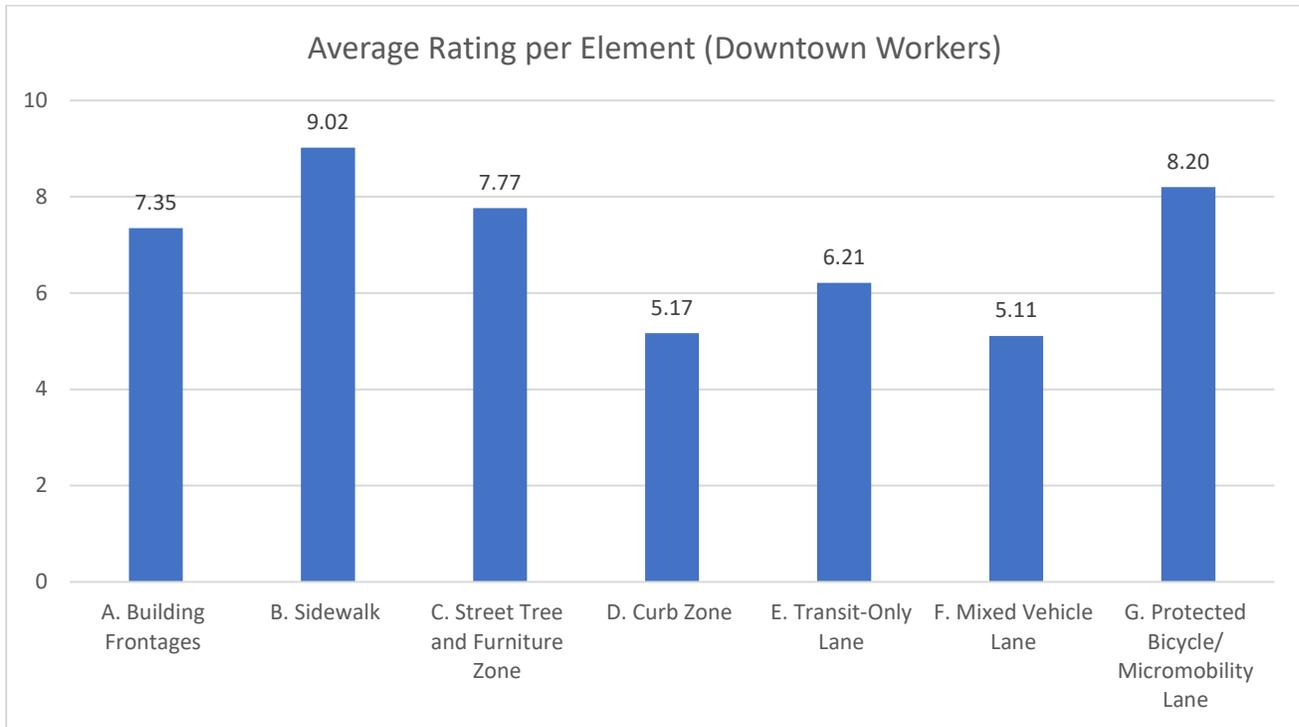


Figure 9: Top and bottom priority street element – Works Downtown

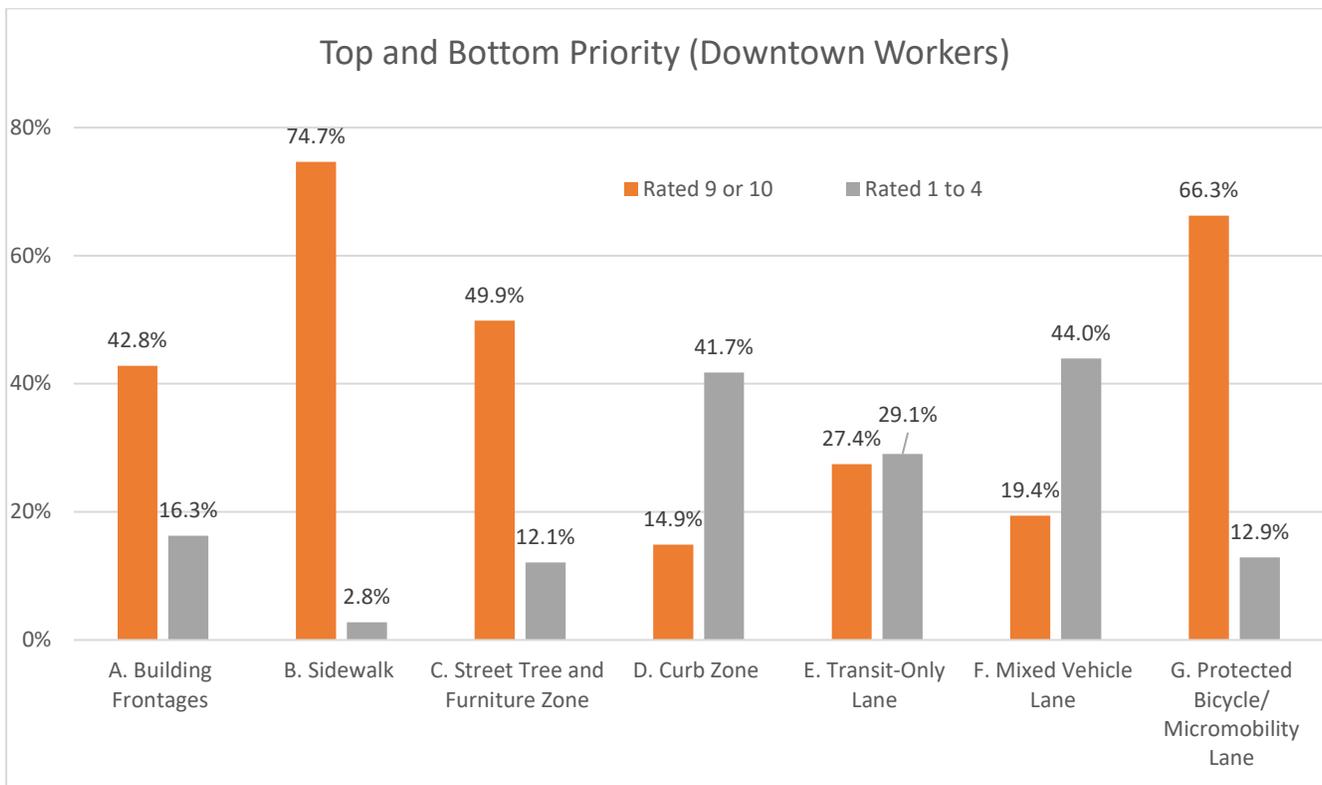


Figure 10: Average rating per street element – Gender: Identifies as woman

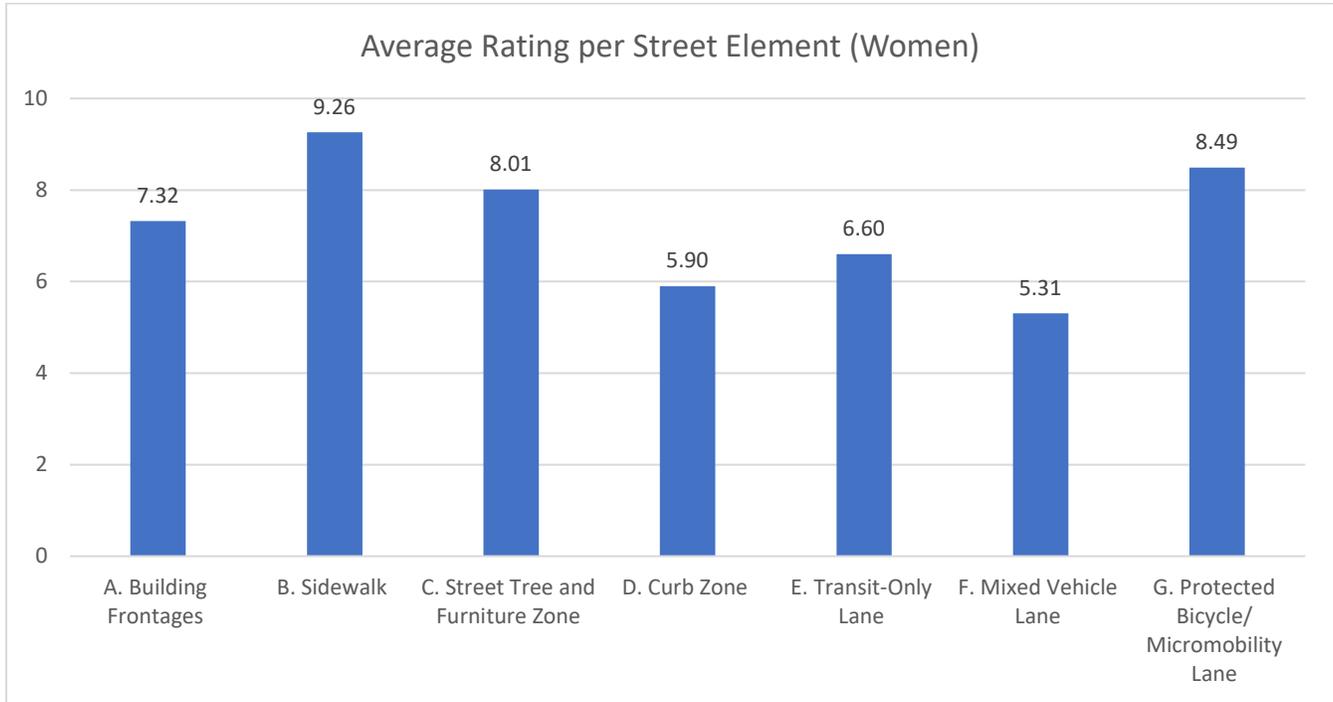


Figure 11: Top and bottom priority street element – Gender: Identifies as woman

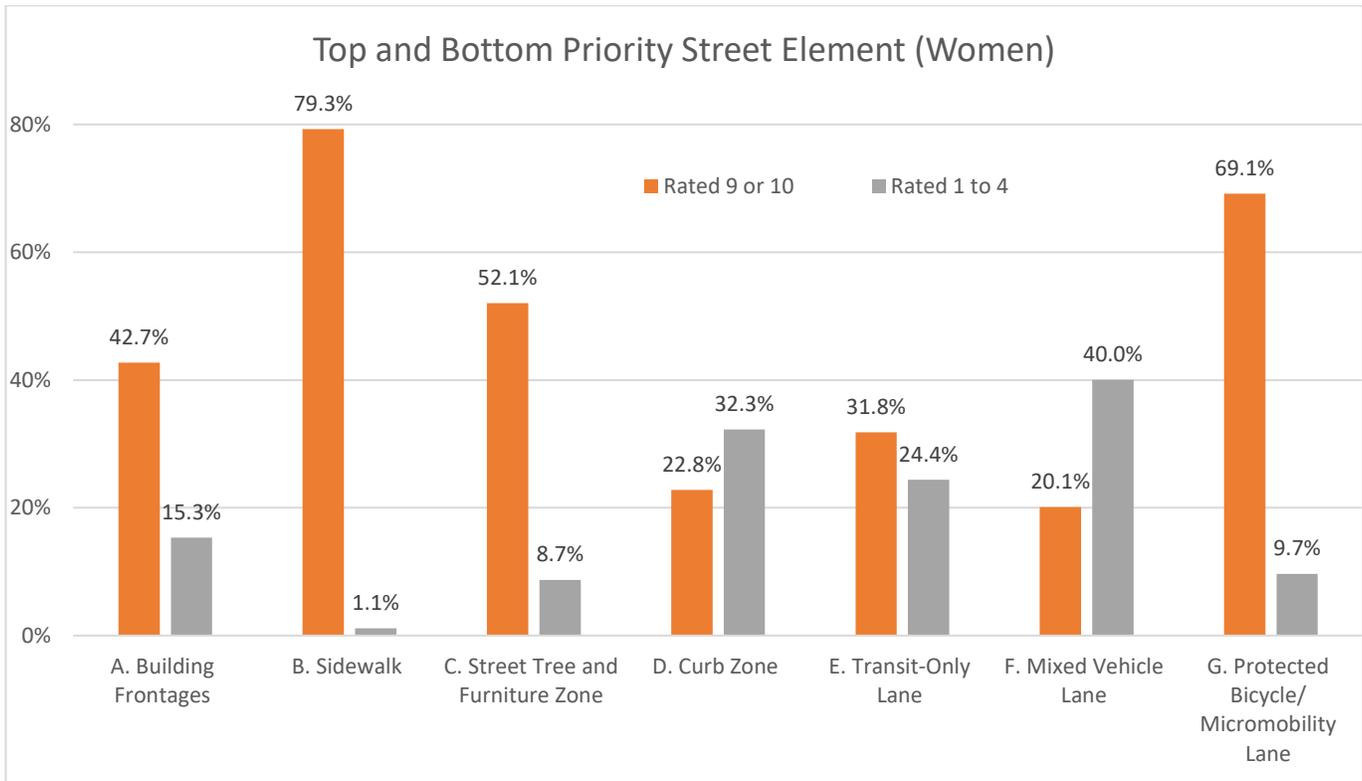


Figure 12: Average rating per street element – Gender: Identifies as man

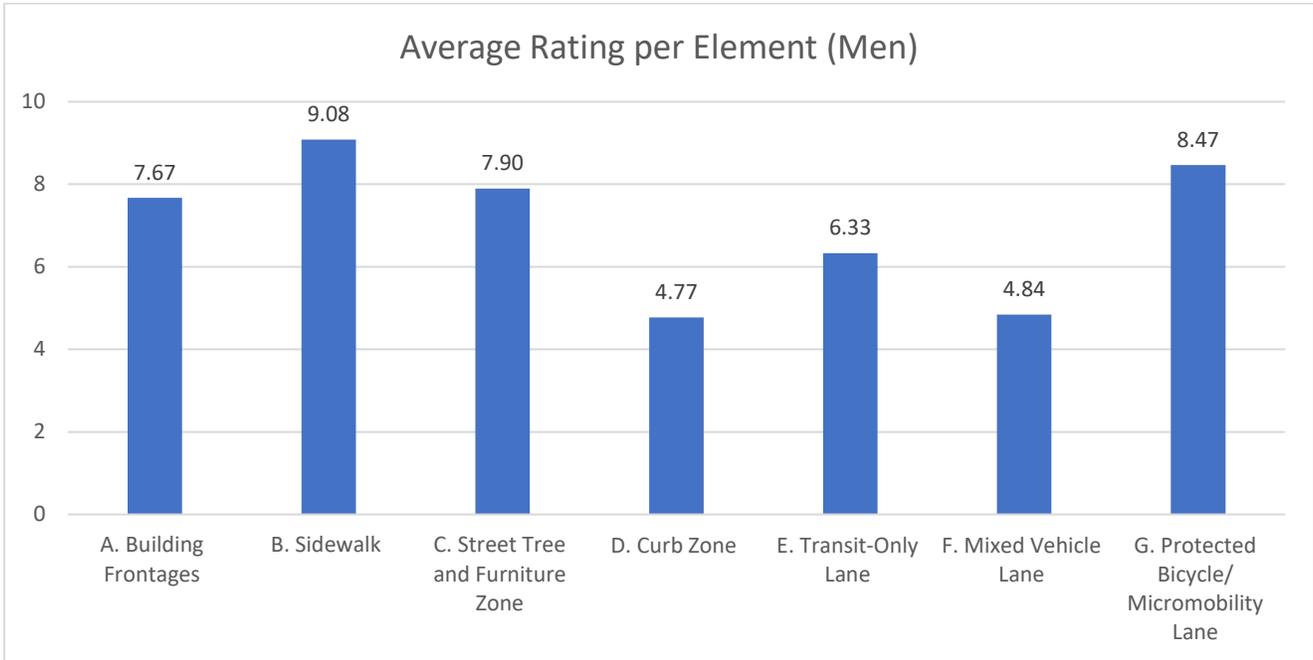


Figure 13: Top and bottom priority street element – Gender: Identifies as man

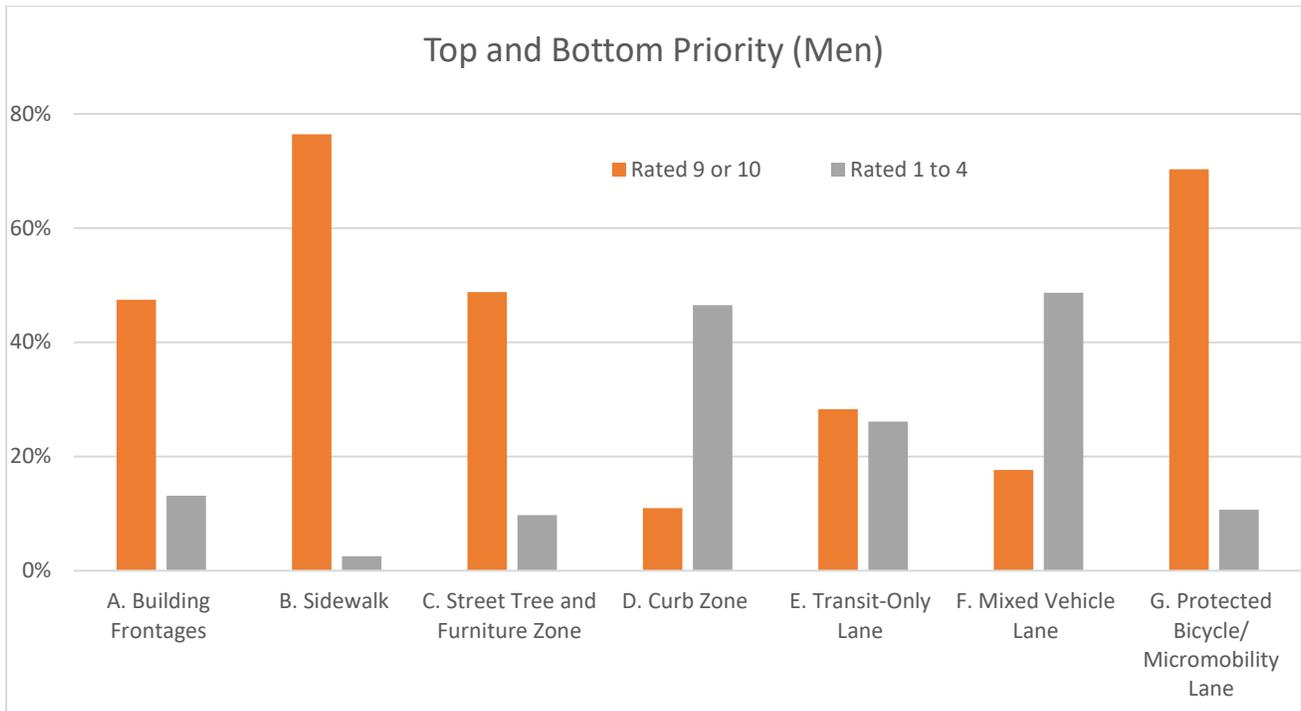


Figure 14: Average rating per street element – Ethnicity/Cultural Identity: Asian

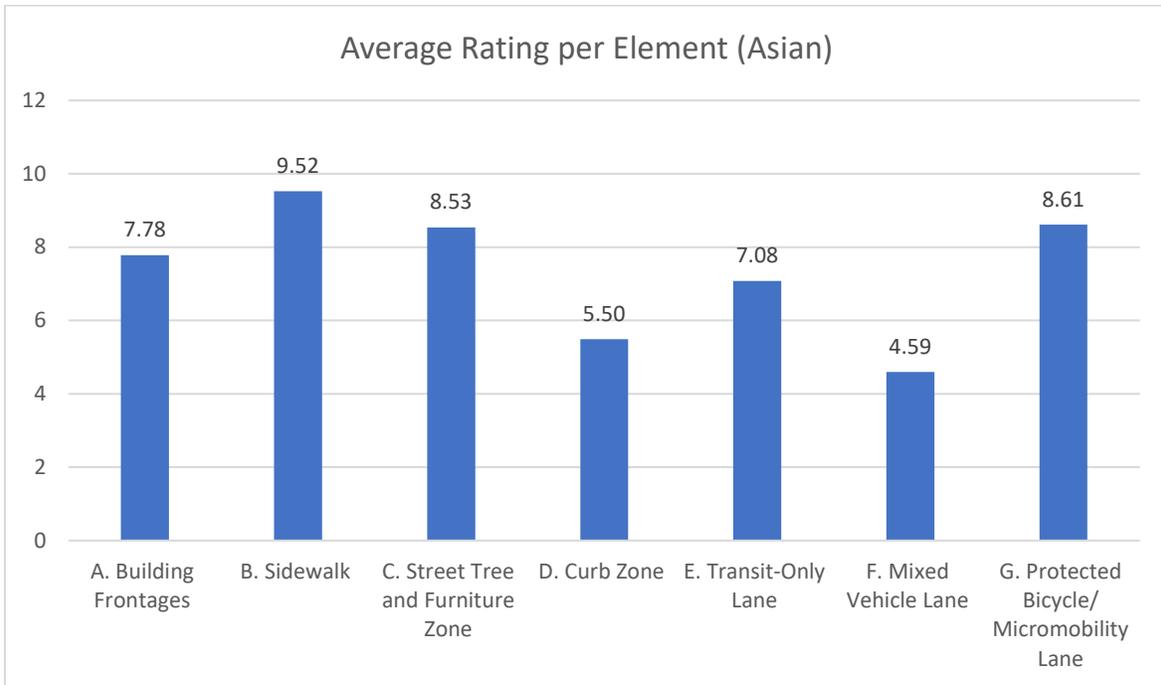


Figure 15: Top and bottom priority street element – Ethnicity/Cultural Identity: Asian

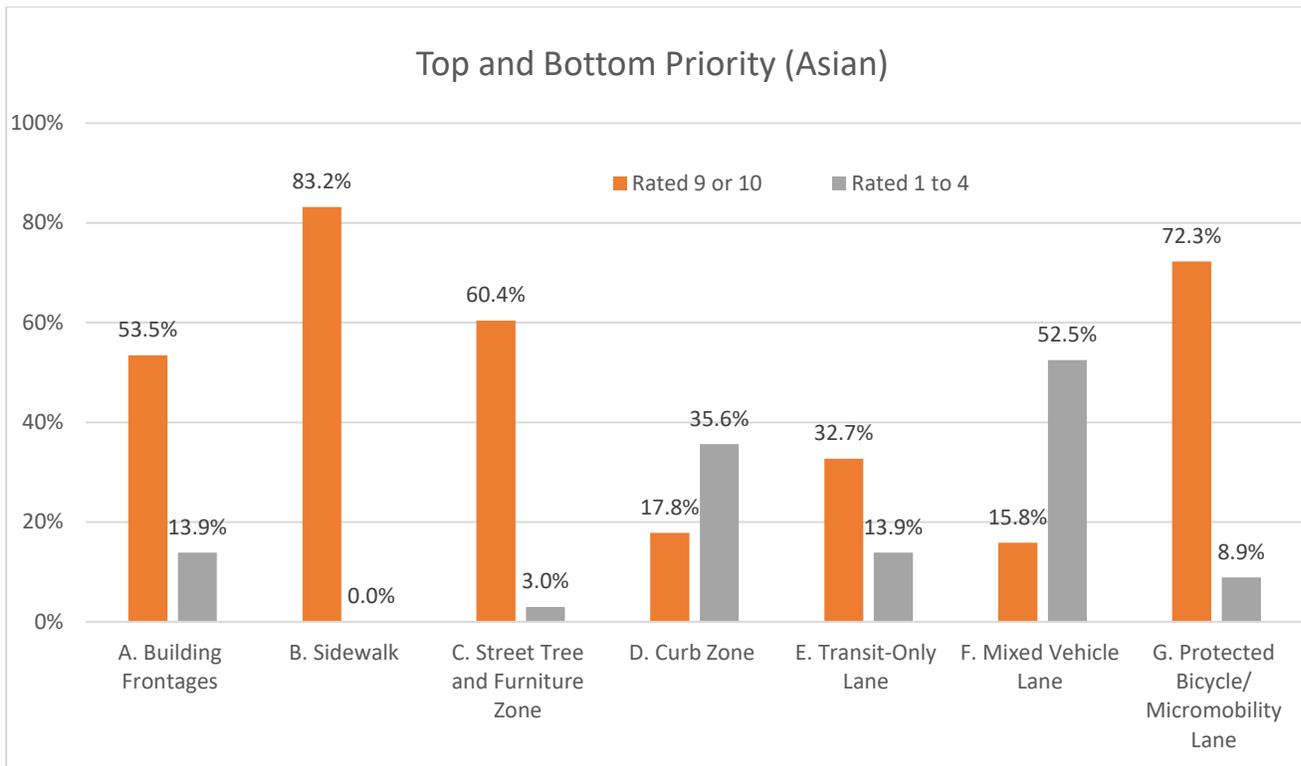


Figure 16: Average rating per street element - Ethnicity/Cultural Identity: Black and/or African American

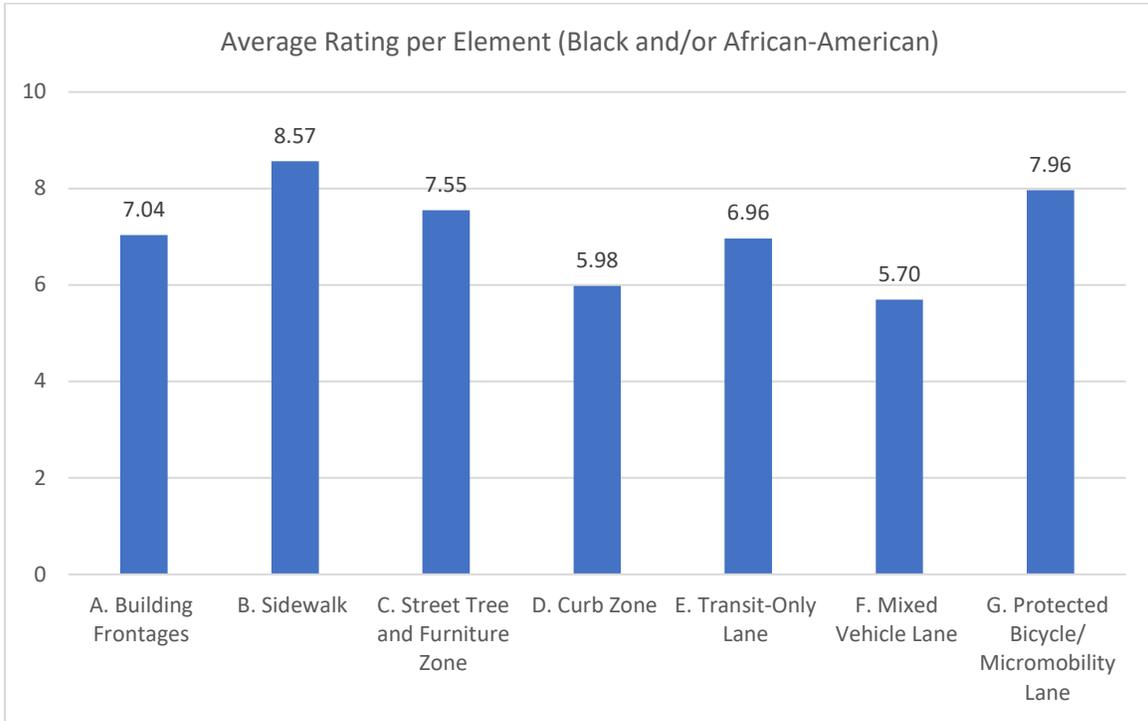


Figure 17: Top and bottom priority street element - Ethnicity/Cultural Identity: Black and/or African American

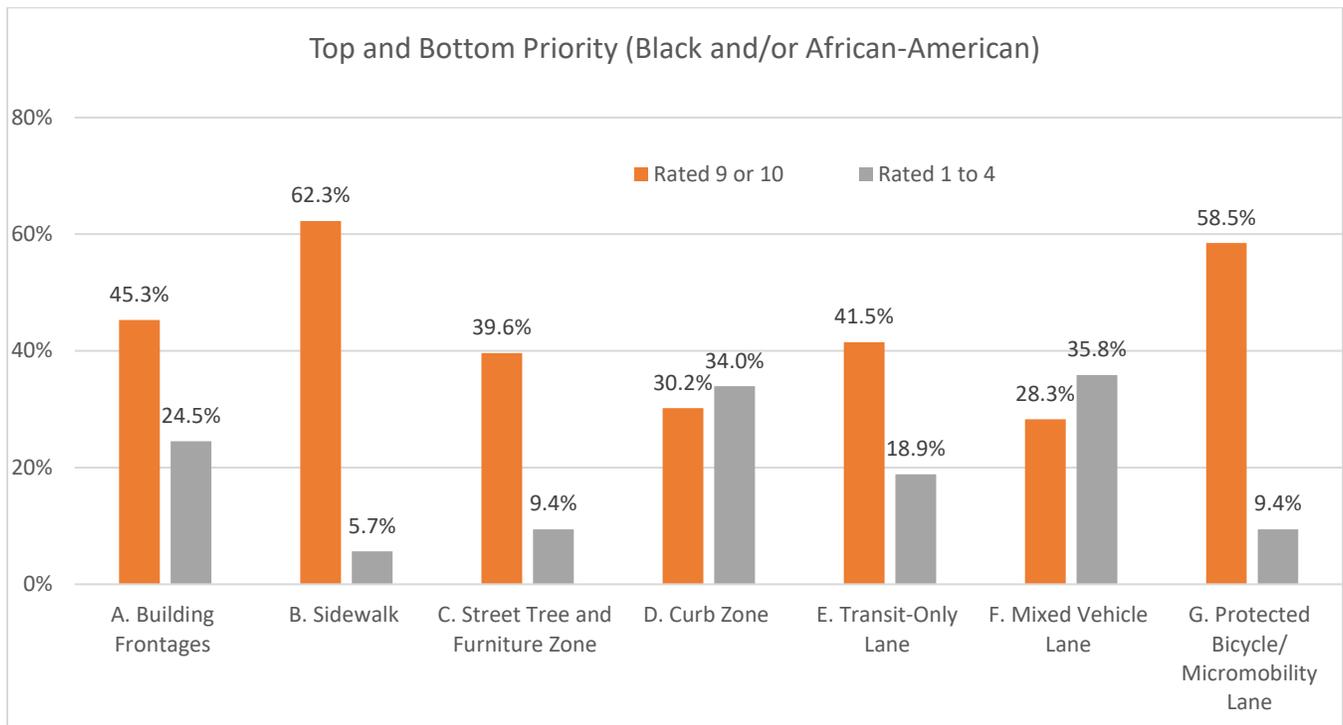


Figure 18: Average rating per street element - Ethnicity/Cultural Identity: Hispanic and/or Latino/Latina/Latinx

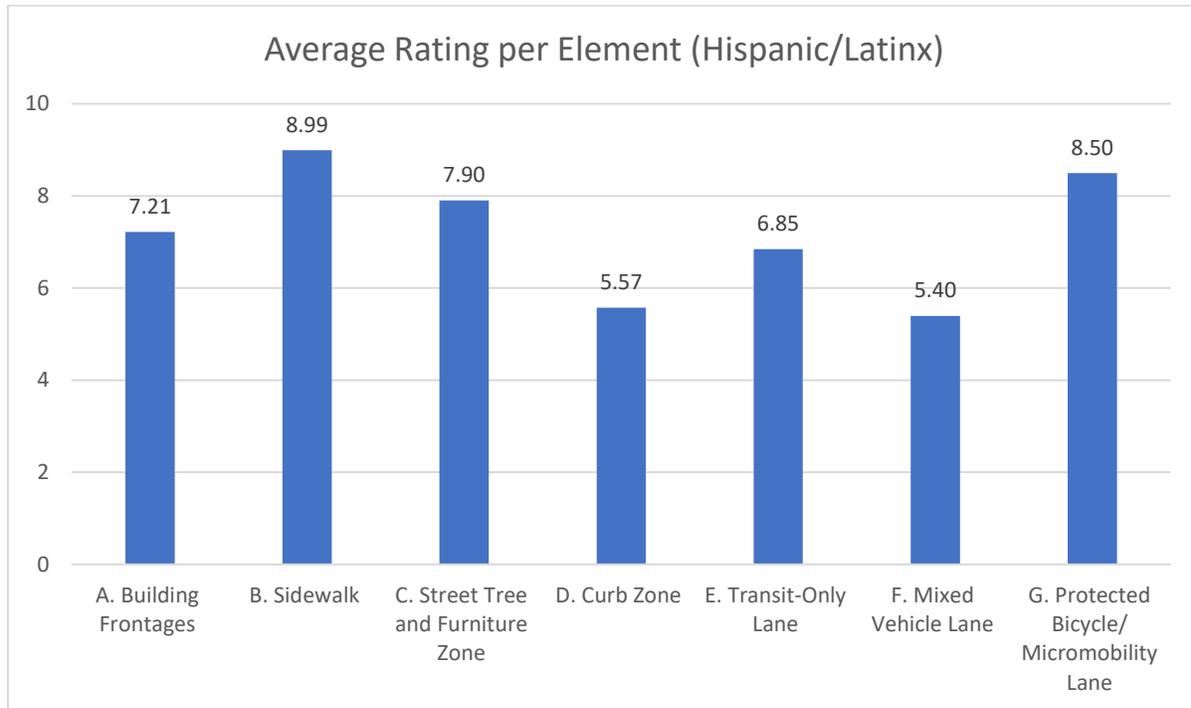


Figure 19: Top and bottom priority street element - Ethnicity/Cultural Identity: Hispanic and/or Latino/Latina/Latinx

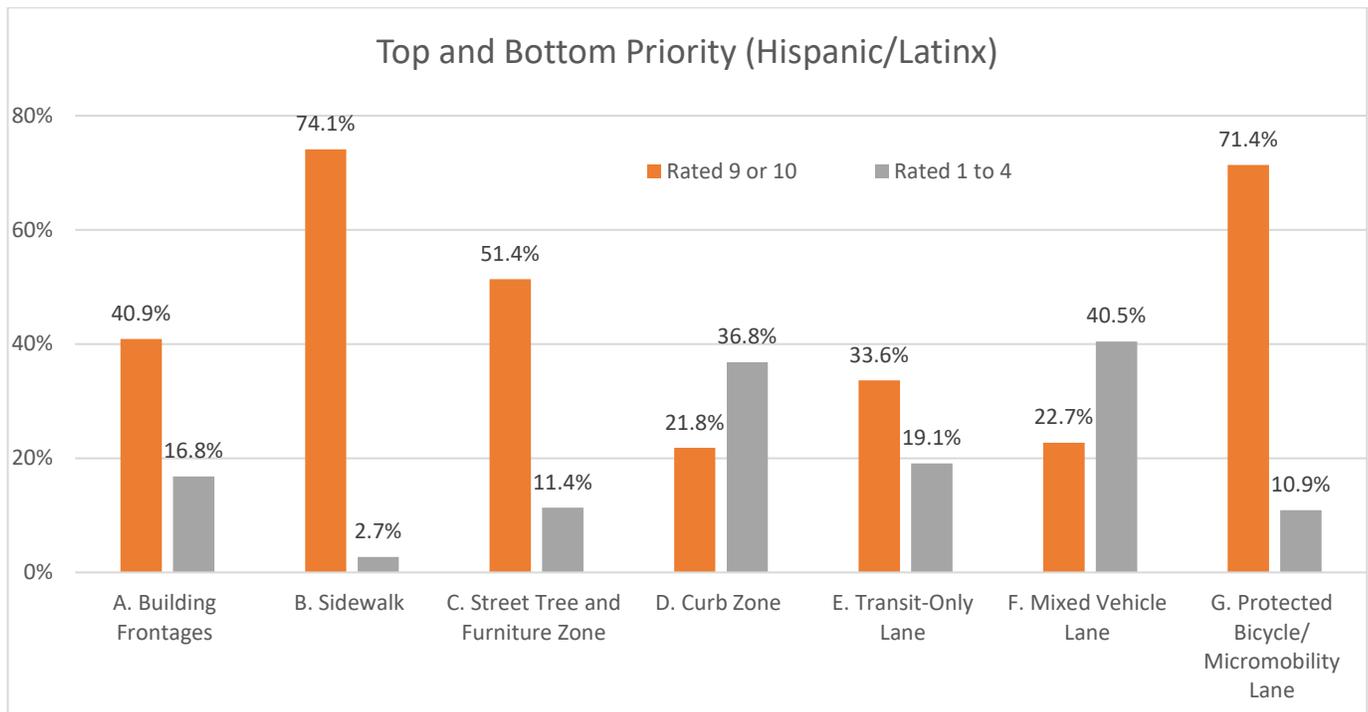


Figure 20: Average rating per street element - Ethnicity/Cultural Identity: Native/Indigenous

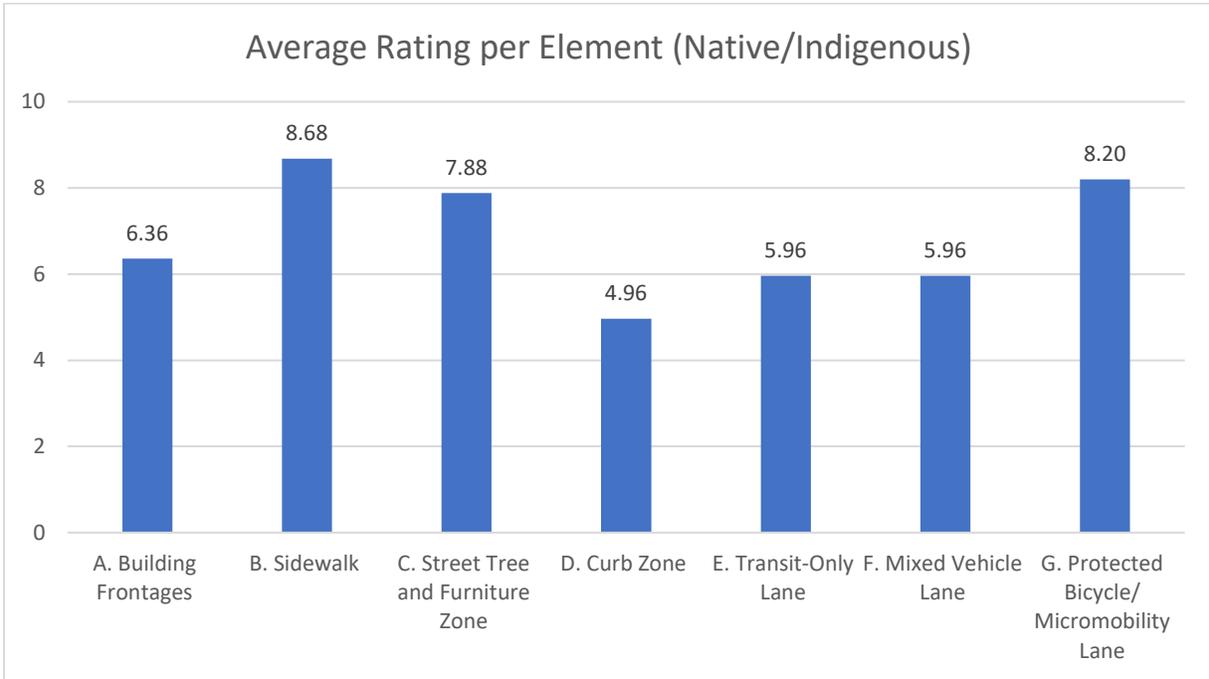


Figure 21: Top and bottom priority street element - Ethnicity/Cultural Identity: Native/Indigenous

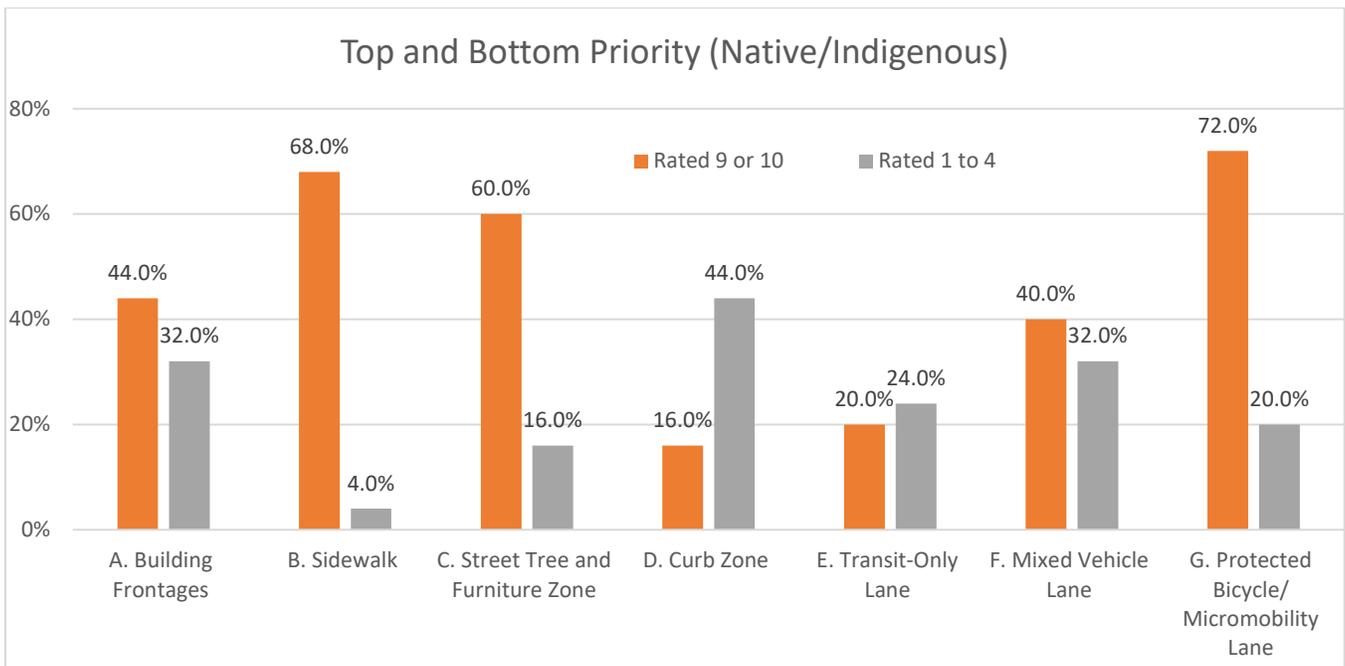


Figure 22: Average rating per street element – Ethnicity/Cultural Identity: White

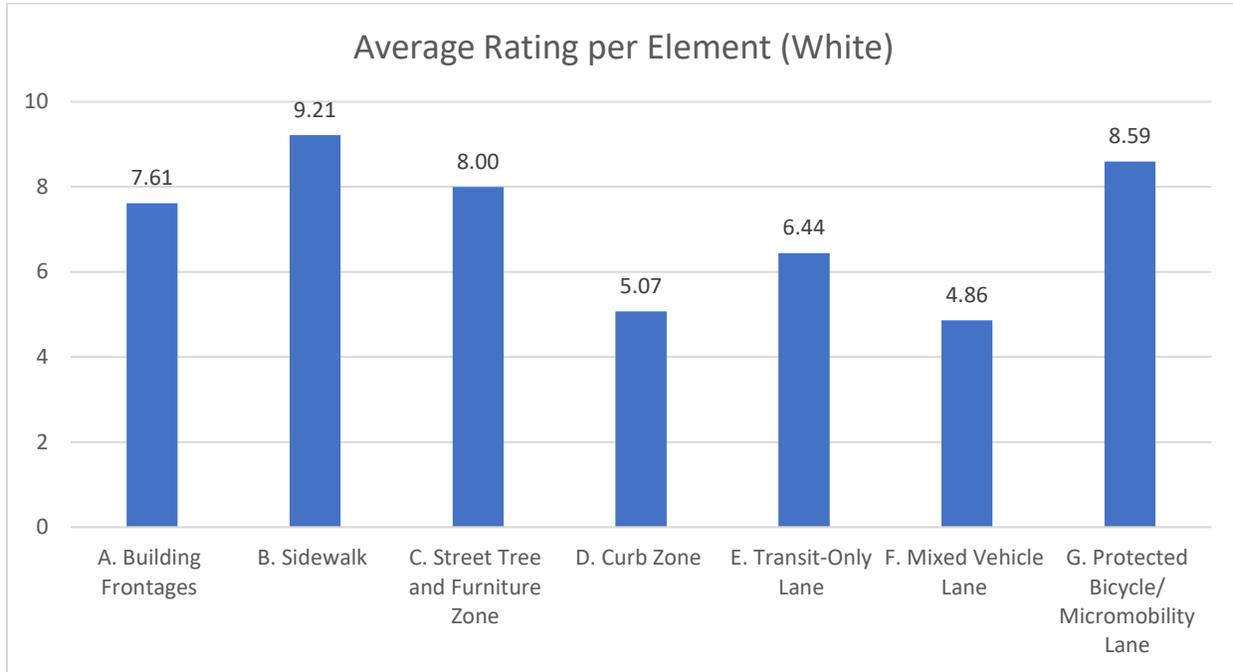


Figure 23: Top and bottom priority street element – Ethnicity/Cultural Identity: White



Figure 24: Average rating per street element – Household Income: Under \$50K

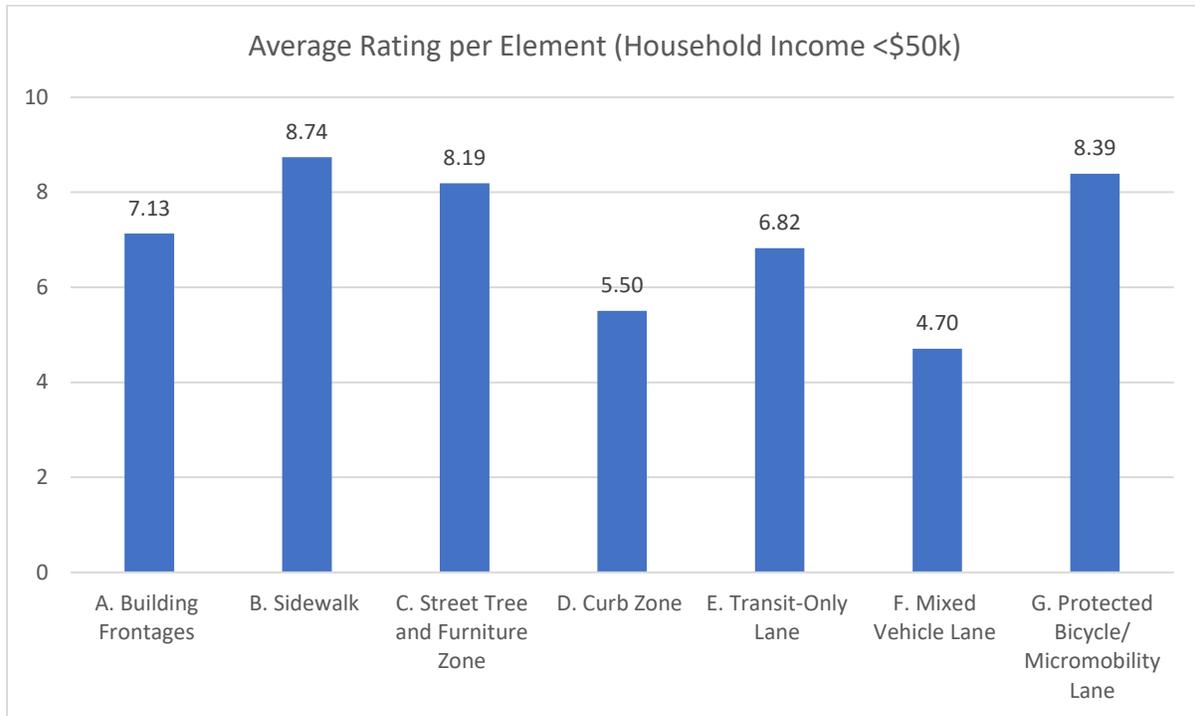


Figure 25: Top and bottom priority street element – Household Income: Under \$50K

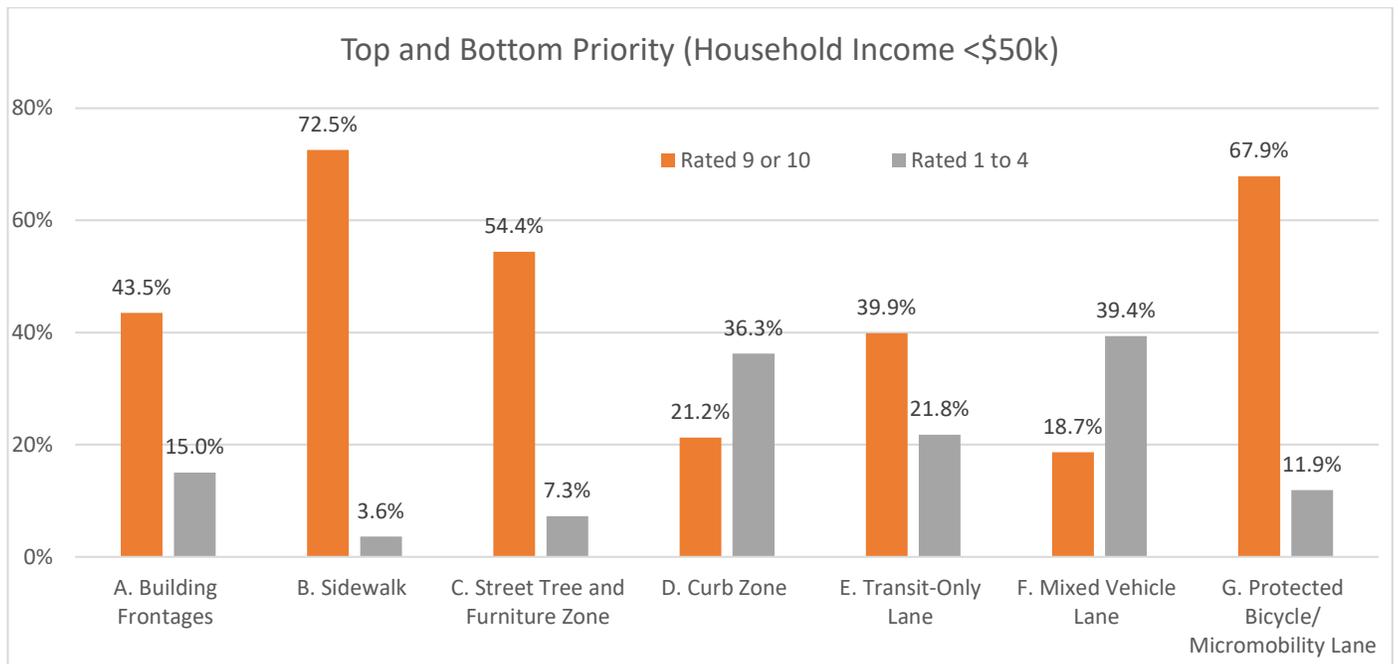


Figure 26: Average rating per street element – Household Income: Over \$100K

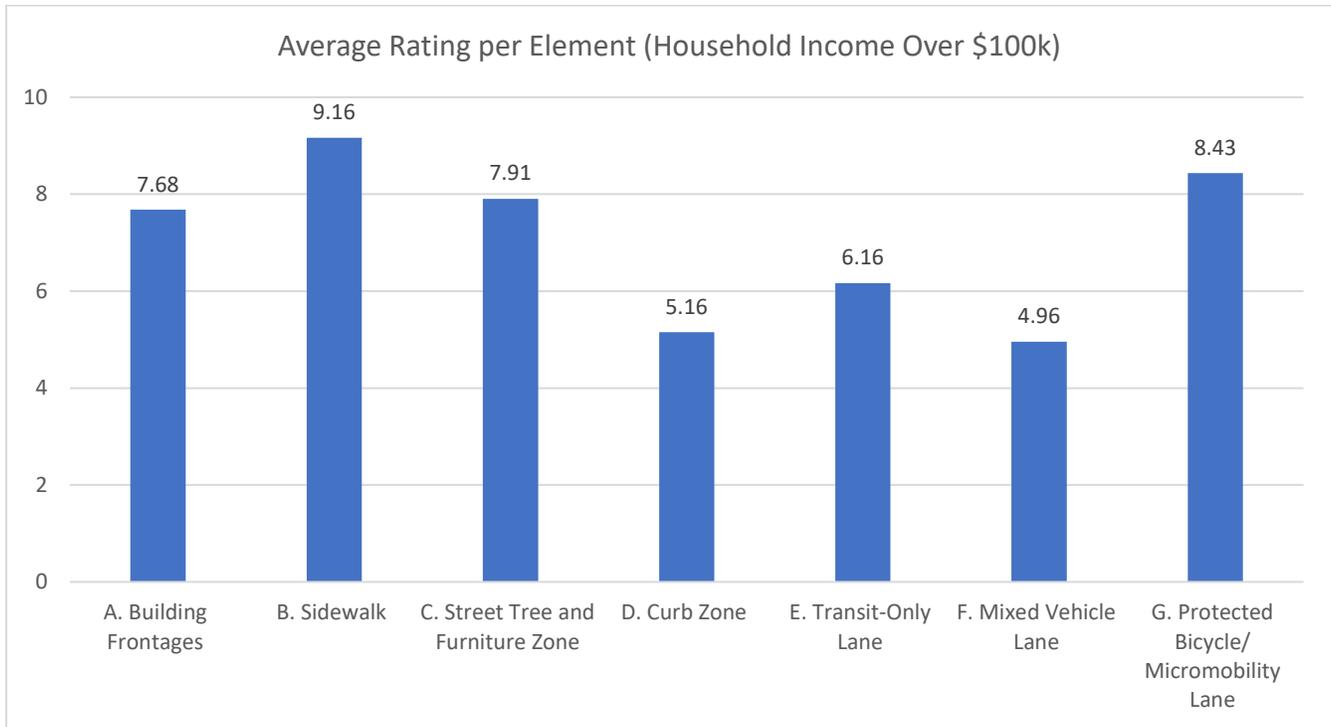


Figure 27: Top and bottom priority street element – Household Income: Over \$100K

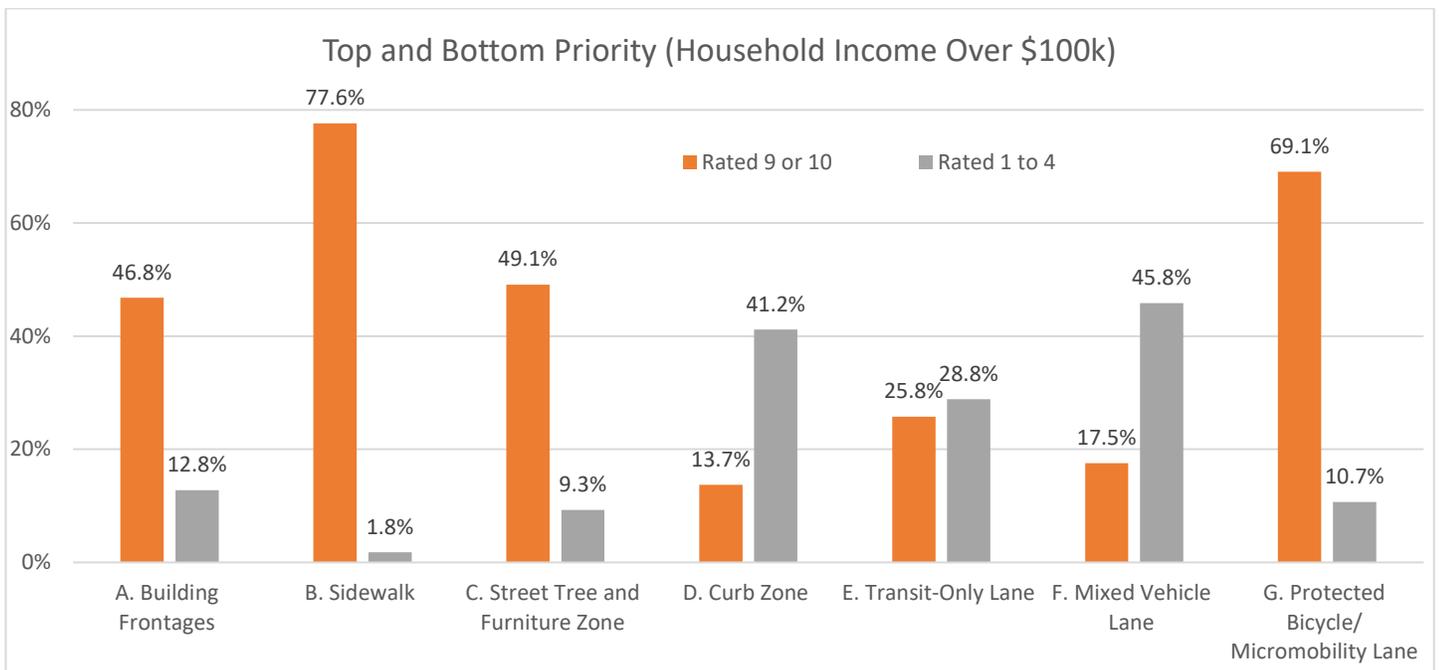


Figure 28: Average rating per street element – Identifies as someone with a disability

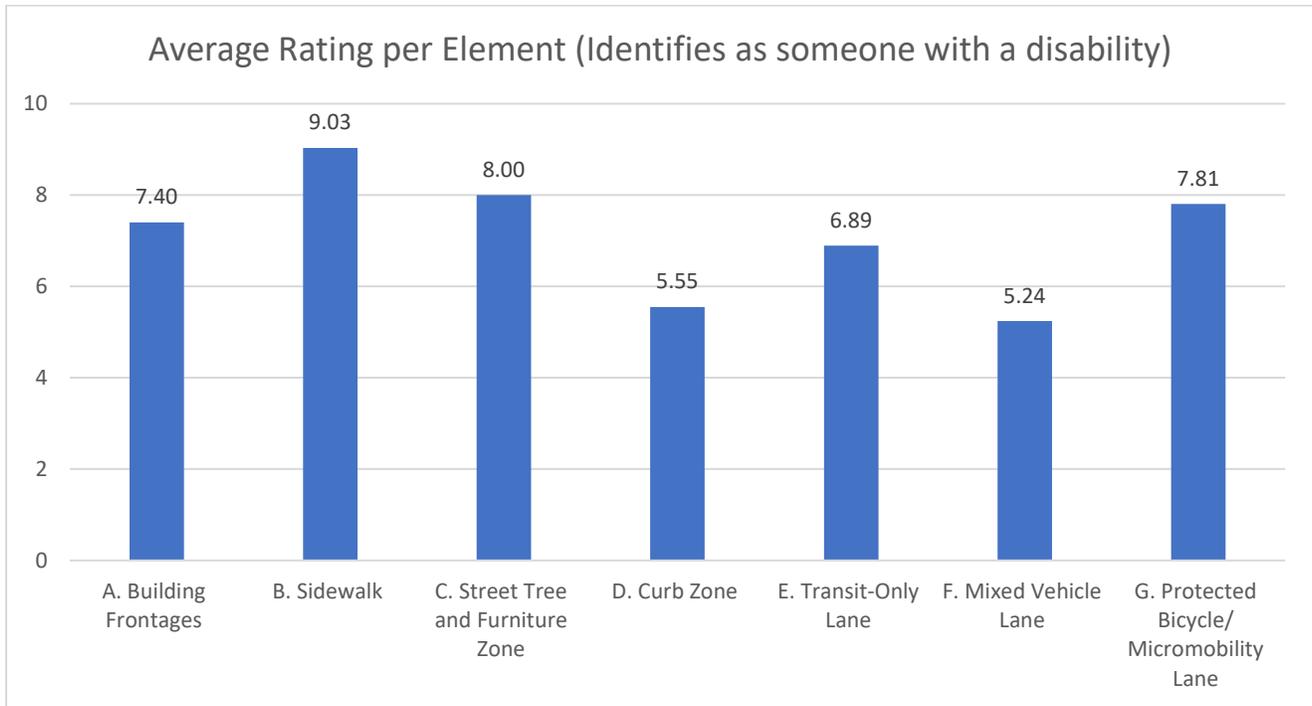


Figure 29: Top and bottom priority street element - Identifies as someone with a disability

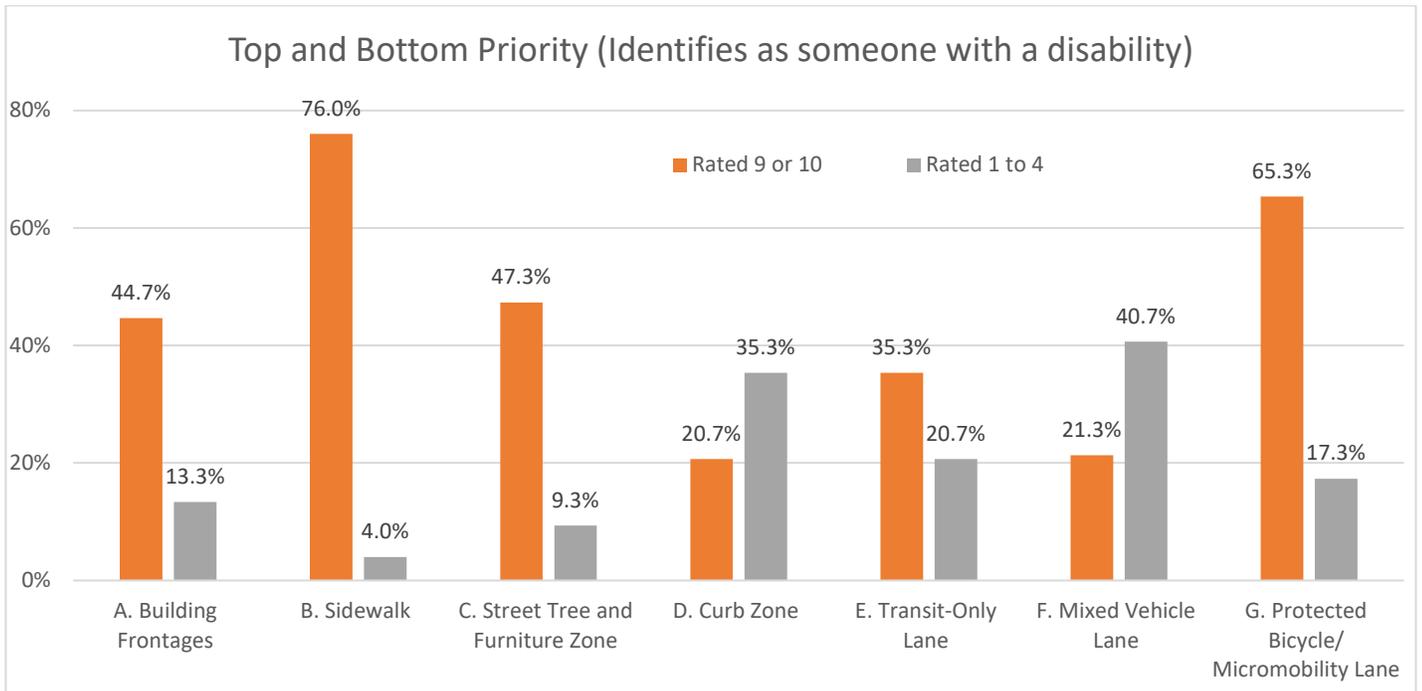


Figure 30: Average rating per street element – Age: 15-24

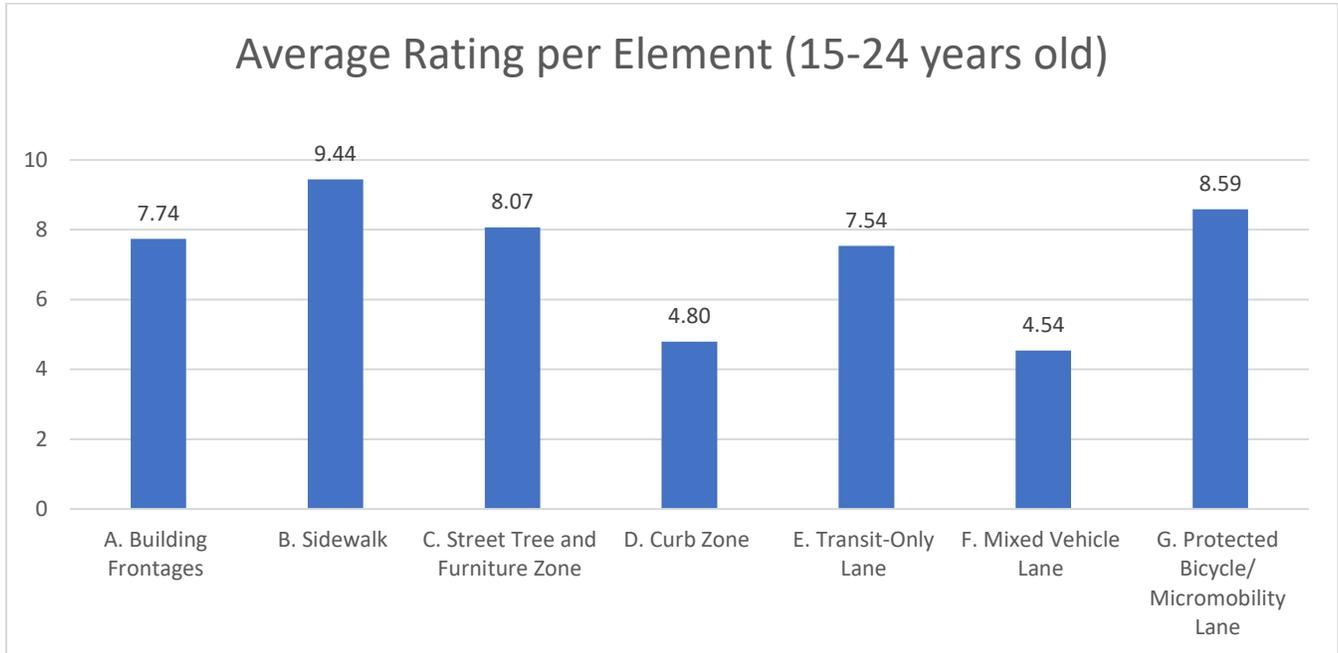


Figure 31: Top and bottom priority street element – Age: 15-24

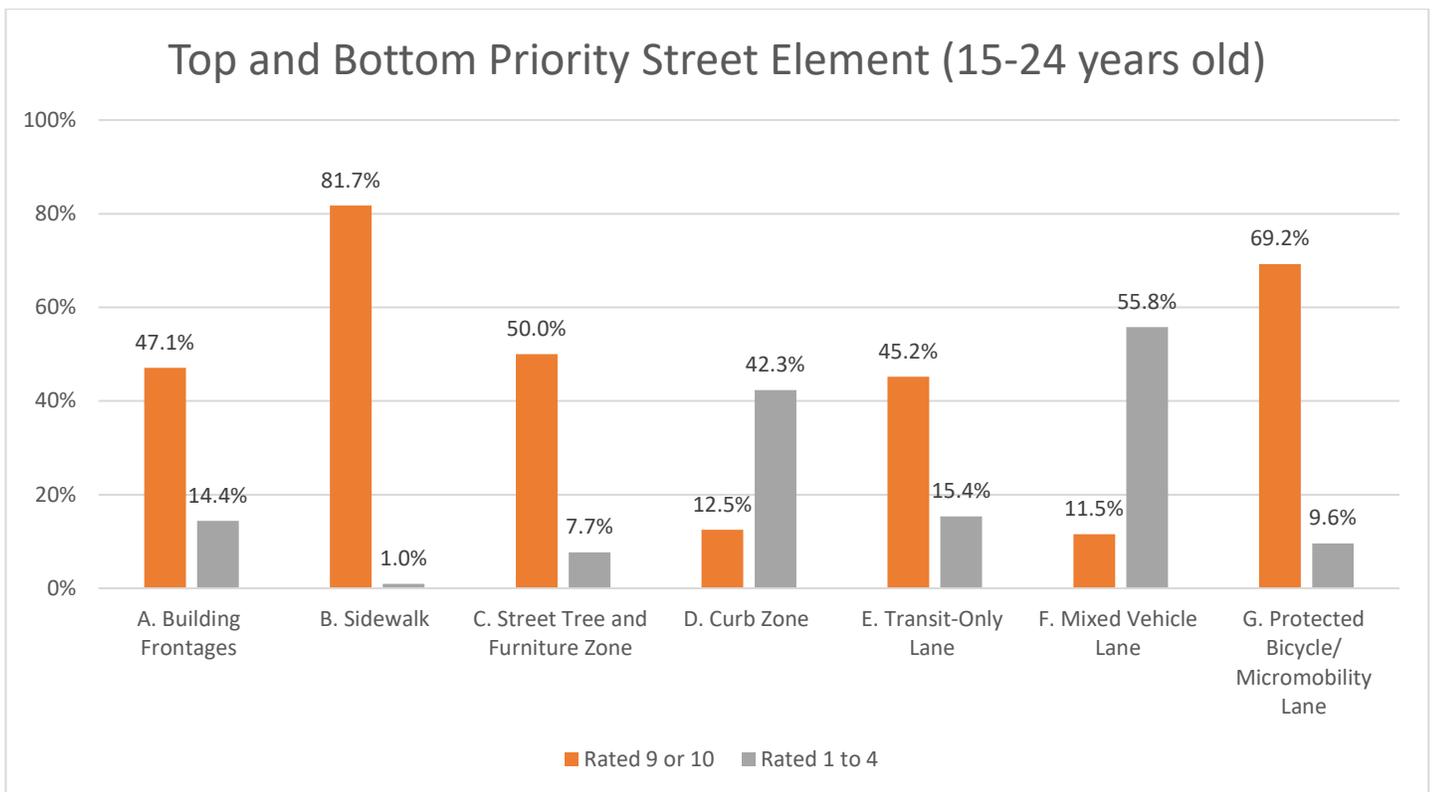


Figure 32: Average rating per street element – Age: 25-34

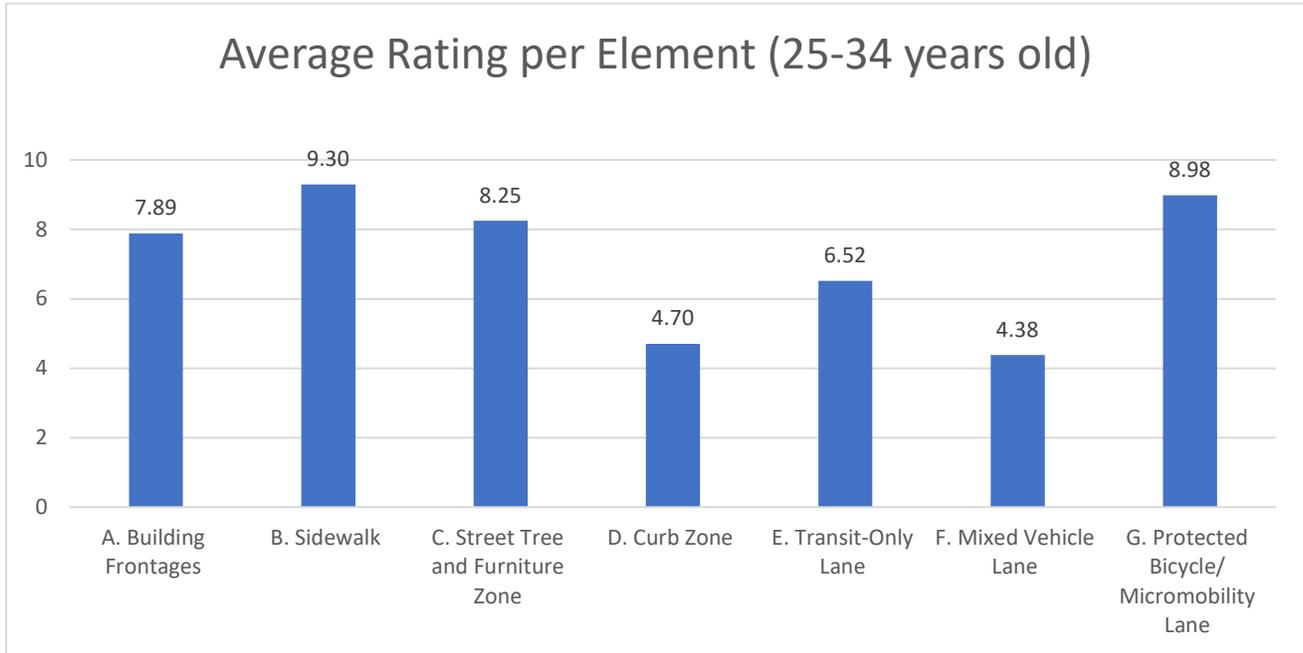


Figure 33: Top and bottom priority street element – Age: 25-34

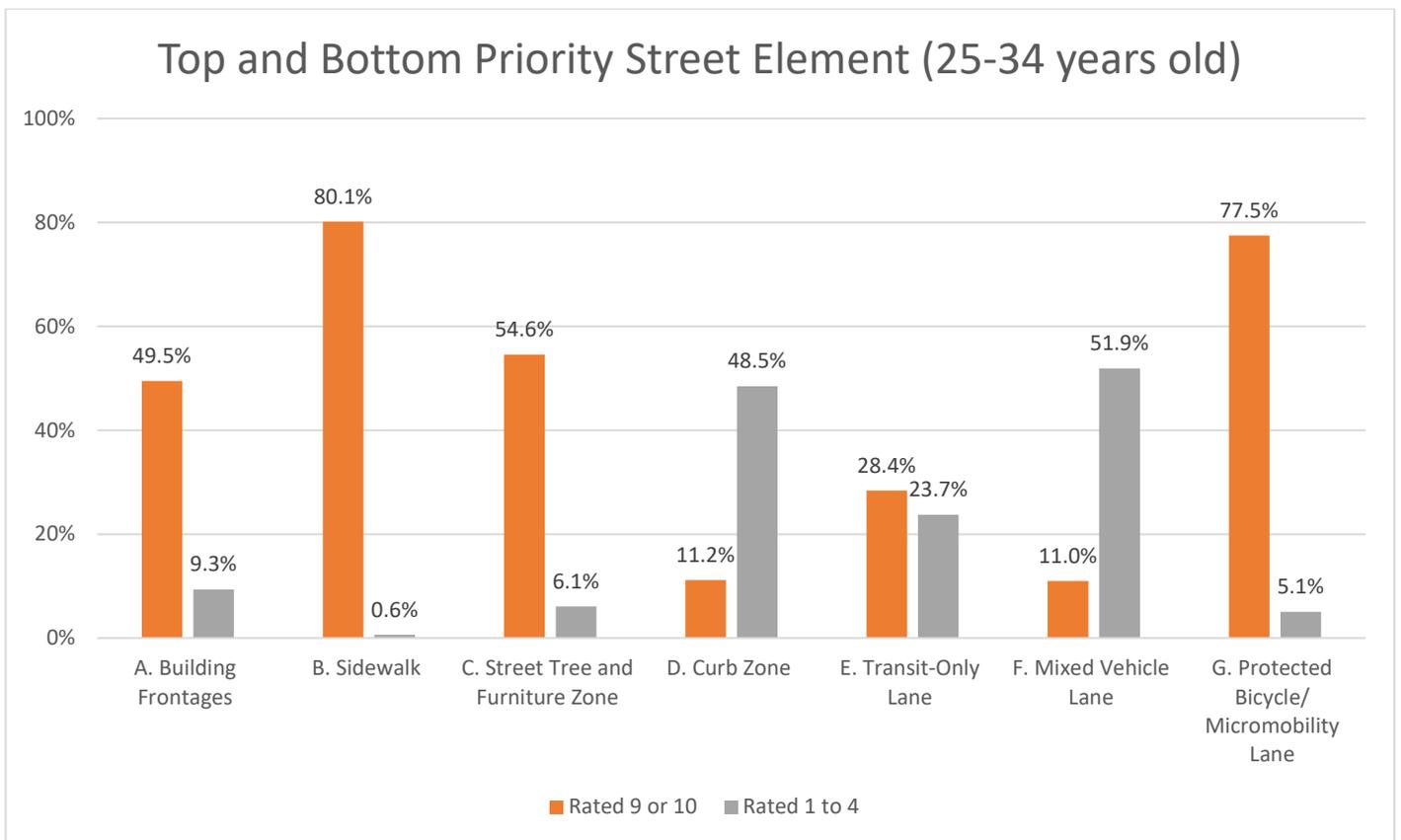


Figure 34: Average rating per street element – Age: 35-44

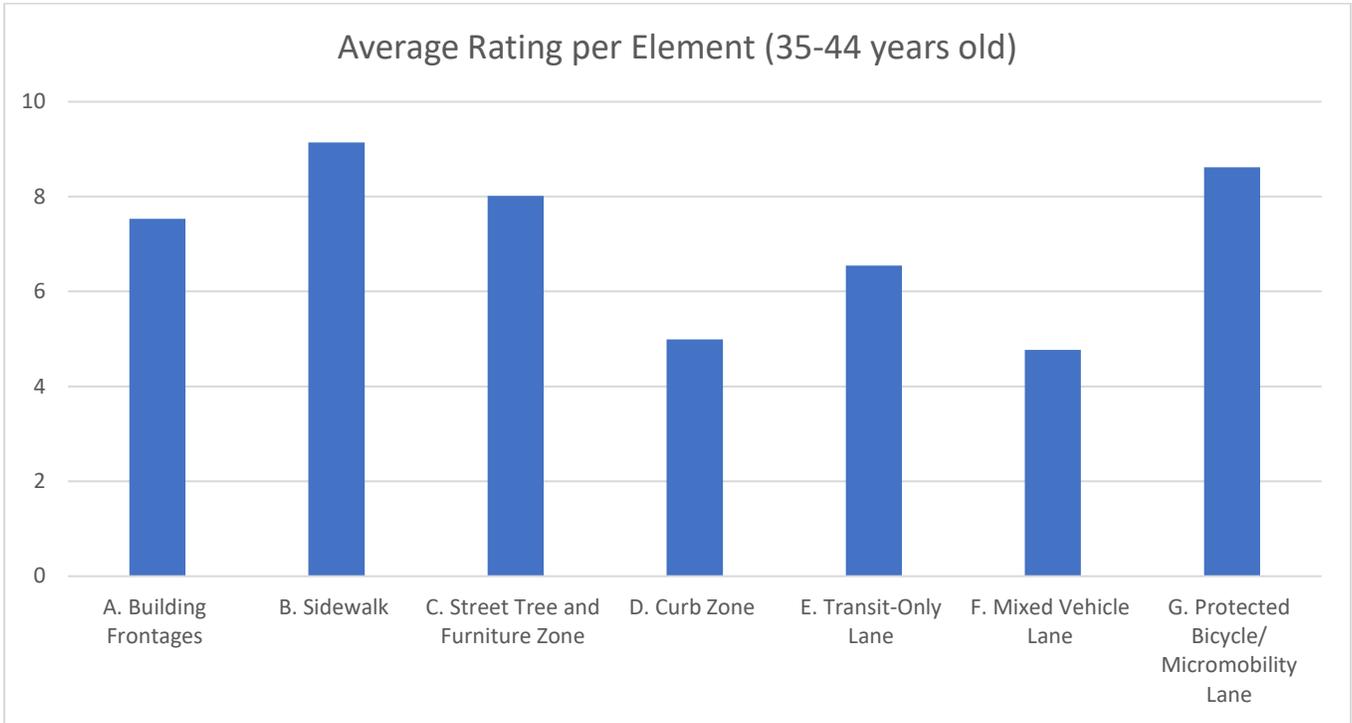


Figure 35: Top and bottom priority street element – Age: 35-44

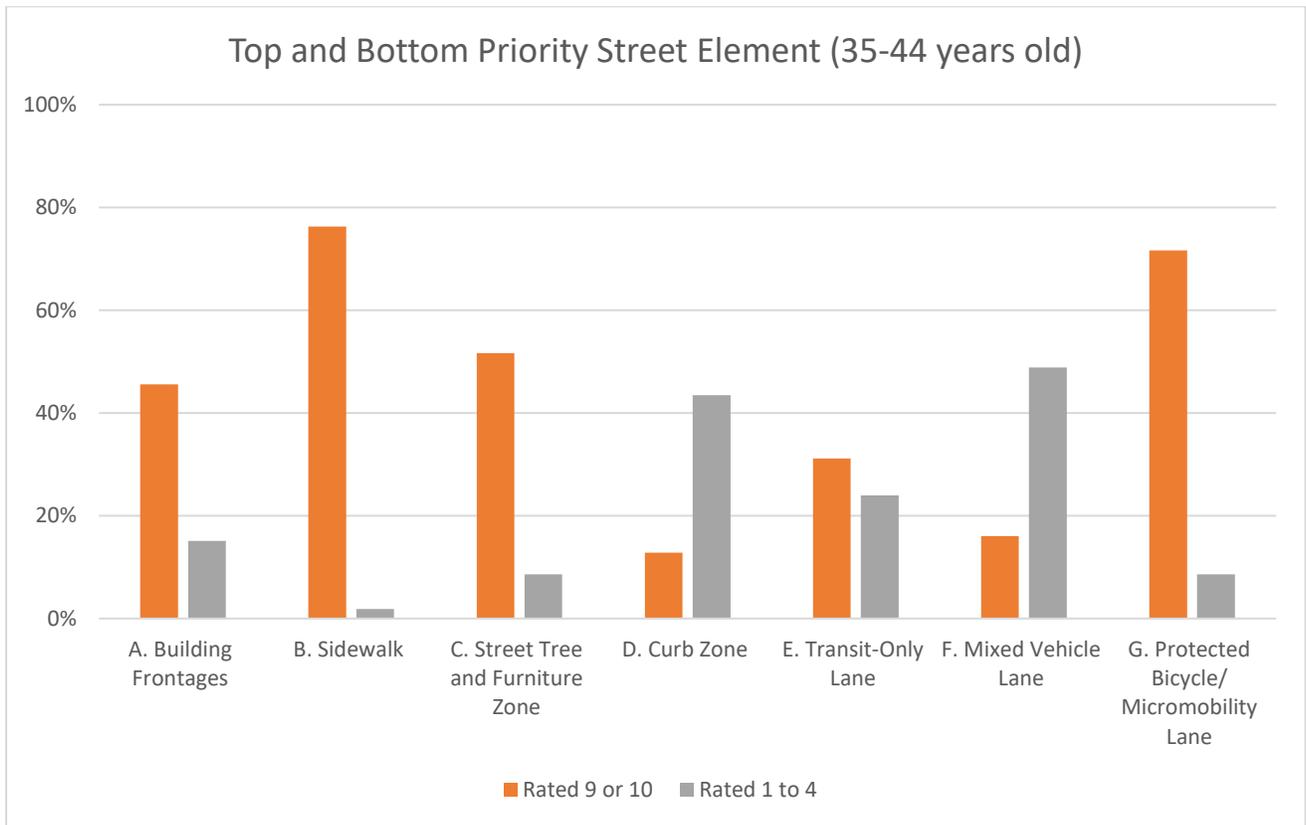


Figure 36: Average rating per street element – Age: 45-54

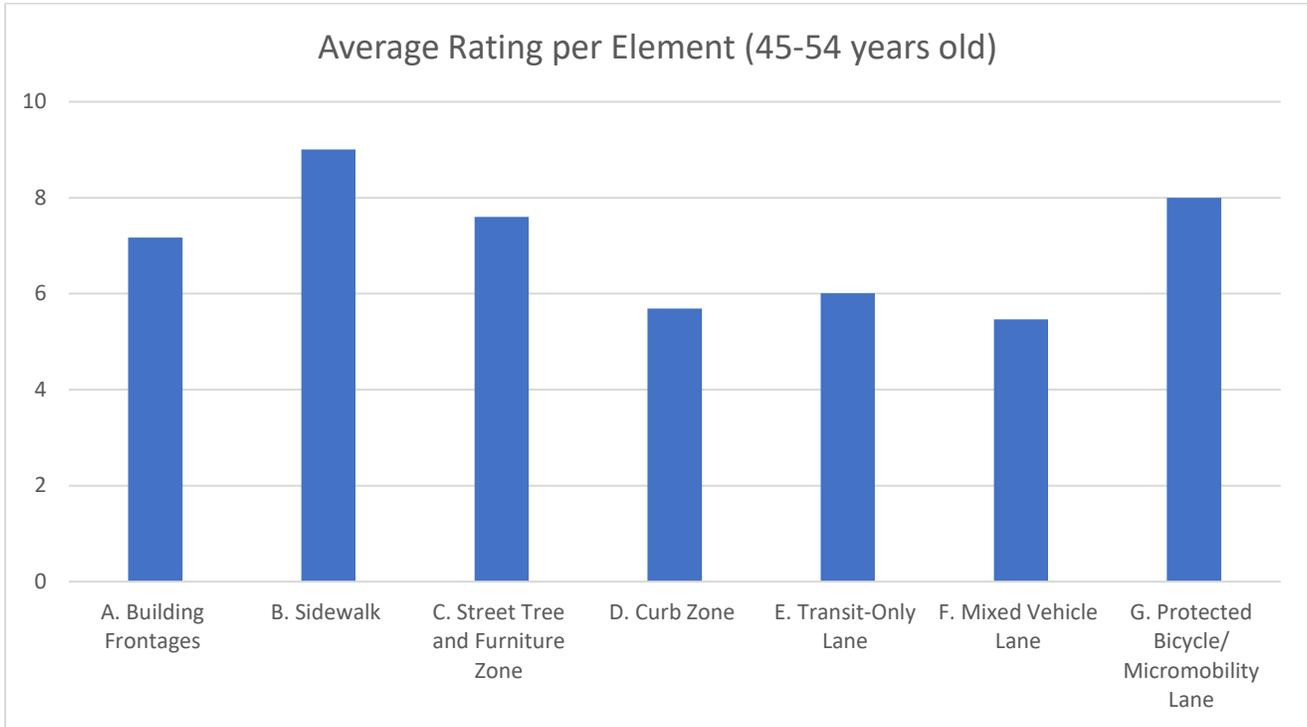


Figure 37: Top and bottom priority street element – Age: 45-54

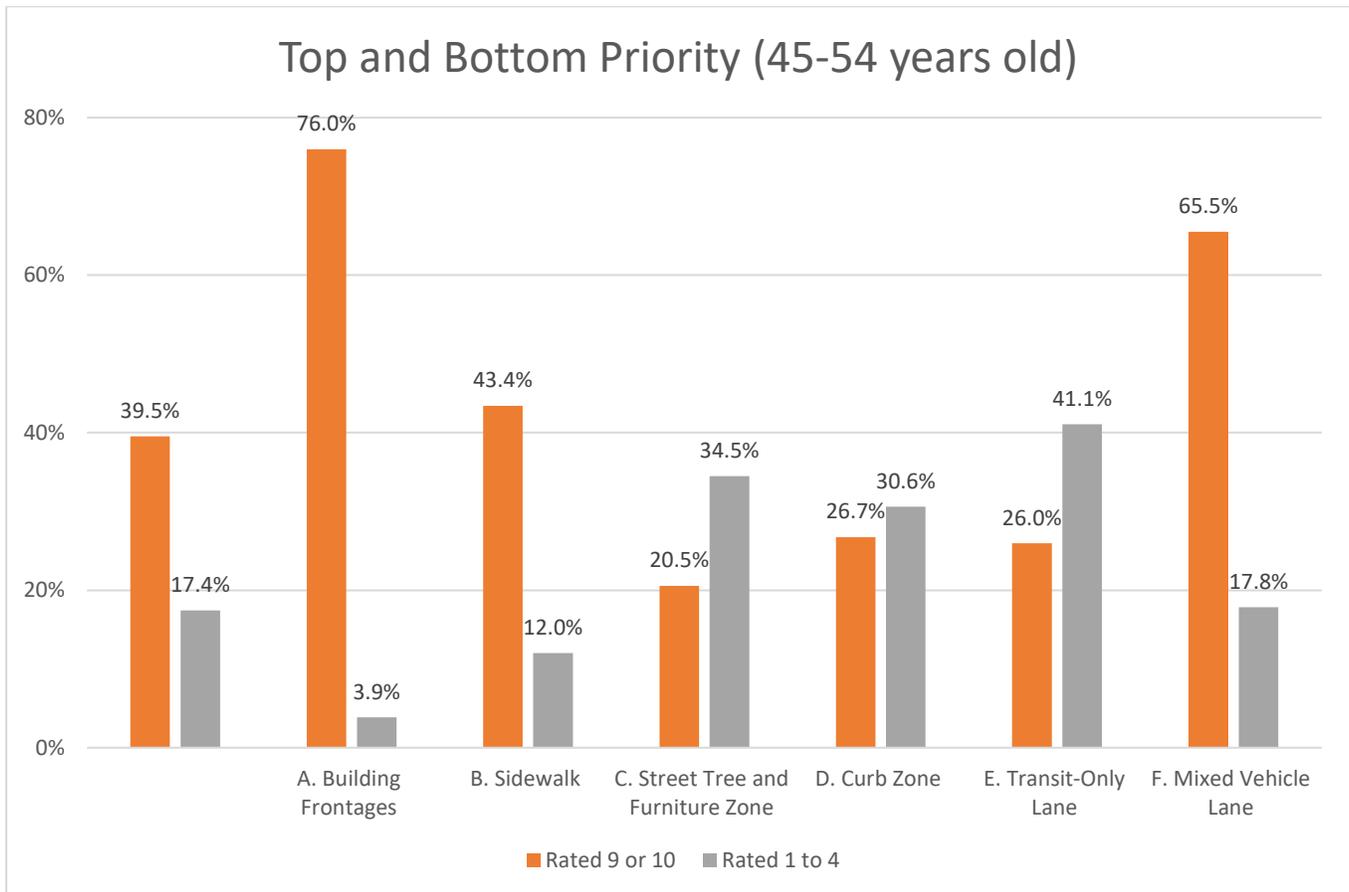


Figure 38: Average rating per street element – Age: 55-64

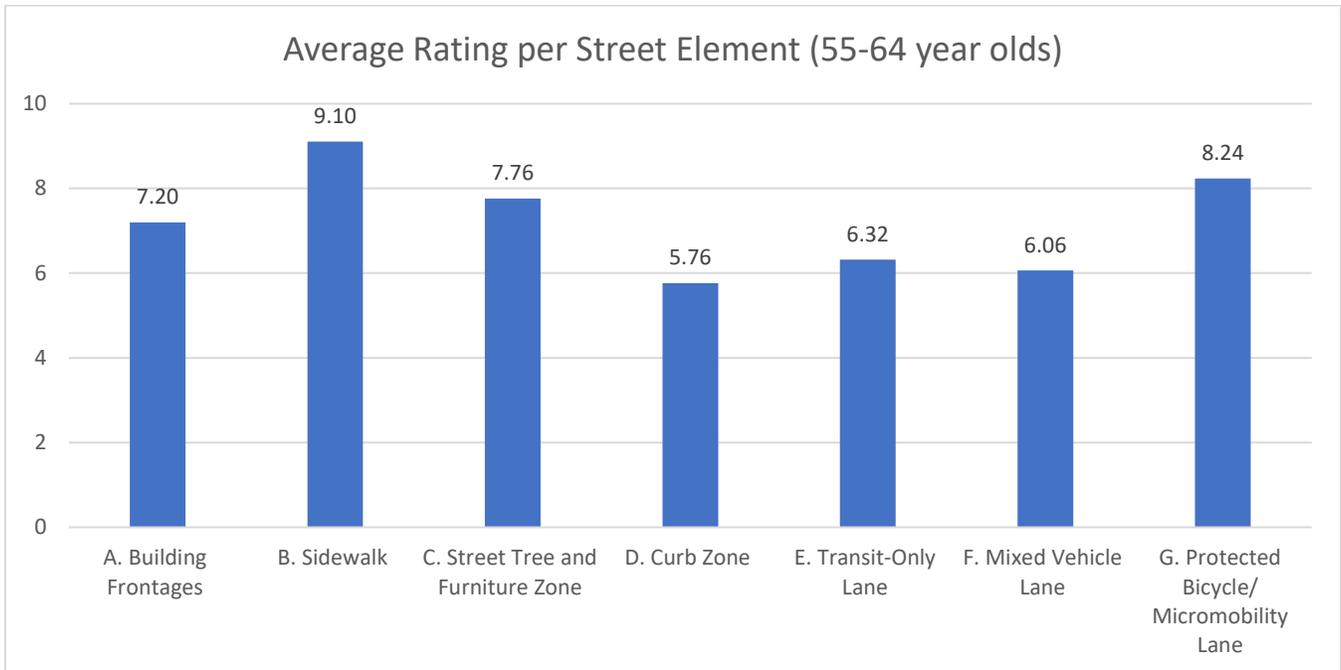


Figure 39: Top and bottom priority street element – Age: 55-64

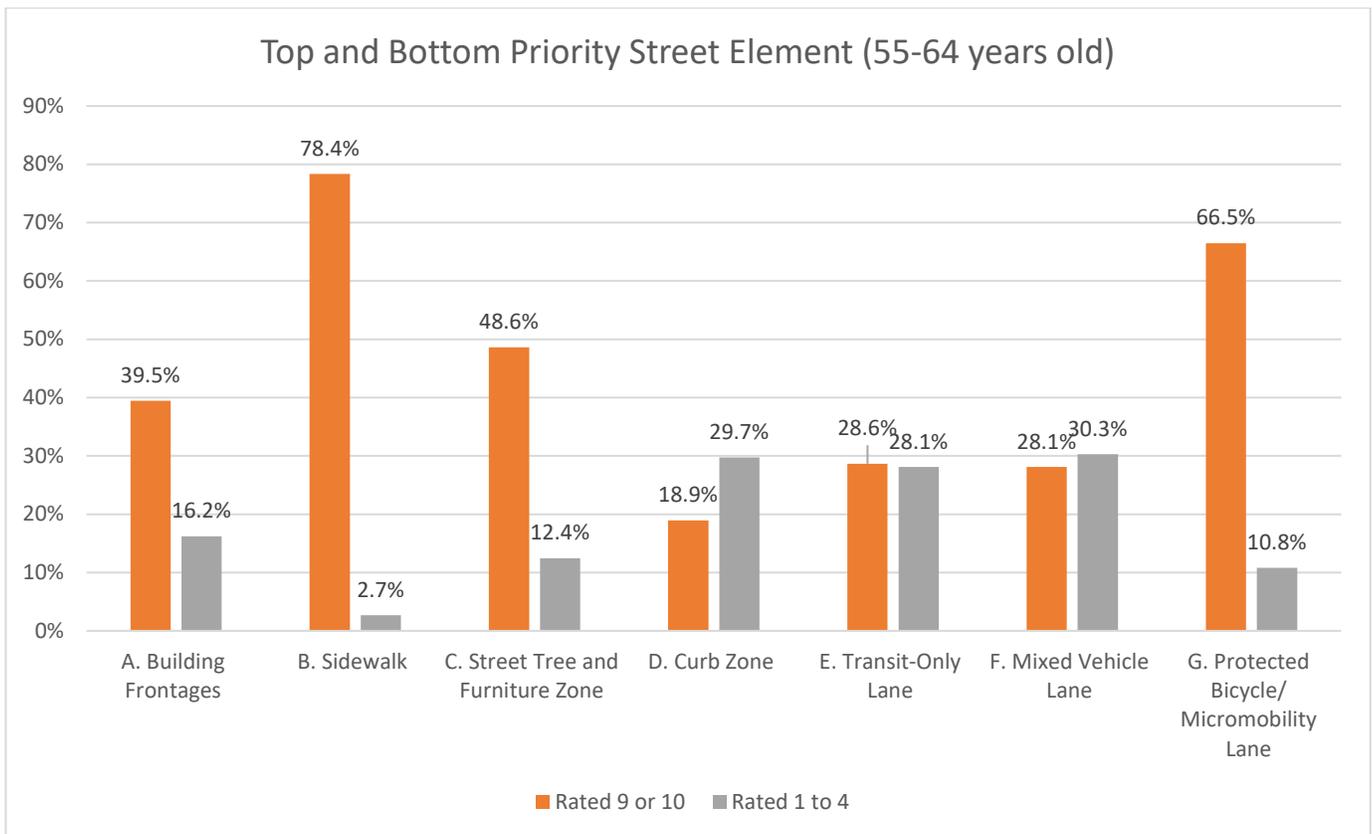


Figure 40: Average rating per street element – Age: 65 and older

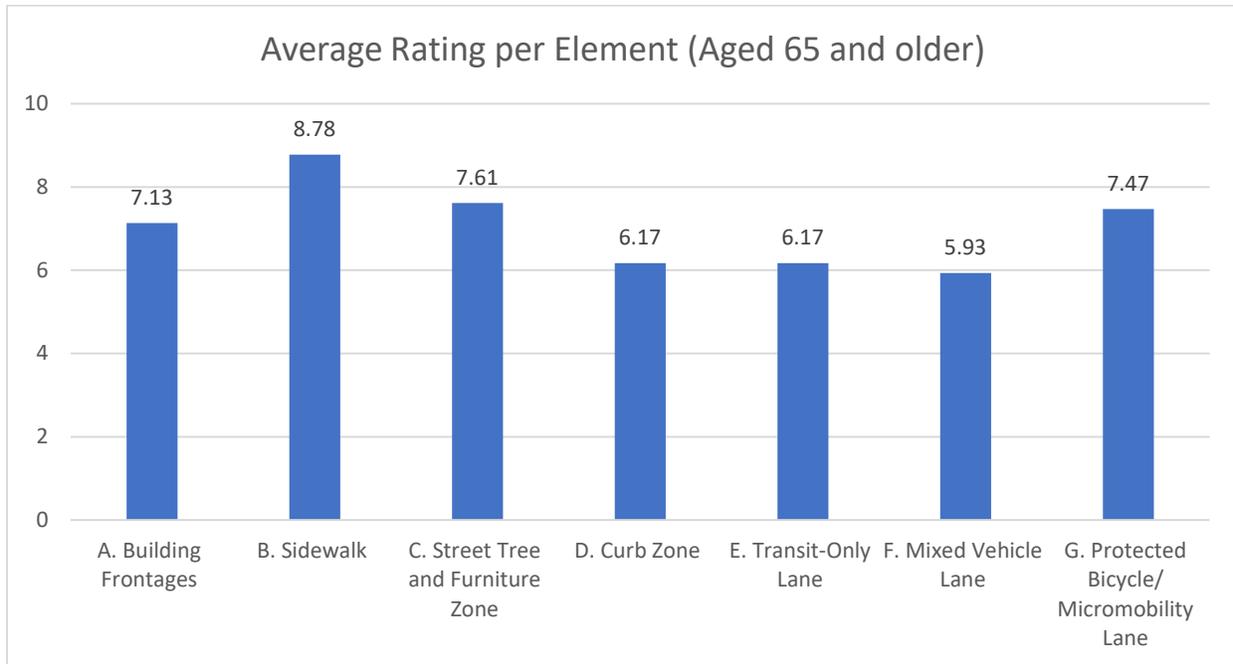
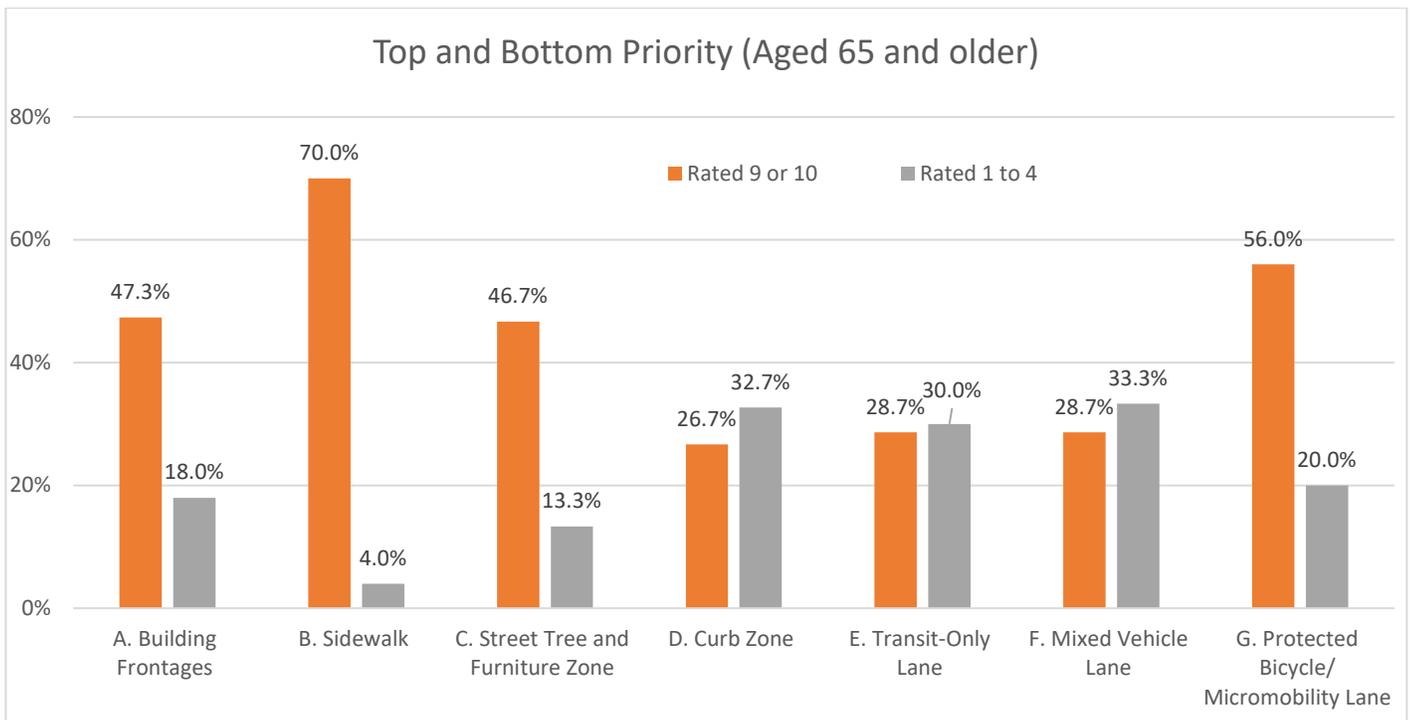


Figure 41: Top and bottom priority street element – Age: 65 and older



Austin Core Transportation (ACT) Plan Phase 2 Public Engagement Summary

November 2022–March 2023

1. Phase 2 Feedback Summary
2. City Council Mobility Committee May 11, 2023 Presentation



Austin Core Transportation Plan

What We've Heard in Phase 2

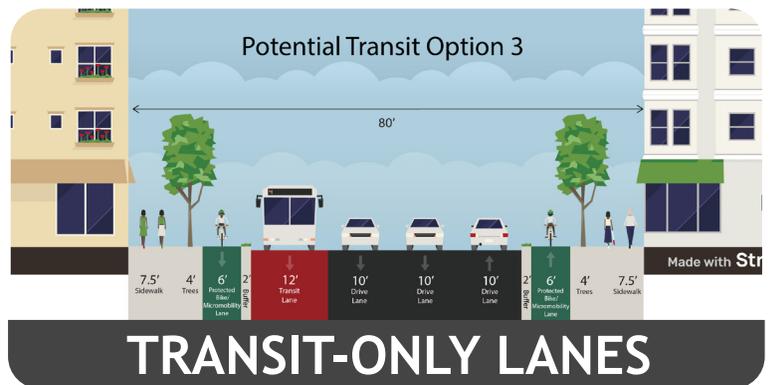
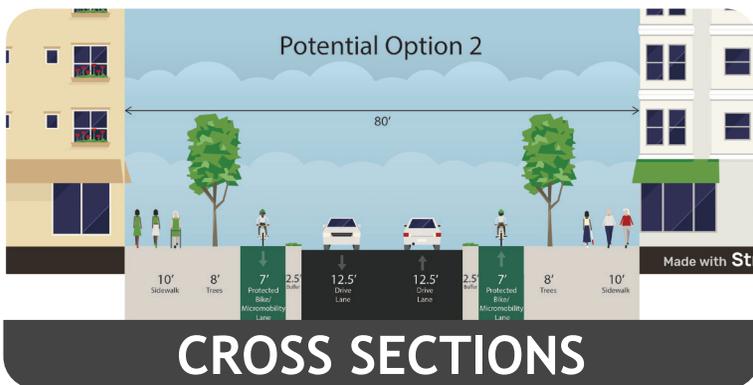
The second phase of ACT Plan engagement presented more refined scenarios to the community, and collected feedback via a survey that was open from January 23 - March 31, 2023

1400 The survey was answered by more than **1,400 respondents**, including English, Spanish, digital and paper responses.

39 The team attended more than **39** in-person community events and meetings.

30 Results were broken down by **30 different demographic groups**, showing the preferences of different genders, races, ages, occupations and income levels of Austinites.

20 The survey was shared in newsletters from **20 different organizations**.



CROSS SECTIONS

TRANSIT-ONLY LANES

Respondents were asked to rate options from 1-10, 10 being most preferable.

- Option 2 shown above (7.62, 53% rated a 9 or 10) with bidirectional bicycle lanes and two travel lanes is preferred

Respondents were asked about support or opposition for transit-only lanes.

- Strong support (86%) for targeted dedicated transit-only lanes through downtown for CapMetro service
- Strongest support for transit-only lanes amongst lowest-income respondents



BICYCLE NETWORK

Respondents were asked to rank 3 different scenarios for the bicycle network.

- 72% of respondents said the biggest expansion was the best option



DIRECTION CONVERSIONS

Respondents were asked about one-way to two-way street conversion scenarios.

- Slight preference for full conversion scenario, but not at the cost of bicycle and transit lanes.

MOST POPULAR UP-VOTED COMMENTS

"We need protected bike lanes on every street, and transit lanes where they make sense. Reduce the car lanes as needed."

"Increasing the amount of public transit options and their efficiency is crucial for the future of our city and...especially lower income residents. Individual car usage must be de-prioritized."

"I do not like three lanes for vehicles. A dedicated transit lane should remove a vehicle lane."

*"Please prioritize pedestrian, transit, and bicycle infrastructure downtown. Downtown is a destination and a place where people live, work and play. It is not a place to prioritize moving *through* via private automobiles."*

"Shared bus/bike lanes continually put cyclists at risk of cars that disregard the lane. Modalities of walking, transit, and biking should be separated for the efficiency and comfort of all users."



Plan central de transporte de Austin

Lo que hemos escuchado en la Fase 2

La segunda fase de la participación en el Plan ACT presentó escenarios más detallados a la comunidad y recogió opiniones a través de una encuesta que estuvo disponible desde el 23 de enero hasta el 31 de marzo de 2023.

1400

La encuesta fue completada por más de 1,400 personas; incluyendo respuestas en inglés, español, digital y papel.

39

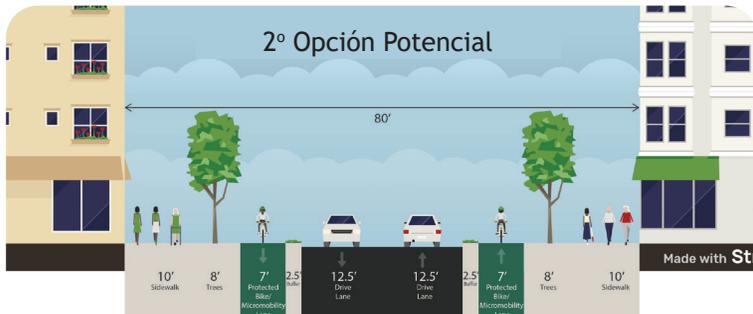
El equipo asistió a más de 39 eventos y reuniones comunitarias presenciales.

30

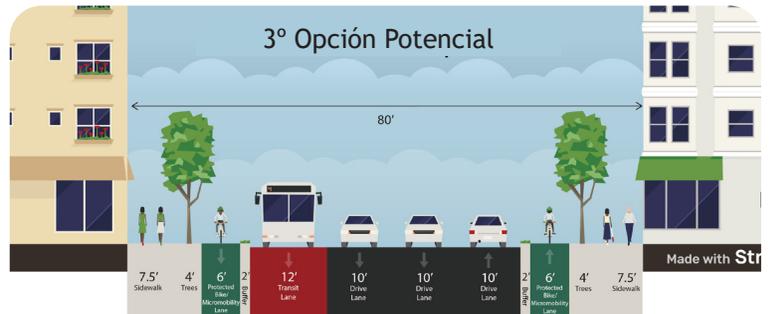
Los resultados fueron desglosados en 30 grupos demográficos diferentes, mostrando las preferencias de los distintos géneros, razas, edades, ocupaciones y niveles de ingresos de los Austinenses

20

La encuesta se difundió en boletines informativos de 20 organizaciones diferentes



SECCIONES TRANSVERSALES



CARRILES EXCLUSIVOS PARA TRANSPORTE PÚBLICO

Se solicitó a los encuestados que valoraran las opciones del 1 al 10, siendo 10 la más preferible.

- La opción 2 mostrada anteriormente (7,62, 53% valorada con un 9 o 10) con carriles bidireccionales para bicicletas y dos carriles de circulación es la preferida

Se preguntó a los encuestados si apoyaban o se oponían a los carriles exclusivos para el transporte público.

- Gran respaldo (86%) a los carriles exclusivos para el transporte público a través del centro de la ciudad para el servicio de CapMetro.
- Mayor apoyo a los carriles exclusivos para el transporte público entre los encuestados con menos ingresos.



RED CICLISTA

Se pidió a los encuestados que valoraran 3 escenarios diferentes para la red ciclista.

- El 72% de los encuestados opina que la mayor ampliación es la mejor opción.



CONVERSIONES DE SENTIDO

Se preguntó a los encuestados por los escenarios de conversión de calles de sentido único a doble sentido.

- Ligera preferencia por el escenario de conversión total, pero no a expensas de los carriles ciclistas y de transporte público.

LOS COMENTARIOS POPULARES MÁS VOTADOS

“Necesitamos carriles protegidos para bicicletas en todas las calles, y carriles de transporte donde tengan sentido. Reducir los carriles para vehículos según sea necesario.”

“Aumentar la cantidad de opciones de transporte público y su eficiencia es crucial para el futuro de nuestra ciudad y., especialmente para los residentes de ingresos más bajos. El uso individual del vehículo debe dejar de ser prioritario.”

*“Por favor, den prioridad a las infraestructuras para peatones, transporte público y bicicletas en el centro de la ciudad. El centro es un lugar donde la gente vive, trabaja y se divierte. No es un lugar para priorizar la movilidad *a través* de vehículos privados.”*

*“Por favor, den prioridad a las infraestructuras para peatones, transporte público y bicicletas en el centro de la ciudad. El centro es un lugar donde la gente vive, trabaja y se divierte. No es un lugar para priorizar la movilidad *a través* de vehículos privados.”*

“Los carriles de bus/bici compartidos ponen en peligro continuamente a los ciclistas por los vehículos que no respetan el carril. Las modalidades de caminar, transportarse y andar en bicicleta deberían estar separadas para la eficiencia y comodidad de todos los usuarios.”



奥斯汀市核心交通规划

我们在第二阶段中听到了什么内容



ACT 计划参与的第二阶段向社区提供了内容更为丰富详细的方案，并于 2023 年 1 月 23 日至 3 月 31 日期间公示调查回收的反馈

1400 1400 多名受访者回答了这份调查问卷，其中包括英语版本、西班牙语版本、数字版本和纸质版本的调查问卷。

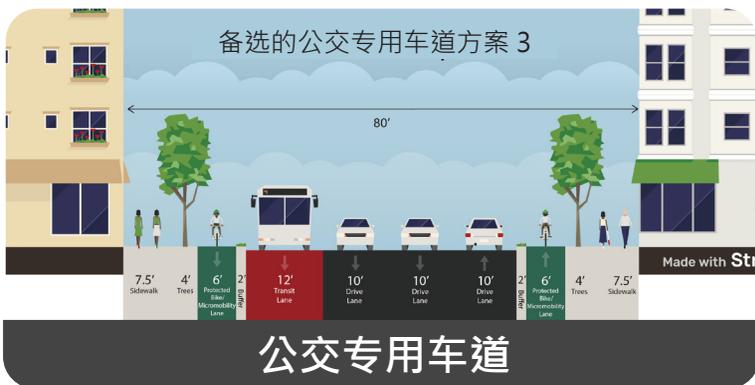
39 该团队参加了 39 多次社区活动和会议。

30 结果按 30 个不同的人口群体细分统计得到，显示了不同性别、种族、年龄、职业和收入水平的奥斯汀市民的偏好。

20 在 20 个不同组织的内部简报中分享了这项调查。



横截面



公交专用车道

受访者需按要求对选项赋分（1-10分，10分为“最喜欢”）。

- 在上述的方案中，有双向自行车道和两条车道的方案 2（7.62，53% 的受访者赋了 9 或 10 分）更受欢迎

受访者被问及是否支持公交专用车道。

- 途径市中心的公交专用车道（由 CapMetro 提供服务）的支持度很高（86%）
- 受访者中，收入最低的群体对公交专用车道的支持度最高



自行车网络

受访者被要求对 3 种不同的自行车网络方案进行赋分。

- 72% 的受访者表示最大程度地扩宽道路是最佳方案



方向转换

受访者被问及单向更改为双向道路的方案。

- 稍微受欢迎的方案是完全转换方向的方案，但不以舍弃自行车道和公交车道为代价。

最受欢迎的点赞评论方法

“我们需要每条街道上都有受保护的自行车道，以及充满意义的公交车道。应根据需要减少汽车通行的车道。”

“增加公共交通选择的数量及其效率对我们城市的未来至关重要……尤其是低收入居民。必须取消个人用车的优先级。”

“我不喜欢三个车道都给了汽车的方案。不应该设置公交专用车道。”

“请优先考虑市中心的行人、公共交通和自行车基础设施。市中心是人流涌向的地方，也是人们生活、工作和娱乐的地方。它不是一个让私家车优先通行的地方。”

“与公交车/自行车共用车道，汽车会无私车道的存在，会使骑自行车的人持续遭受安全风险威胁。为了让所有使用者都能高效地通行，获得舒适感，行人、公交车和自行车应该分开。”



Quy hoạch Giao thông Cốt lõi của Austin

Tổng quan về Giai đoạn 2

Thỏa thuận về giai đoạn thứ hai của Quy hoạch ACT trình bày các kịch bản chi tiết hơn cho cộng đồng và thu thập phản hồi thông qua một cuộc khảo sát đầu mở từ ngày 23 tháng 1 - ngày 31 tháng 3 năm 2023

1400

Cuộc khảo sát đã thu nhận câu trả lời từ hơn **1.400 người tham gia** bằng tiếng Anh và tiếng Tây Ban Nha, ở dạng kỹ thuật số và trên giấy.

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Nhóm phụ trách đã tham dự hơn **39** cuộc họp và sự kiện cộng đồng trực tiếp.

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Kết quả được chia nhỏ theo **30 nhóm nhân khẩu học khác nhau**, phản ánh các ưu tiên khác nhau theo giới tính, chủng tộc, độ tuổi, nghề nghiệp và mức thu nhập của người dân Austin.

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Thông tin về cuộc khảo sát đã được chia sẻ trong các bản tin của **20 tổ chức khác nhau**.



ẢNH MẶT CẮT NGANG



LÀN ĐƯỜNG DÀNH CHO

Người tham gia được yêu cầu đánh giá các phương án theo thang điểm từ 1-10, trong đó 10 là mức ưu tiên cao nhất.

- Phương án được ưu tiên là phương án 2 ở trên (7,62, được 53% số người tham gia đánh giá là 9 hoặc 10) có làn đường hai chiều dành cho xe đạp và hai làn đường đi lại

Người tham gia được yêu cầu cho biết họ ủng hộ hay phản đối làn đường dành cho phương tiện công cộng.

- Ủng hộ mạnh (86%) các làn đường dành cho phương tiện công cộng được nhắm mục tiêu đi qua trung tâm thành phố cho dịch vụ CapMetro
- Người tham gia có mức thu nhập thấp nhất ủng hộ mạnh nhất cho làn đường dành cho phương tiện công cộng



MẠNG LƯỚI XE ĐẠP

Người tham gia được yêu cầu xếp hạng 3 kịch bản khác nhau cho mạng lưới xe đạp.

- 72% số người tham gia cho biết việc mở rộng với quy mô lớn nhất là phương án phù hợp nhất



CHUYỂN ĐỔI CHIỀU LƯU THÔNG

Người tham gia được yêu cầu góp ý về các kịch bản chuyển đổi đường một chiều sang đường hai chiều.

- Kịch bản chuyển đổi hoàn toàn được ưu tiên hơn đôi chút, nhưng không hy sinh làn đường dành cho xe đạp và phương tiện công cộng.

CÁC NHÂN XÉT ĐƯỢC BÌNH CHỌN NHIỀU NHẤT

"Chúng tôi cần có làn đường dành cho xe đạp được bảo vệ trên mọi con đường và làn đường dành cho phương tiện công cộng ở những nơi phù hợp. Hãy cắt giảm làn xe ô tô nếu cần."

"Việc tăng số lượng và hiệu quả của các phương tiện giao thông công cộng rất quan trọng đối với tương lai của thành phố chúng ta và...đặc biệt là những cư dân có thu nhập thấp. Sử dụng ô tô cá nhân không nên được ưu tiên."

"Tôi không thích ba làn xe trên đường. Nên thay thế một làn xe bằng một làn đường dành cho phương tiện công cộng."

"Xin hãy ưu tiên cơ sở hạ tầng dành cho người đi bộ, phương tiện công cộng và xe đạp ở trung tâm thành phố. Trung tâm thành phố là điểm đến và là nơi mọi người sinh sống, làm việc và vui chơi. Đó không phải là nơi để ưu tiên cho việc *lưu thông* bằng ô tô tư nhân."

"Các làn đường chung cho xe buýt/xe đạp liên tục gây nguy hiểm cho người đi xe đạp vì nhiều xe ô tô không tuân thủ làn đường. Các phương thức vận chuyển như đi bộ, sử dụng phương tiện công cộng và đi xe đạp nên được tách riêng để mang lại hiệu quả và sự thoải mái cho tất cả những người tham gia giao thông."

التعليقات والملاحظات التي جمعناها من استبيان المرحلة 2

إلى تقديم سيناريوهات أكثر دقة إلى المجتمع (ACT Plan) خلصت المشاركة في المرحلة الثانية من خطة خدمات النقل الرئيسية في أوستن المحلي وذلك استنادًا إلى التعليقات والملاحظات التي جُمعت خلال أحد الاستبيانات في الفترة ما بين 23 يناير - 31 مارس 2023.

كما حضر الفريق المعني أكثر من 39 فعالية واجتماعات مجتمعية شخصيًا.

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شارك في الرد على الاستبيان أكثر من 1,400 شخص، وشمل ذلك ردود باللغة الإنجليزية واللغة الإسبانية وباستخدام أجهزة رقمية ونماذج ورقية.

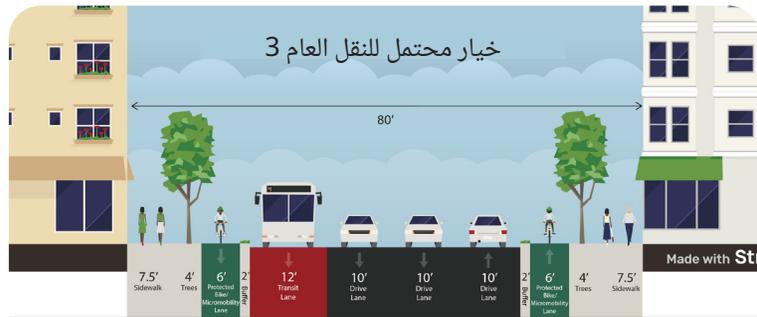
1400

وجرى مشاركة الاستبيان في نشرات إخبارية تابعة لنحو 20 مؤسسة مختلفة.

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فُصِّلت النتائج حسب 30 مجموعة سكانية مختلفة على نحو يُظهر تفضيلات مختلف الأجناس والأعراق والأعمار والمهن ومستويات الدخل التي يتمتع بها سكان مدينة أوستن.

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المسارات المخصصة للنقل العام

طرح على المشاركين في الاستبيان أسئلة حول إذا ما كانوا يؤيدون أو يرفضون فكرة المسارات المخصصة للنقل العام.



مقاطع عرضية

طُلب من المشاركين في الاستبيان تقييم الخيارات من 1 إلى 10، على أن يكون الرقم 10 هو الأكثر تفضيلاً.

• كما أظهرت النتائج أن (86%) من المشاركين يؤيدون بشدة تخصيص بعض المسارات في منطقة وسط المدينة لمركبات النقل العام التي تشغلها وكالة CapMetro.

• يأتي أقوى دعم تحظى به المسارات المخصصة للنقل العام من جانب المشاركين أصحاب الدخل الأقل.

• أظهرت نتائج الاستبيان تفضيل المشاركين للخيار 2 المبين أعلاه (الذي سجل متوسط تقييم 7.62، حيث منح 53% من المشاركين هذا الخيار تقييم 9 أو 10) وذلك فيما يتعلق بتصميم مسارات ثنائية الاتجاه للدراجات ومسارين لحركة المركبات.



تحويل الاتجاهات

كما طُرح على المشاركين أسئلة عن رأيهم حول سيناريوهات تحويل الشارع من اتجاه واحد إلى اتجاهين.

• أظهرت نتائج الاستبيان أن هناك تفضيل بفارق ضئيل لسيناريو التحويل الكامل للشوارع ولكن ليس على حساب مسارات الدراجات ومركبات النقل العام.



شبكة الدراجات

طُلب من المشاركين تقييم 3 سيناريوهات مختلفة لشبكة الدراجات.

• وكان السيناريو المفضل الذي حظي بتأييد نحو 72% من المشاركين هو السيناريو الذي يشهد أكبر توسعات للشوارع.

لا بد من توفير مسارات للدراجات تحظى بالحماية في كل شارع، وكذلك توفير مسارات مصممة لمركبات النقل العام فقط، حتى ولو تطلب الأمر تقليص عدد مسارات المركبات الخاصة.

يمثل زيادة عدد خيارات النقل العام وكفاءتها أمرًا حاسمًا للمستقبل، وبالتالى يجب التقليل من استخدام المركبات الخاصة.

أكثر التعليقات التي حظيت بالتأييد

يُرجى إضفاء الأولوية على تخطيط وتصميم الشوارع في منطقة وسط المدينة لتكون ملائمة للمشاة ووسائل النقل العام وركوب الدراجات، فوسط المدينة هو ملتقى للعديد من الأشخاص الذين يعيشون ويعملون ويلعبون هناك، وليس مكان يُضفى فيه الأولوية على قيادة المركبات الخاصة للانتقال من مكان إلى آخر.

لا أفضل وجود ثلاثة مسارات للمركبات. فبدلاً من إضافة مسار جديد مخصص لمركبات النقل العام، يمكن إزالة أحد المسارات المخصصة للمركبات الخاصة.

يتعرض باستمرار راكبي الدراجات الذين يستخدمون مسارات مشتركة بين الحافلات والدراجات للخطر نظراً لأن المركبات قد تتجاهل قواعد القيادة في المسار وتسبب حوادث لهم؛ ومن ثم لا بد من الفصل بين مسارات المشاة ومركبات النقل العام وحافلاتهم حتى تكون الشوارع أكثر ملائمة وراحة لجميع من يستخدمها.



Plan de transport central d'Austin

Ce que nous avons entendu lors de la phase 2

La deuxième phase de l'engagement du Plan ACT a présenté des scénarios plus affinés à la communauté et a recueilli des commentaires via une enquête qui était ouverte du 23 janvier au 31 mars 2023.

1400

L'enquête a été remplie par plus de 1,400 répondants, y compris des réponses en anglais, en espagnol, numériques et sur papier.

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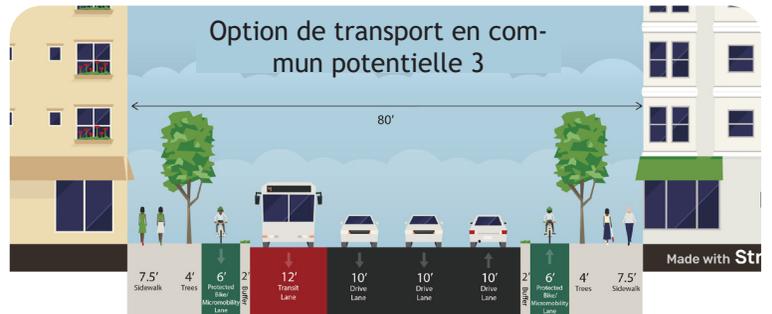
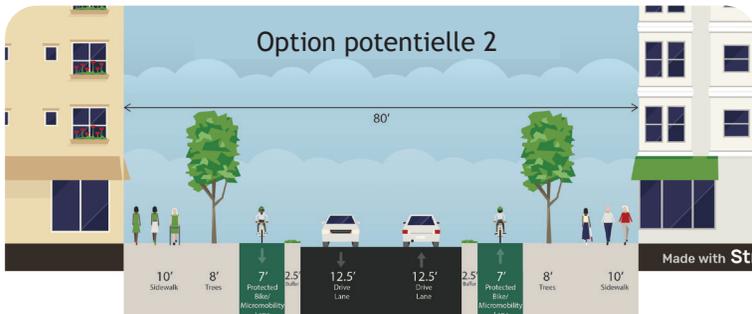
L'équipe a participé à plus de 39 événements et réunions communautaires en personne.

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Les résultats ont été répartis en 30 groupes démographiques différents, mettant en évidence les préférences des différents genres, races, âges, professions et niveaux de revenus des habitants d'Austin.

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L'enquête a été partagée dans les bulletins d'information de 20 organisations différentes.



DES SECTIONS TRANSVERSALES

DES SECTIONS TRANSVERSALES

Les répondants ont été invités à évaluer les options de 1 à 10, 10 étant la plus préférée.

- L'option 2 présentée ci-dessus (7,62, 53% ont donné une note de 9 ou 10) avec des voies cyclables bidirectionnelles et deux voies de circulation est préférée.

Les répondants ont été interrogés sur leur soutien ou leur opposition aux voies réservées aux transports en commun.

- Fort soutien (86 %) pour des voies réservées aux transports en commun ciblées et dédiées dans le centre-ville pour le service CapMetro.
- Le soutien le plus fort pour les voies réservées aux transports en commun vient des répondants à faible revenu.



RÉSEAU CYCLABLE

Les répondants ont été invités à classer 3 scénarios différents pour le réseau de pistes cyclables.

- 72% des répondants ont indiqué que la plus grande expansion était la meilleure option



CONVERSIONS DE SENS

Les répondants ont été interrogés sur les scénarios de conversion de rue à sens unique en rue à double sens.

- Une légère préférence pour le scénario de conversion complète, mais pas au détriment des voies réservées aux vélos et aux transports en commun.

LES COMMENTAIRES LES PLUS POPULAIRES ET LES PLUS VOTÉS

"Nous avons besoin de pistes cyclables protégées sur chaque rue, ainsi que des voies réservées aux transports en commun là où cela est pertinent."

"Accroître le nombre d'options de transport en commun et leur efficacité est crucial pour l'avenir de notre ville et... en particulier pour les résidents à faible revenu. L'utilisation de voitures individuelles doit être mise en second plan."

"Je n'aime pas les trois voies pour les véhicules. Une voie réservée aux transports en commun devrait remplacer une voie pour les véhicules."

"Veuillez donner la priorité à l'infrastructure piétonne, de transport en commun et de vélo dans le centre-ville. Le centre-ville est une destination et un lieu où les gens vivent, travaillent et se divertissent. Ce n'est pas un endroit où il faut donner la priorité à la circulation à travers des voitures privées."

"Les voies partagées pour les bus et les vélos mettent constamment les cyclistes en danger de voitures qui ne respectent pas la voie. Les modes de déplacement à pied, en transport en commun et à vélo devraient être séparés pour l'efficacité et le confort de tous les utilisateurs."

ACT प्लान कार्य के दूसरे चरण के द्वारा समुदाय के लिए और ज़्यादा स्पष्ट परिदृश्य प्रस्तुत किए गए, और एक सर्वेक्षण के ज़रिये प्रतिक्रिया एकत्र की गई जो 23 जनवरी - 31 मार्च, 2023 तक खुला था।

1400

सर्वेक्षण में अंगरेज़ी, स्पैनिश, डिजिटल और पेपर प्रतिक्रियाओं सहित **1,400 से ज़्यादा उत्तरदाताओं** द्वारा, जवाब दिए गए थे।

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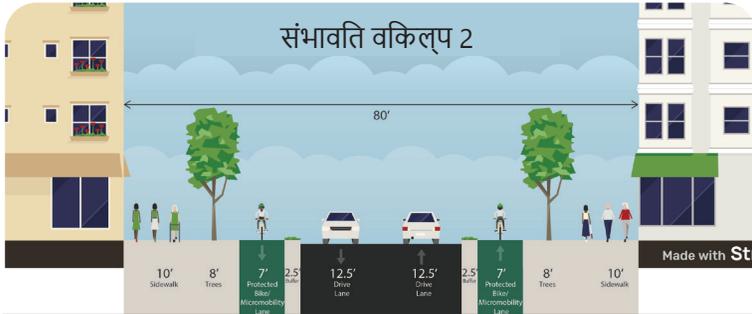
टीम ने **39** से ज़्यादा व्यक्तिगत सामुदायिक कार्यक्रमों और बैठकों में भाग लिया।

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परिणामों को **30 अलग-अलग जनसांख्यिकीय समूहों** में विभाजित किया गया था, जो विभिन्न लिंगों, जातियों, आयु, व्यवसायों और ऑस्टिन के निवासियों के आय स्तर की प्राथमिकताओं को दर्शाते हैं।

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सर्वेक्षण को **20 अलग-अलग संगठनों** के न्यूज़लेटर्स में साझा किया गया था।



क्रॉस सेक्शन

उत्तरदाताओं को विकल्पों को 1-10 तक रेट करने के लिए कहा गया, जसिमें 10 का मतलब सबसे बेहतर था।

- दो-तरफ़ा साइकलि लेनों और दो ट्रैवल लेनों के साथ ऊपर दिखाए गए (7.62, 53% ने 9 या 10 रेट किया है) विकल्प 2 को प्राथमिकता दी गई।



केवल-ट्रांज़िट लेन

उत्तरदाताओं से केवल-ट्रांज़िट लेन के लिए समर्थन या विरोध के बारे में पूछा गया।

- कैपमेट्रो (CapMetro) सेवा के लिए शहर से लक्षित समर्पित केवल-ट्रांज़िट लेनों के लिए मज़बूत समर्थन (86%) था
- सबसे कम आय वाले उत्तरदाताओं के बीच केवल-ट्रांज़िट लेनों के लिए सबसे मज़बूत समर्थन था



साइकलि नेटवर्क

उत्तरदाताओं को साइकलि नेटवर्क के लिए 3 अलग-अलग परिदृश्यों को रैंक करने के लिए कहा गया।

- 72% उत्तरदाताओं ने कहा कि सबसे बड़ा वसितार सबसे अच्छा विकल्प था



दशियों में परिवर्तन

उत्तरदाताओं से एक-तरफ़ा से दो-तरफ़ा सड़क में परिवर्तन के परिदृश्यों के बारे में पूछा गया।

- पूर्ण परिवर्तन परिदृश्य के लिए थोड़ा समर्थन था, लेकिन साइकलि और ट्रांज़िट लेनों की कीमत पर नहीं।

सबसे ज़्यादा पॉप्युलर समर्थन में वोट कैंपे किए गए कमेंट्स

"हमें हर सड़क पर सुरक्षित बाइक लेन चाहिए, और ट्रांज़िट लेन वहाँ, जहाँ उनकी ज़रूरत है। आवश्यकतानुसार कार लेनों को कम करें।"

"सार्वजनिक परिवहन विकल्पों की मात्रा बढ़ाना और उनकी दक्षता हमारे शहर के भविष्य और... खास तौर से कम आय वाले निवासियों के लिए बेहद ज़रूरी है। व्यक्तिगत कार के इस्तेमाल को प्राथमिकता नहीं दी जानी चाहिए।"

"मुझे वाहनों के लिए तीन लेनें पसंद नहीं है। व्हीकल लेन को हटा कर एक समर्पित ट्रांज़िट लेन कर दी जानी चाहिए।"

"कृपया शहर के मुख्य भाग में पैदल यात्री, पारगमन और साइकलि इंफ्रास्ट्रक्चर को प्राथमिकता दें। शहर का मुख्य भाग एक ऐसा गंतव्य और एक ऐसी जगह है जहाँ लोग रहते हैं, काम करते हैं और खेलते हैं। ये नज़ी ऑटोमोबाइल द्वारा *आवागमन* को प्राथमिकता देने वाली जगह नहीं है।"

"साझा बस/बाइक लेनों से लगातार साइकलि चालकों को लेन को फॉलो नहीं करने वाली कारों से खतरा बना रहता है। सभी उपयोगकर्ताओं की दक्षता और आराम के लिए चलने, ट्रांज़िट और बाइक के तौर-तरीकों को अलग किया जाना चाहिए।"



오스틴 (Austin) 중심가 교통 계획 2단계에서 청취했던 내용

ACT 계획 참여의 2단계에서 커뮤니티에 더 정교한 시나리오가 제시되었으며 2023년 1월 23일부터 3월 31일까지 진행된 설문 조사를 통해 의견을 수집하였습니다

1400

설문 조사에서는 영어, 스페인어, 디지털/서면 응답 등의 방법으로 **1,400명** 이상이 응답했습니다.

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팀은 **39회**가 넘는 대면 커뮤니티 이벤트와 회의에 참석했습니다.

30

결과는 오스틴 주민의 다양한 성별, 인종, 연령, 직업, 소득 수준별 선호를 보여주는 **30개의 서로 다른 인구통계학적 그룹**으로 세분되었습니다.

20

설문조사는 **서로 다른 20개 기관**의 소식지를 통해 공유되었습니다



교차로

응답자들에게 1-10 옵션의 평가를 요청하였으며, 10이 가장 바람직한 것으로 나타났습니다.

- 양방향 자전거 차선과 2개의 주행 차선이 있는 위에 표시된 옵션 2(7.62, 53%가 9 또는 10으로 평가)가 선호되었습니다.



환승 전용 차선

응답자들에게 환승 전용 차선에 대한 지지/반대를 물었습니다.

- CapMetro 서비스를 위해 도심을 통과하는 타깃형 환승 전용 차선에 대한 강력한 지지(86%)
- 최저소득 응답자 사이에서 환승 전용 차선에 대한 가장 강력한 지지



자전거망

응답자들에게 자전거망에 관한 3가지 다른 시나리오의 순위 평가를 요청했습니다.

- 응답자의 72%는 최대한 크게 확장하는 것이 최선의 선택이라고 말했습니다.



방향 전환

응답자들에게 일방통행에서 양방향 도로로 전환하는 시나리오에 대해 질문했습니다.

- 완전 전환 시나리오에 대한 소폭의 지지, 그러나 자전거 및 환승 차선을 희생시키지 않아야 함

가장 인기 있는 투표 댓글

“우리는 모든 거리에서 보호되는 자전거 차선이 필요하며 합리적인 환승 차선이 필요합니다. 필요하다면 자동차 차선을 줄이십시오.”

“대중 교통 환승 옵션의 양과 효율성을 높이는 것은 우리 시의 미래와...특히 저소득 주민들에게 매우 중요합니다. 개인 차량 사용은 우선순위를 낮추어야 합니다.”

“저는 3개 차선을 차량용으로 하는 것을 좋아하지 않습니다. 전용 환승 차선을 위해서는 차량용 차선을 없애야 합니다.”

“도심에서는 보행자, 환승, 자전거 인프라를 우선해 주십시오. 도심은 사람들이 생활하고, 일하고, 즐기는 목적지이자 장소입니다. 개인 차량으로 *통과해* 이동하는 것을 우선시하는 장소가 아닙니다.”

“버스/자전거 공동 차선은 차선을 무시하는 차량의 위험에 자전거 이용자를 지속적으로 노출시킵니다. 모든 사용자의 효율성과 편의를 위해 보행, 환승, 자전거 및 차량의 세부 원칙을 분리해야 합니다.”



TRANSPORTATION PUBLIC WORKS



Austin Core Transportation (ACT) Plan

City Council Mobility Committee | May 11, 2023

Upal Barua, P.E., PTOE

Dan Hennessey, P.E., PTOE, RSP1

Transportation and Public Works Department

Presentation Outline

- ACT Plan 101
- Process and Deliverable
- Public Engagement Process and Results
- Next Steps/Timeline
- Questions



What is the ACT Plan?

- Study of transportation connections to, from, and within downtown
- Multimodal in nature
- Reviews existing plans, including:
 - *Great Streets Master Plan (2001)*
 - *Downtown Access and Mobility Plan (2002)*
 - *Downtown Austin Plan Transportation Framework Plan (2008)*
 - *Downtown Austin Plan (2011)*
 - *Downtown Austin Parking Strategy (2018)*
 - *Austin Strategic Mobility Plan (2019)*
- Goals
 - *Identify feasible options to accommodate recognized needs*
 - *Coordinate with Project Connect, I-35 Capital Express Central, future growth*
 - *Communicate to public the ultimate plans for right-of-way downtown*
 - *Create implementation plan*
 - *Develop community support for build out of surface-level projects*

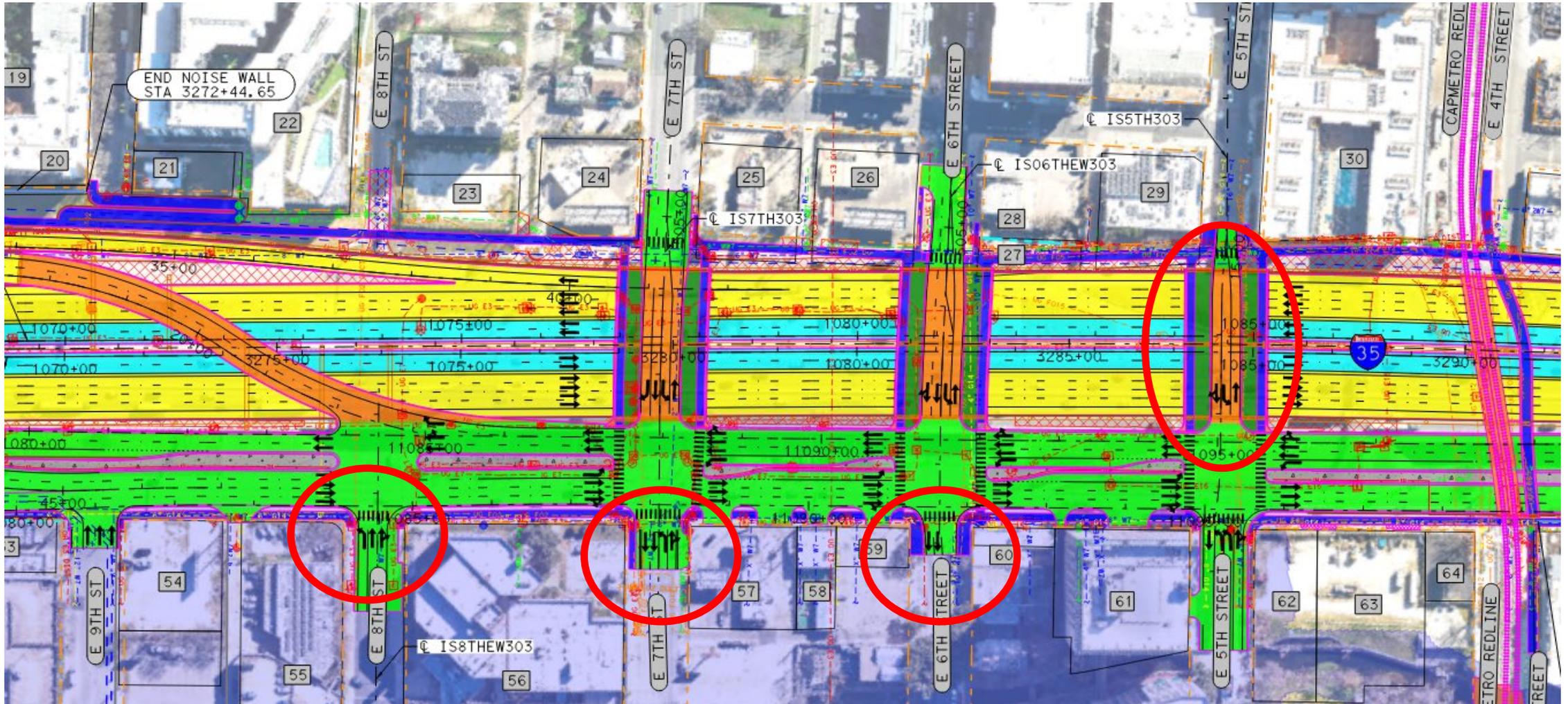


Why Now?

- *Began in 2019 → Paused in 2020 → Restarted in early 2022*
- *Update with latest on:*
 - I-35 Capital Express Central (including cap-and-stitch)
 - Project Connect
 - 2016/2020 Mobility Bond efforts
- *Identify actionable items for:*
 - City and public agencies
 - Input for ATP and TxDOT
 - DAA, partners, and stakeholders
- *Understand funding required*
- *Action Item 87 in the ASMP*

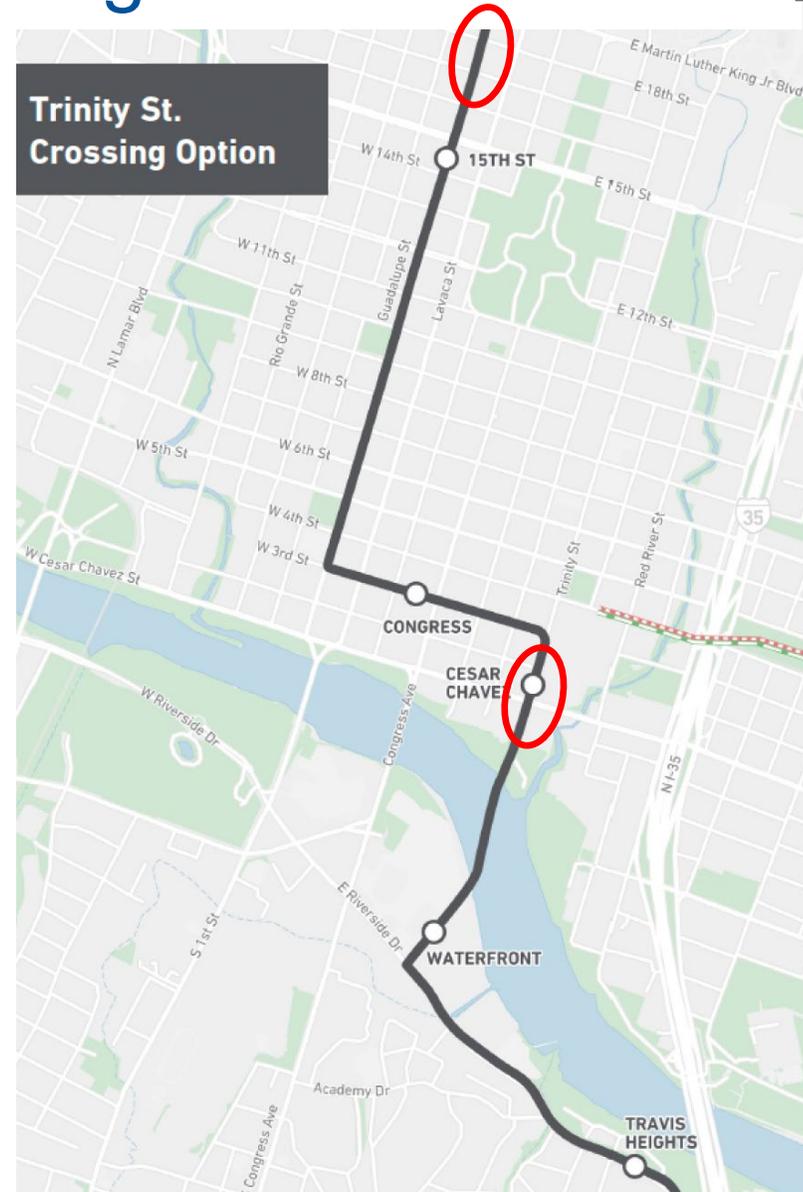
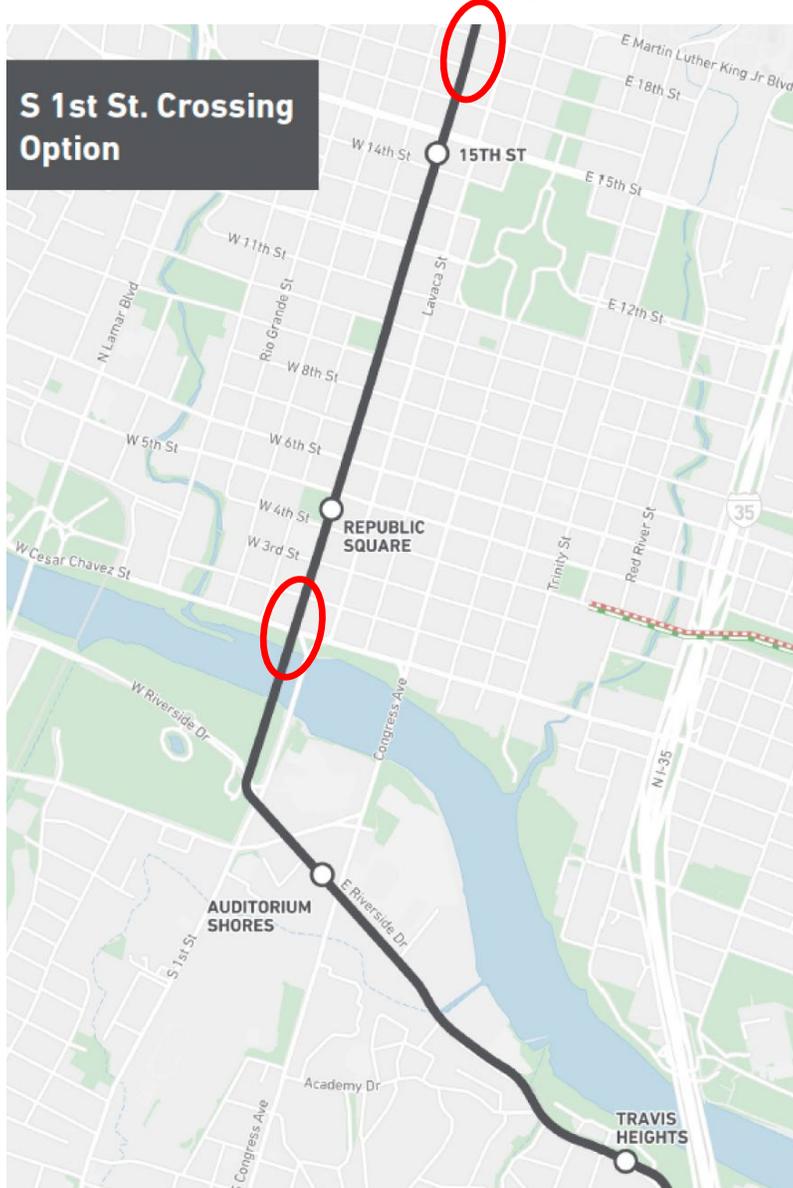
Current I-35 Capital Express Central Schematic

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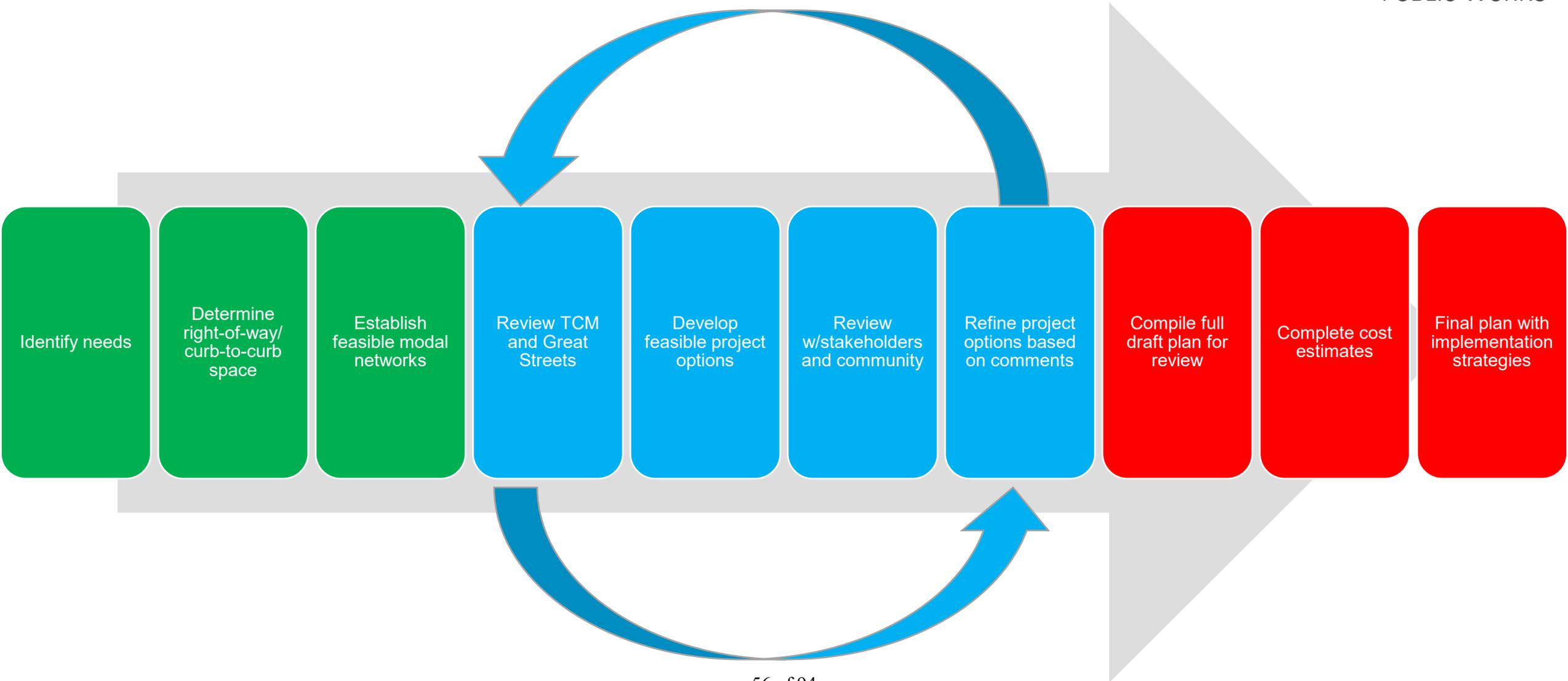


Potential Project Connect Changes to Downtown

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Project Recommendations



Deliverable – Sample

PROJECT | 5

SW Jefferson / Columbia / Madison

Project Highlights

Multiple bus lines use Columbia and Jefferson to connect from Goose Hollow to the Hawthorne Bridge. These streets are also critical east/west connections through downtown Portland for cars and trucks. The proposed project would improve transit reliability and speed by adding a Bus and Turn lane and bus stop improvements. Traditional bike lanes would also be provided.

Estimated Cost: \$3,000,000

Benefits



BUSINESS ACCESS & TRANSIT LANES

Transit priority BAT lanes on Jefferson and Columbia will allow the buses to access and get through downtown, relieving a major pinch point in the transit system.



CROSSING IMPROVEMENTS

Pedestrian crossing improvements can improve safety and increase the likelihood that people driving will stop for people crossing the street.



BIKE LANE

Moving the bike lane on Madison will eliminate weaving with the buses.



BIKEWAY

Portions of the bikeway connections from the Hawthorne Bridge will be protected. Separating people biking on Madison from other vehicles will improve safety for all roadway users.



PEOPLE MOVING CAPACITY

Changes in street design would increase the number of people that the street could accommodate by +74%.

Key Considerations

- To accommodate the BAT lane from 1st to 5th Avenues on SW Madison, all parking would be removed.
- To accommodate the BAT lane from 4th Avenue to Broadway on SW Jefferson, parking on the north side would be removed.
- From 12th Avenue to Collins Circle, SW Jefferson could accommodate the protected bike lane, BAT lane and two travel lanes.
- To accommodate a BAT lane and bike lane on SW Columbia, some parking on the south side of the street would be removed. Most parking on the north side of SW Columbia would be retained.

Project Details



SECTION A SW JEFFERSON -SW BROADWAY ST TO SW 4TH AVE view looking east



Area of Traffic/Bus/Bike Interaction

SW JEFFERSON ST AND SW COLUMBIA ST AT SW 6TH AVE view looking north



Single Auto Travel Lane from Broadway to 12th Ave

Deliverable – Sample

Recommended projects for implementation

1-5 Year Project Recommendations

Projects are not listed in priority order

#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS		
			Transit Priority	Safer Crossings	Low-stress Bikeways
1	Burnside (from W 10th to E 12th)	\$5.5M	x	x	x
2	Broadway (from SW Grant to Broadway Bridge) 4th Avenue (from SW Caruthers to NW Flanders) , and SW College	\$6.6M		x	x
3	NE/SE 7th Avenue (from Sullivan's Span to Division)	\$4.5M		x	x
3	Grand	\$900K	x	x	
5	SW Madison (from SW 5th to SW 1st)	\$170K	x		
6	NW 14th (from Burnside to Front)	\$530K		x	x
7	NW Everett (from Broadway to Steel Bridge)	\$1M	x		
8	SW Salmon/SW Taylor/SW 1st	\$3.9M		x	x
9	SE Salmon	\$490K		x	x
12	SE Hawthorne (from viaduct to 12th)	\$1.2M	x	x	x
13	NE Multnomah	\$3.8M	x	x	x
15	NE Lloyd (from MLK to 12th)	\$740K		x	x
16	Pedestrian crossings of Burnside	\$870K		x	
17	Naito	\$4M			x
18	NE Broadway/Weidler (phase I)	\$1.5M		x	x
TOTAL 1-5 YEAR PROGRAM COST		\$35.7M			

6-10 Year Project Recommendations

Projects are not listed in priority order

#	NAME/DESCRIPTION	APPROXIMATE COST	PRIMARY ELEMENTS		
			Transit Priority	Safer Crossings	Low-stress Bikeways
3	MLK	\$910K	x	x	
3	NE 7th Avenue (from Lloyd to Broadway)	\$410K		x	x
3	SE 6th Avenue pedestrian crossing improvements	\$1.5M		x	
4	SE 11th (from Clinton to Sandy) and SE /NE 12th (from Clinton to Lloyd)	\$7.4M		x	x
5	SW Jefferson/Columbia	\$3M	x	x	
6	SW 17th, 12th, and 14th pedestrian and signal improvements	\$2.5M		x	x
7	NW Everett (signalize northbound Naito to Steel Bridge ramp, eastside signal and BAT lane at Rose Quarter)	\$3.1M	x	x	
10	SW Alder	\$1.3M		x	x
11	SE Belmont/Morrison	\$3.1M	x	x	x
12	SE Madison	\$1.9M	x		
12	SE Clay	\$1.2M		x	x
13	NE 16th	\$211K	x	x	x
14	SE Water/Stark/3rd	\$2.6M		x	x
15	NE Lloyd: Rose Quarter to MLK	\$190K			x
16	Hoyt and Park and 9th	\$3.5M		x	x
18	NE Broadway/Weidler (phase II)	\$3.7M		x	x
TOTAL 6-10 YEAR PROGRAM COST		\$36.5M			

- Focused on feasible design solutions that have broad community consensus
- Identify funding needs and other barriers to implementation
- Coordinate improvement phasing with Project Connect and I-35 Capital Express Central construction
- Identify quick wins and complements to other on-going mobility projects

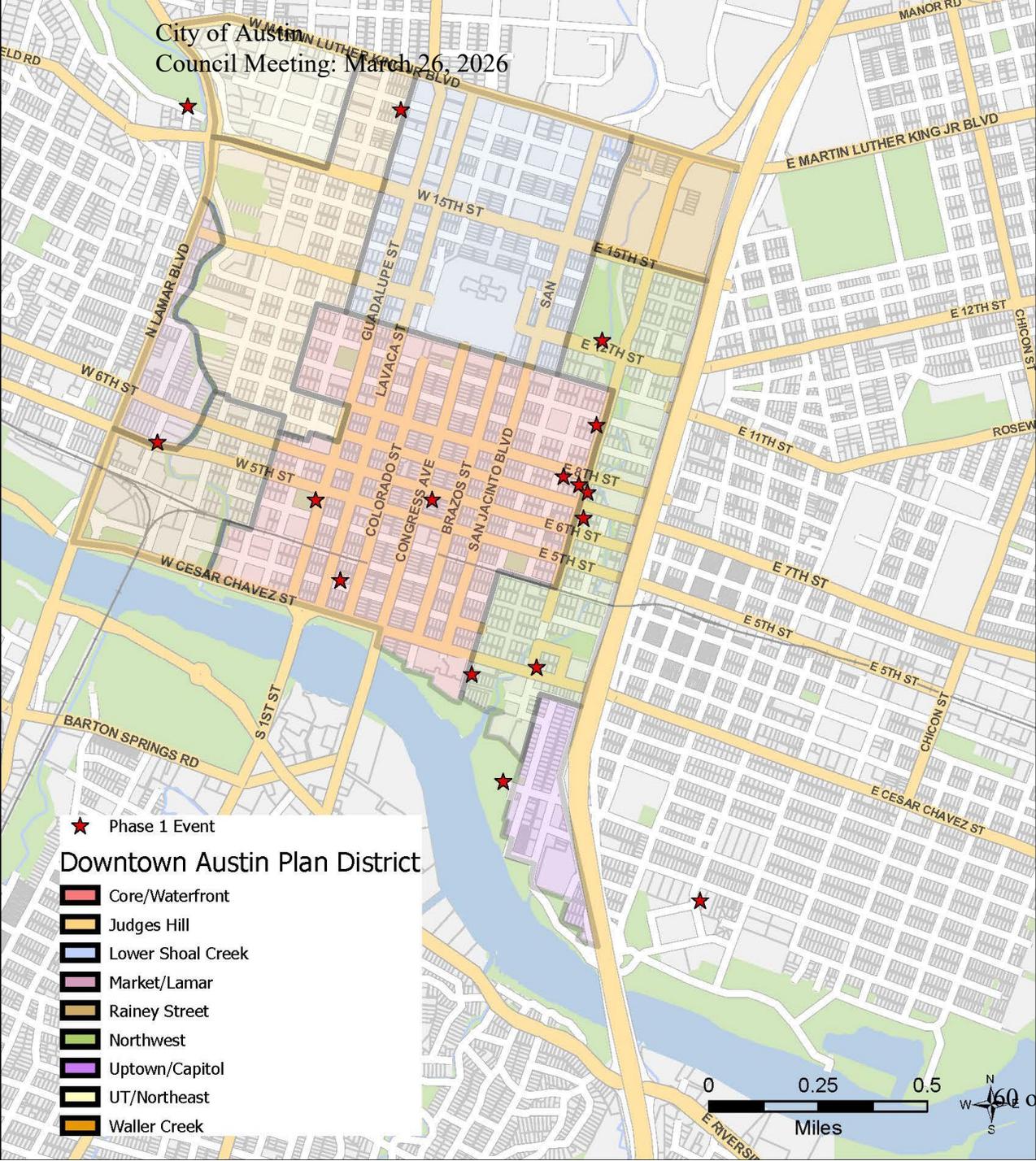


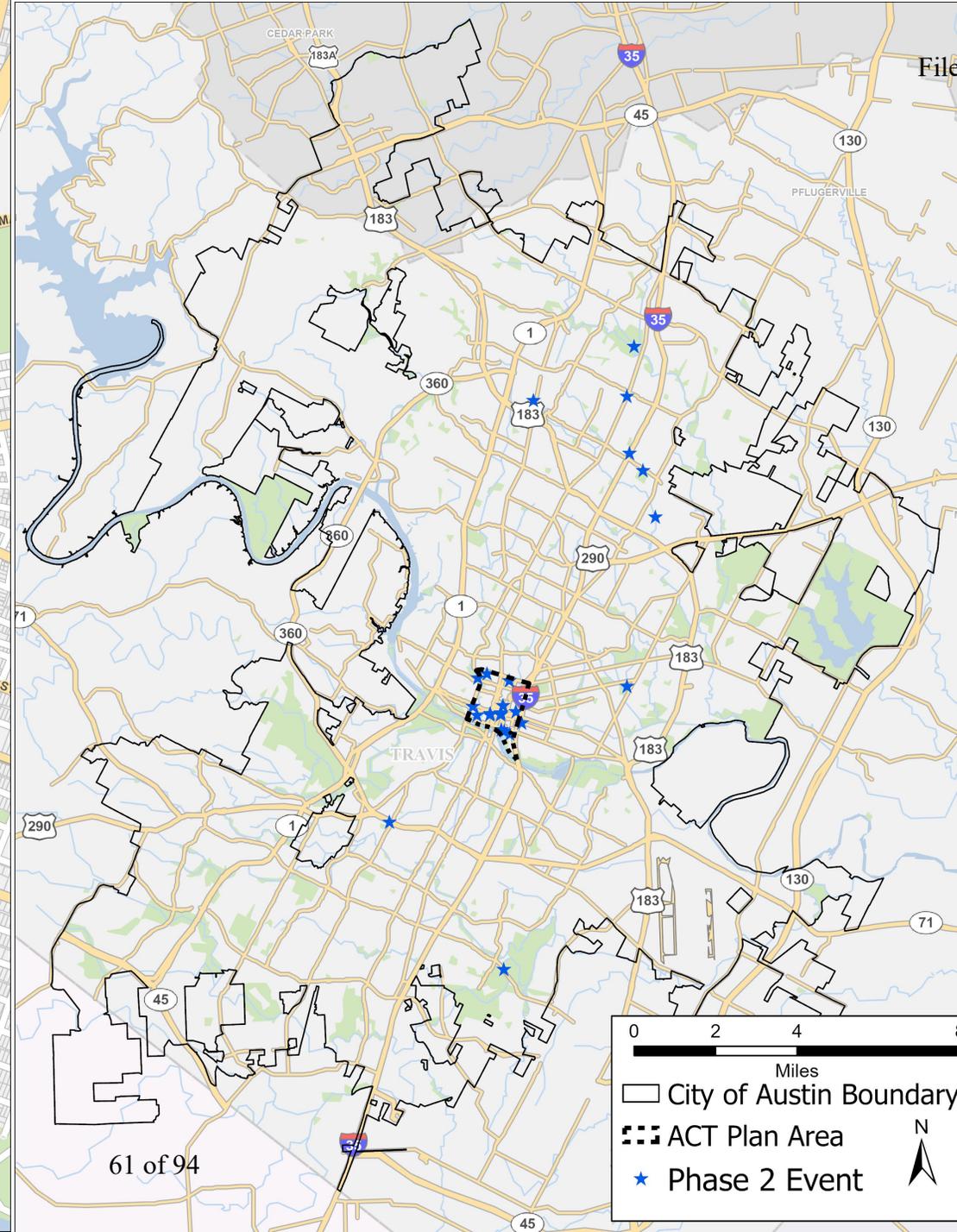
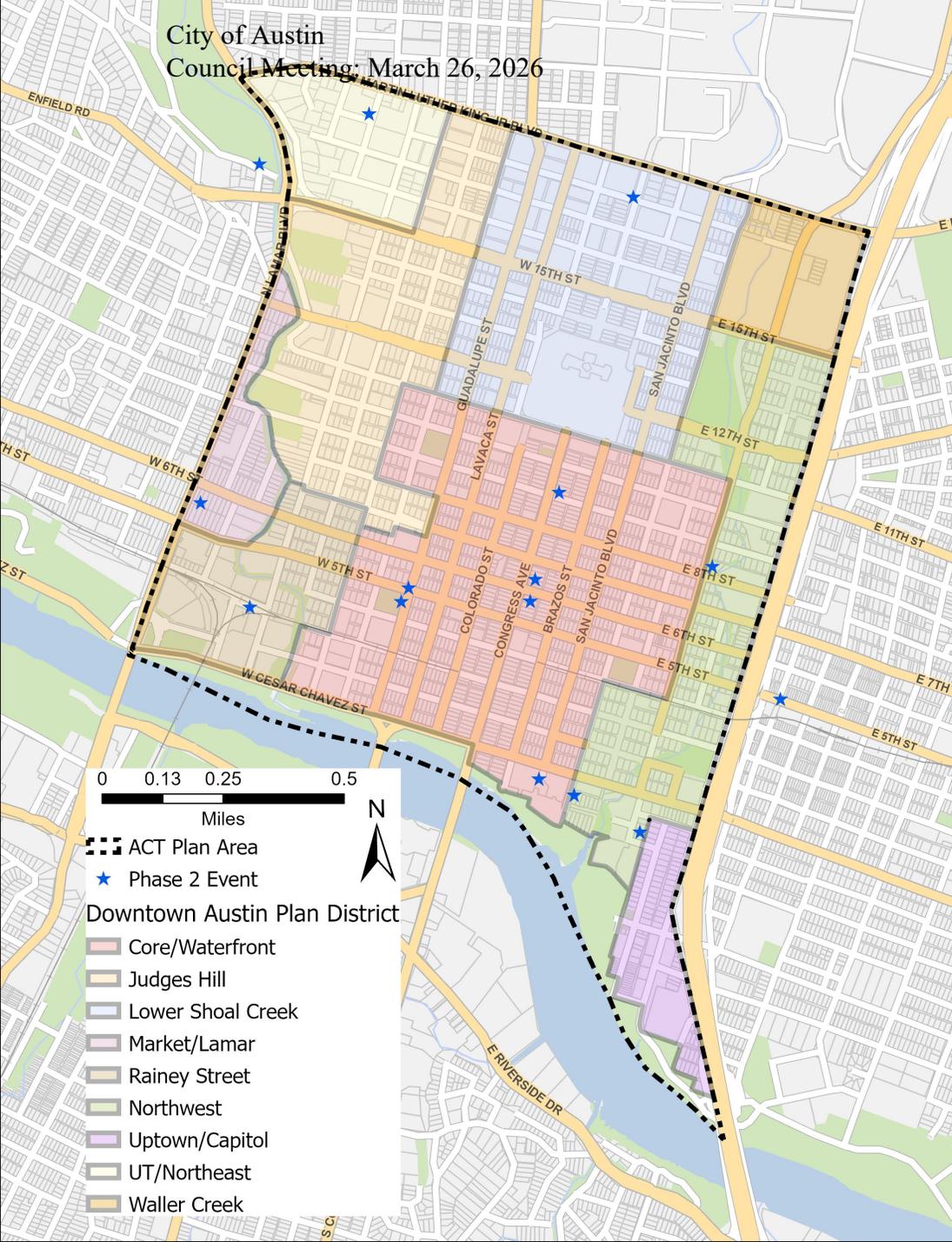
Public Engagement

- Working with Downtown Austin Alliance
- More than 80 Downtown stakeholders
- Public events, pop-ups, and community meetings
- Integration with other Downtown focused projects and programs (e.g., Palm District, Project Connect, etc.)
- Geographic coverage of Downtown based on Downtown Austin Plan
- Identification of 20 different focus populations



TRANSPORTATION
 PUBLIC WORKS





- ACT Plan Area
- Phase 2 Event
- Downtown Austin Plan District
 - Core/Waterfront
 - Judges Hill
 - Lower Shoal Creek
 - Market/Lamar
 - Rainey Street
 - Northwest
 - Uptown/Capitol
 - UT/Northeast
 - Waller Creek



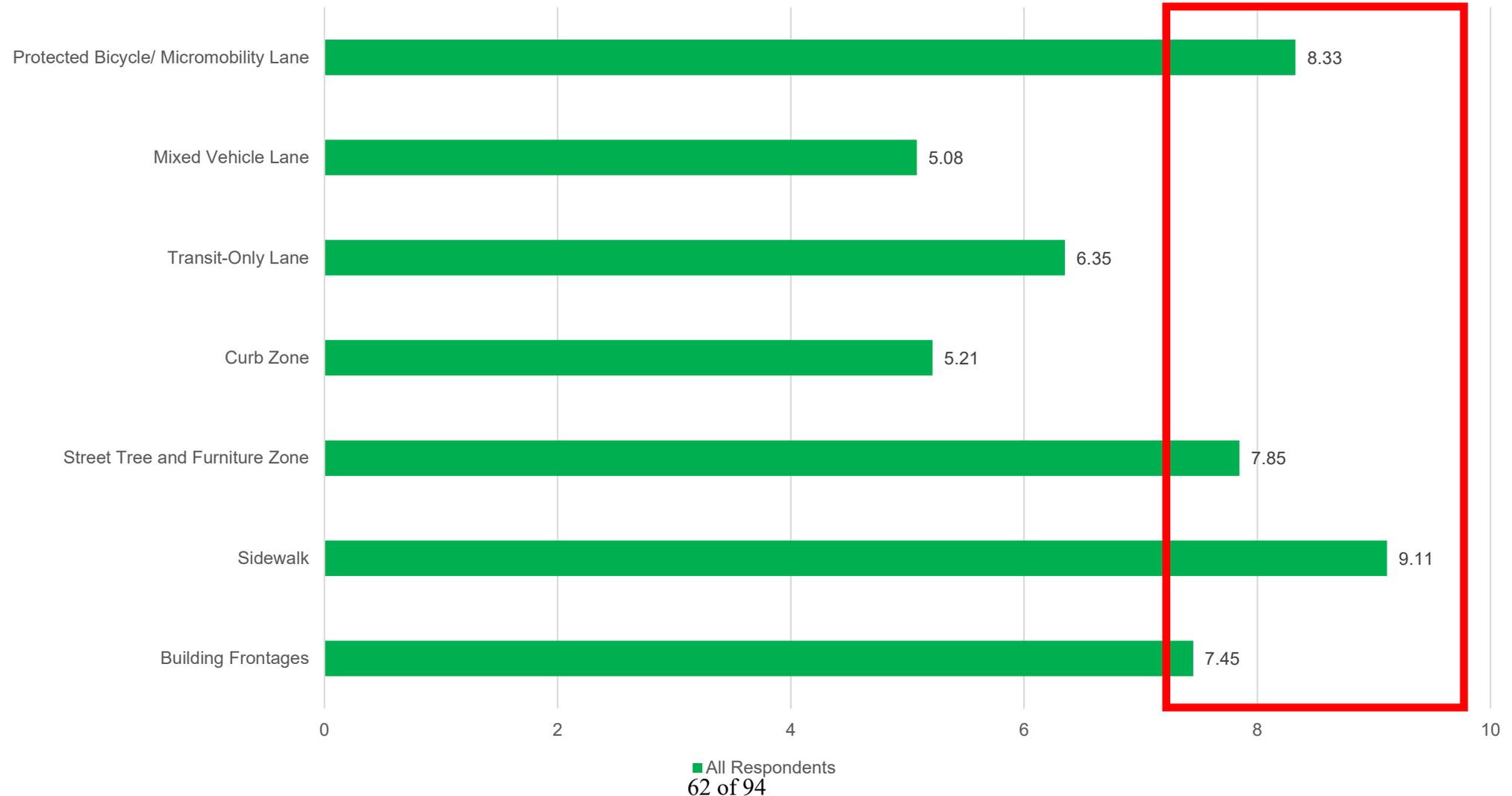
- City of Austin Boundary
- ACT Plan Area
- Phase 2 Event

Phase 1 Survey Results

2,100+ responses



Street Element Preferences – Rating from 1 (Least Preferred) to 10 (Most Preferred)

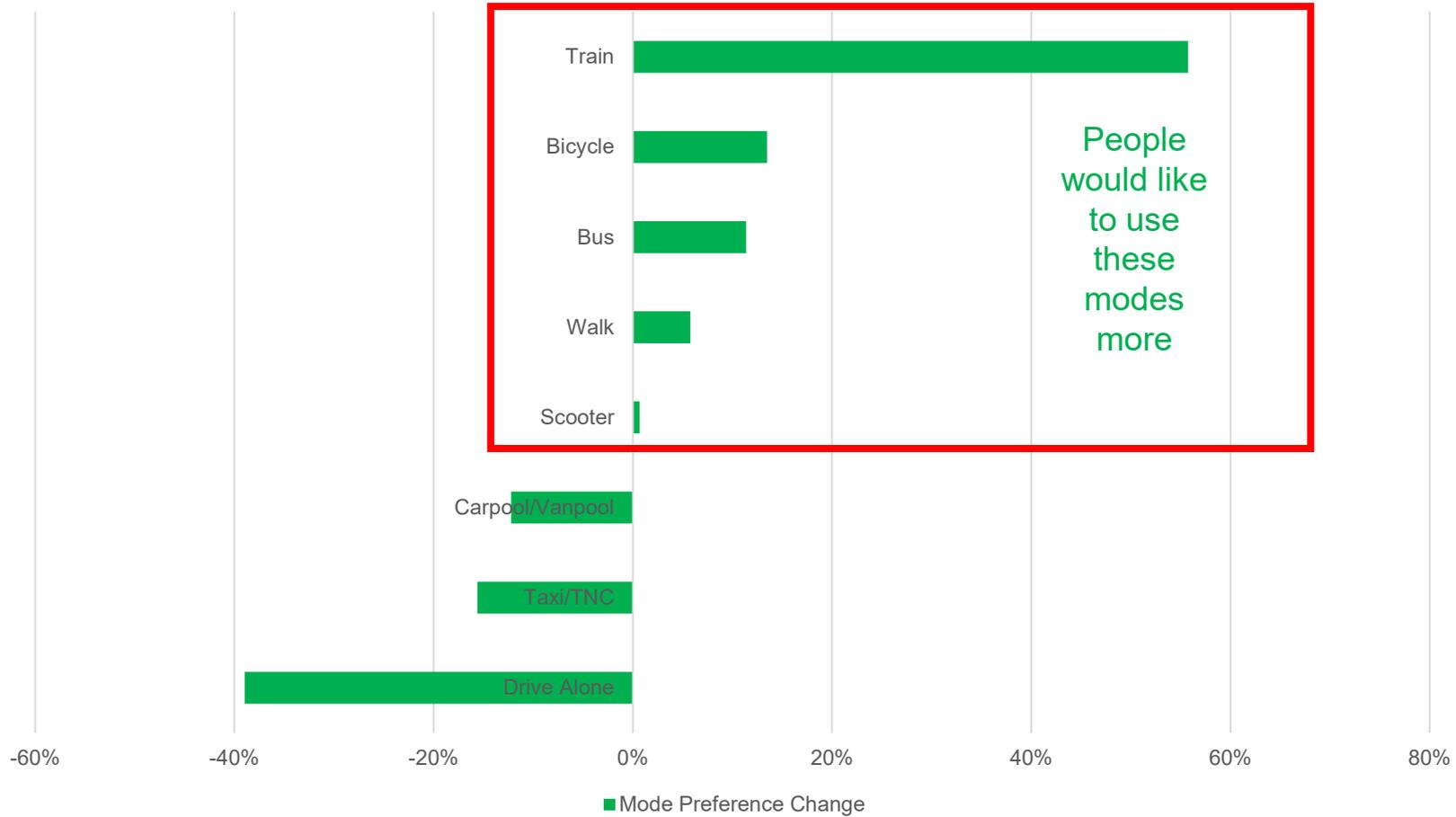


Phase 1 Survey Results

2,100+ responses



Access to/from/within Downtown Preferences



Phase 1 Survey Results

2,100+ responses – Green shows most preferred ranking, red shows least preferred

TRANSPORTATION PUBLIC WORKS

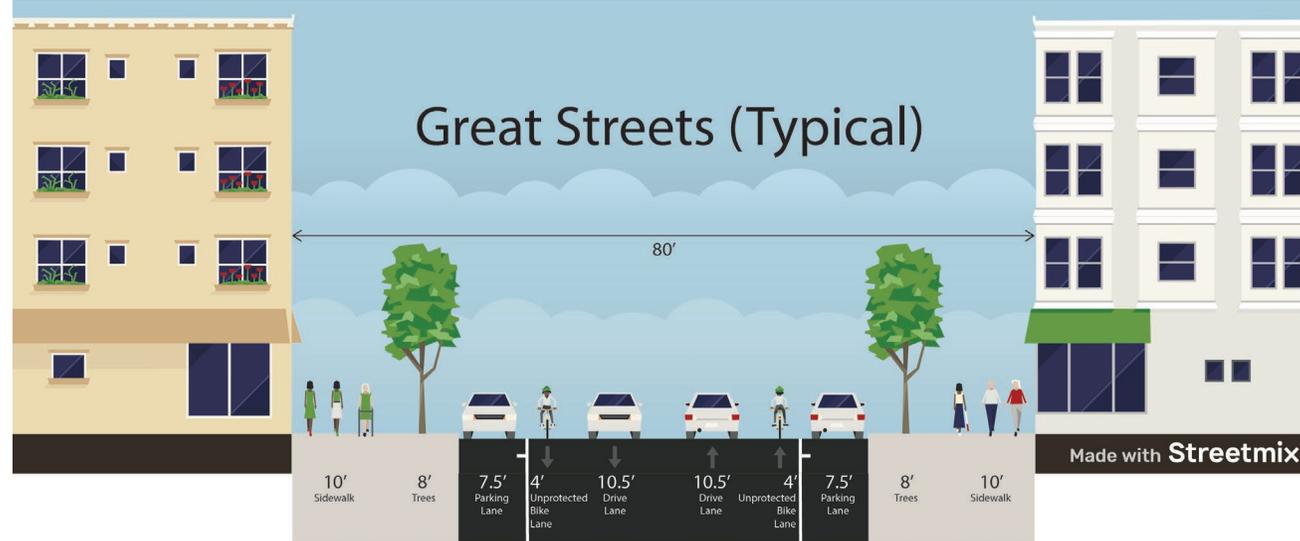
	Enter	Exit	Through	Within
All Respondents	2.27	2.77	3.00	1.95
Downtown Residents	2.56	2.74	3.15	1.55
Downtown Employees	2.29	2.66	3.15	1.89
Live and Work Downtown	2.57	2.76	3.17	1.51
Women	2.32	2.75	2.88	2.06
Men	2.22	2.84	3.14	1.80
Asian	2.21	2.65	3.25	1.89
Black	2.23	2.90	2.90	1.98
Hispanic	2.13	2.82	2.94	2.10
Indigenous	2.32	2.84	2.68	2.16
White	2.28	2.81	3.05	1.85
Non-White	2.17	2.79	3.00	2.04
Income Over \$150k	2.27	2.75	3.17	1.81
Income Over \$100k	2.26	2.78	3.11	1.85
Income Under \$100k	2.26	2.81	2.93	1.93
Income Under \$50k	2.15	2.78	2.95	2.11
Identify as Disabled	2.37	2.88	2.77	1.98
Construction Workers	2.17	2.55	3.03	2.24
Hotel Staff	2.00	2.67	3.53	1.80
Janitorial/Late Night	2.25	2.75	3.00	2.00
Musicians	2.29	2.97	2.73	2.01
Bar/Restaurant/Venue Staff	2.31	2.67	3.14	1.88
Delivery and TNC/Taxi Drivers	2.60	2.78	2.58	2.04
State Employees	2.23	2.69	2.93	2.15
65 and Older	2.37	2.71	2.86	2.06
55 and Older	2.32	2.74	2.98	1.96
All Respondents	2.27	2.77	3.00	1.95
Representative Gender Distribution	2.27	2.79	3.01	1.93
Representative Ethnic Distribution	2.22	2.81	3.02	1.95
Representative Income Distribution	2.27	2.81	2.99	1.92
Representative Age Distribution	2.23	2.79	3.09	1.89

	A. Building Frontages	B. Sidewalk	C. Street Tree and Furniture Zone	D. Curb Zone	E. Transit-Only Lane	F. Mixed Vehicle Lane	G. Protected Bicycle/Micromobility Lane
All Respondents	7.45	9.11	7.85	5.21	6.35	5.08	8.33
Downtown Residents	7.90	9.12	7.70	5.18	5.68	5.02	8.00
Downtown Employees	7.35	9.02	7.77	5.17	6.21	5.11	8.20
Live and Work Downtown	8.01	9.22	7.78	4.94	5.60	4.81	8.25
Women	7.29	9.27	8.01	5.86	6.57	5.31	8.48
Men	7.69	9.10	7.92	4.77	6.32	4.83	8.48
Asian	7.83	9.53	8.54	5.49	7.06	4.58	8.61
Black	7.15	8.75	7.69	5.90	6.90	5.65	7.98
Hispanic	7.20	9.04	7.93	5.49	6.79	5.35	8.55
Indigenous	6.36	8.68	7.88	4.96	5.96	5.96	8.20
White	7.61	9.22	8.01	5.06	6.43	4.87	8.59
Non-White	7.30	9.11	8.06	5.50	6.82	5.23	8.47
Income Over \$150k	7.74	9.12	7.87	5.15	6.03	4.95	8.38
Income Over \$100k	7.68	9.16	7.91	5.15	6.17	4.96	8.43
Income Under \$100k	7.30	9.15	8.07	5.15	6.89	4.94	8.65
Income Under \$50k	7.14	8.83	8.34	5.38	6.79	4.66	8.55
Identify as Disabled	7.34	9.08	8.00	5.50	6.81	5.27	7.71
Construction Workers	7.90	9.24	8.21	5.79	5.07	5.59	8.14
Hotel Staff	7.40	7.87	7.93	4.20	6.33	5.33	8.27
Janitorial/Late Night	5.50	8.00	8.50	4.25	8.00	5.00	10.00
Musicians	7.38	8.79	8.45	5.70	6.63	5.03	8.86
Bar/Restaurant/Venue Staff	6.81	8.50	8.36	5.69	6.91	5.78	8.74
Delivery and TNC/Taxi Drivers	6.72	9.06	8.12	6.18	6.72	5.46	8.20
State Employees	6.98	8.98	7.56	5.38	6.59	5.40	8.02
65 and Older	7.06	8.82	7.55	6.14	6.01	6.06	7.43
55 and Older	7.14	9.00	7.67	5.92	6.17	6.06	7.89
All Respondents	7.45	9.11	7.85	5.21	6.35	5.08	8.33
Representative Gender Distribution	7.49	9.19	7.96	5.32	6.45	5.07	8.48
Representative Ethnic Distribution	7.45	9.15	8.01	5.30	6.64	5.06	8.53
Representative Income Distribution	7.44	9.15	8.07	5.17	6.70	4.92	8.56
Representative Age Distribution	7.58	9.23	8.02	5.10	6.66	4.89	8.50

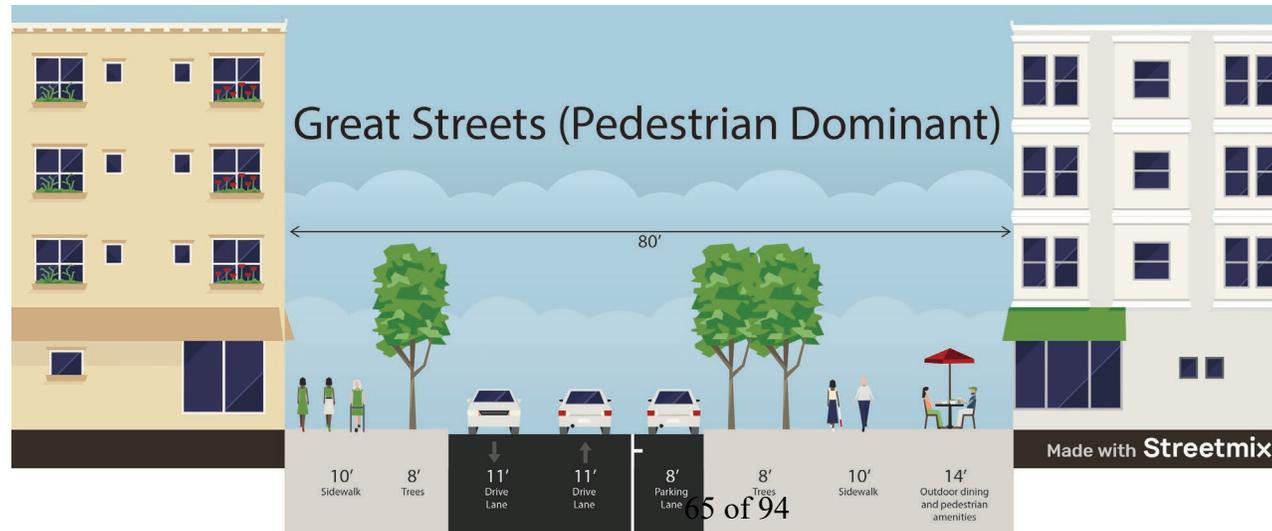
Phase 2 Survey Results

1,400+ responses

Review Existing Downtown Cross-Sections



Support: 16%
Oppose: 73%



Support: 36%
Oppose: 44%

Potential Option 1:

3 Vehicle Lanes

1 Protected Bike/Micromobility Lane

18' Pedestrian Space



Support: 34%
Oppose: 40%

Phase 2 Survey Results

File ID: 26-163



Review Potential Downtown Cross-Sections

TRANSPORTATION
PUBLIC WORKS

Potential Option 3:
3 Vehicle Lanes
2 Protected Bike/Micromobility Lanes
16' Pedestrian Space



Support: 60%
Oppose: 23%

Potential Option 2:

2 Vehicle Lanes

2 Protected Bike/Micromobility Lanes

18' Pedestrian Space



Support: 71%
Oppose: 17%

Phase 2 Survey Results

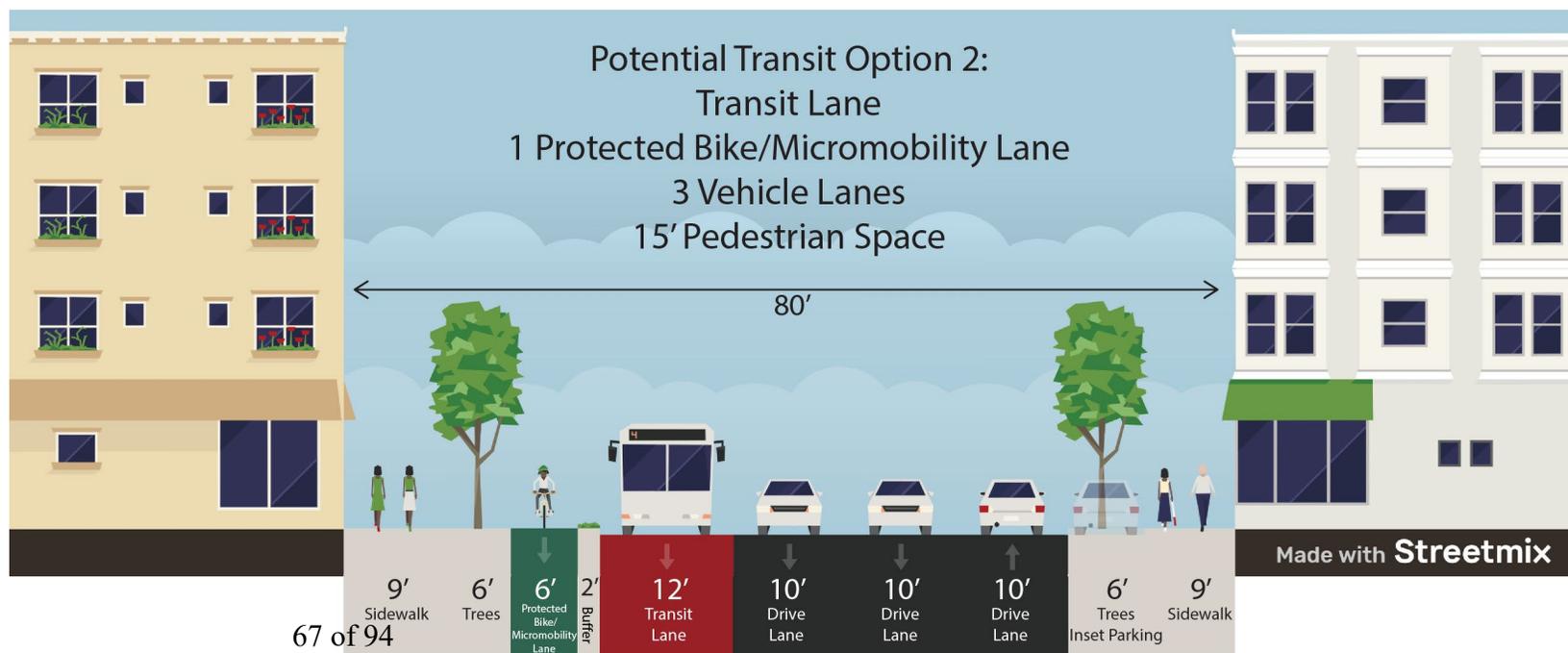
1,400+ responses

Review Potential Bicycle Networks and Transit Facilities

Scenario	Protected Bicycle Lane Miles	Unprotected Bicycle Lane Miles	On-Street Parking Spaces	Vehicle Lane-Miles
Existing Conditions	2	8	6,500	100
Scenario 1 (Minimal Changes, Maintain Vehicle Network)	5	7	6,450	99
Percent Change	+150%	-13%	-1%	-1%
Scenario 2 (Balanced Bicycle Network Coverage)	12	4	6,100	96
Percent Change	+500%	-50%	-6%	-4%
Scenario 3 (Complete Bicycle Network Coverage)	20	2	5,750	92
Percent Change	+900%	-75%	-12%	-8%

72%: Scenario 3 is best
82%: Existing Conditions is worst

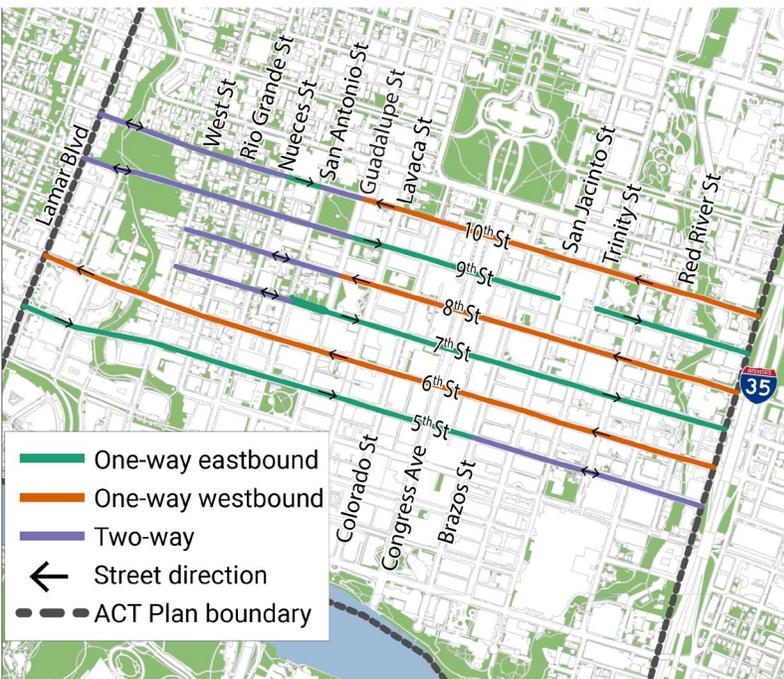
86% support, 11% oppose **targeted installation of dedicated transit lanes**



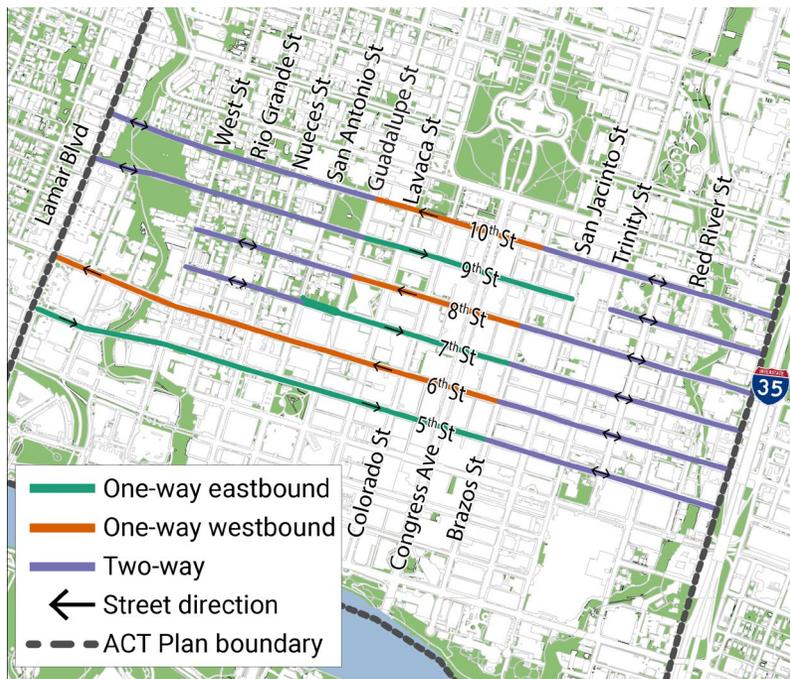
Phase 2 Survey Results

1,400+ responses

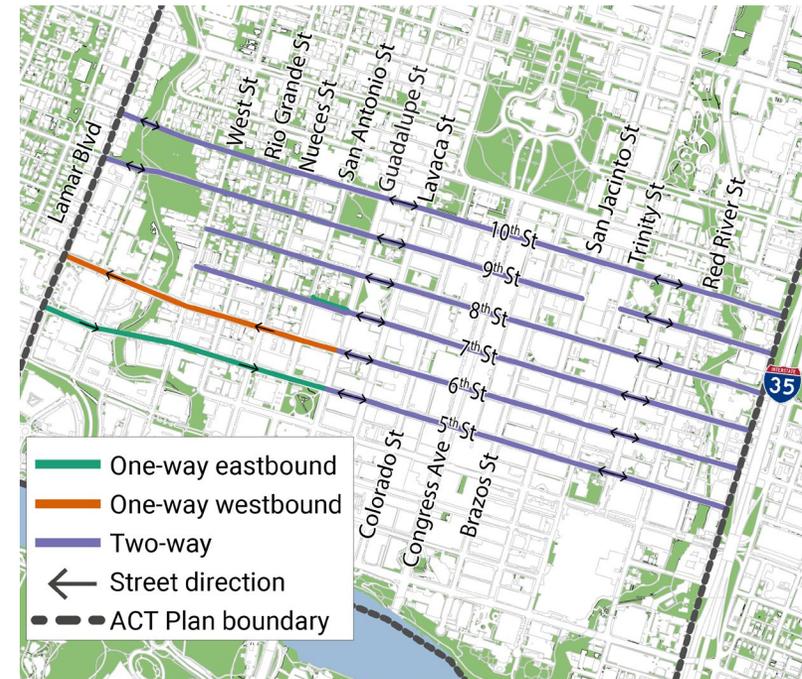
Review Street Directionality (One-Way vs. Two-Way)



Existing: 31% support, 42% oppose



Option 1: 31% support, 45% oppose



Option 2: 48% support, 33% oppose

Phase 2 Survey Results

1,400+ responses



TRANSPORTATION PUBLIC WORKS

	Great Streets		Typical Cross-Sections			Transit Cross-Sections			Bike Networks Scenarios				Street Network Conversions			Transit
	Current	Ped	Option 1	Option 2	Option 3	Option 1	Option 2	Option 3	Existing	Scenario 1	Scenario 2	Scenario 3	Existing	Scenario 1	Scenario 2	Lanes
All Respondents	3.11	5.19	5.22	7.62	6.77	2.62	6.45	7.68	3.67	2.82	1.93	1.56	2.78	2.71	3.20	4.39
Downtown Residents	3.97	5.47	5.27	7.41	6.82	4.13	6.26	7.37	3.32	2.66	2.07	1.93	3.13	2.73	3.14	4.20
Downtown Employees	3.56	4.97	5.33	7.17	6.82	3.15	6.43	7.47	3.51	2.72	1.99	1.75	2.91	2.67	3.10	4.25
Live and Work Downtown	4.05	5.54	4.99	7.20	6.61	4.23	6.09	7.34	3.33	2.70	2.06	1.88	3.06	2.79	3.27	4.22
Women	3.44	4.89	5.23	7.73	6.93	2.61	6.48	7.76	3.61	2.79	1.91	1.67	3.00	2.76	3.09	4.35
Men	2.78	5.31	5.09	8.02	6.77	2.61	6.37	7.82	3.70	2.84	1.94	1.50	2.72	2.67	3.20	4.45
Asian	2.53	5.17	4.43	8.60	6.80	2.10	6.73	9.10	3.83	2.86	1.87	1.41	2.53	3.27	3.27	4.67
Black	4.88	5.08	4.60	7.20	6.04	3.52	6.88	7.32	3.04	2.57	2.13	2.21	3.25	2.92	3.04	4.38
Hispanic	3.69	5.11	5.47	7.44	7.04	3.50	5.96	7.35	3.39	2.69	2.07	1.83	3.08	2.70	3.16	4.14
Indigenous	2.33	7.00	1.67	6.33	7.00	1.00	4.67	7.67	3.67	3.33	2.00	1.00	1.67	1.67	4.33	5.00
White	2.83	5.16	5.11	7.98	6.84	2.43	6.47	7.92	3.72	2.85	1.91	1.50	2.76	2.70	3.18	4.45
Non-White	3.63	5.16	5.01	7.63	6.81	3.14	6.27	7.74	3.43	2.72	2.03	1.79	2.96	2.84	3.19	4.32
Income Over \$150k	2.89	5.34	5.32	7.95	6.86	2.47	6.55	7.60	3.69	2.85	1.89	1.55	2.88	2.63	3.12	4.42
Income Over \$100k	2.92	5.25	5.26	7.99	6.79	2.56	6.56	7.64	3.71	2.85	1.89	1.52	2.85	2.63	3.10	4.43
Income Under \$100k	2.90	5.08	4.91	7.93	6.93	2.66	6.20	8.03	3.65	2.81	1.97	1.56	2.69	2.82	3.31	4.45
Income Under \$50k	3.09	5.48	4.73	8.10	6.88	2.95	5.73	8.08	3.62	2.83	1.97	1.58	2.68	2.83	3.38	4.62
Identify as Disabled	3.26	5.77	4.69	7.63	6.56	2.91	6.38	7.30	3.43	2.71	2.09	1.75	2.90	2.74	3.19	4.43
Construction Workers	3.63	6.19	3.25	6.81	4.38	3.06	4.38	7.00	2.88	2.75	2.31	2.06	2.94	2.69	3.75	3.88
Hotel Staff	3.60	5.70	4.40	6.30	4.70	2.40	5.80	7.10	3.40	2.80	2.10	1.70	2.80	2.00	3.80	4.60
Janitorial/Late Night	1.67	3.33	6.33	8.33	7.33	1.67	9.00	7.67	4.00	3.00	2.00	1.00	3.33	2.67	2.00	5.00
Musicians	2.78	4.59	4.98	8.39	7.00	1.71	6.63	8.80	3.82	2.89	1.91	1.35	2.57	2.49	3.12	4.61
Bar/Restaurant/Venue Staff	3.15	5.42	4.13	7.67	6.58	2.44	6.73	8.40	3.77	2.88	1.92	1.44	2.89	2.74	3.26	4.54
Delivery and TNC/Taxi Drivers	2.85	4.08	5.15	9.19	7.50	2.62	7.31	9.00	3.85	2.81	1.96	1.38	2.69	3.15	3.50	4.77
State Employees	3.79	4.61	5.05	7.27	6.55	2.79	6.37	6.66	3.58	2.72	1.95	1.74	3.08	2.66	2.85	4.18
65 and Older	3.39	4.39	5.42	7.05	7.61	3.22	6.44	7.93	3.40	2.55	1.95	2.11	2.83	2.91	3.33	4.13
55 and Older	3.36	4.48	5.29	7.44	7.13	3.04	6.22	7.67	3.52	2.69	1.95	1.82	2.79	2.78	3.19	4.21
All Respondents	3.11	5.19	5.22	7.62	6.77	2.62	6.45	7.68	3.67	2.82	1.93	1.56	2.78	2.71	3.20	4.39
Representative Gender Distribution	3.11	5.09	5.16	7.88	6.85	2.61	6.43	7.79	3.65	2.81	1.93	1.59	2.86	2.71	3.15	4.40
Representative Ethnic Distribution	3.24	5.14	5.13	7.80	6.85	2.84	6.35	7.79	3.57	2.78	1.98	1.65	2.88	2.77	3.17	4.36
Representative Income Distribution	2.95	5.21	5.03	7.98	6.87	2.70	6.25	7.89	3.38	2.83	1.94	1.55	2.75	2.75	3.24	4.48
Representative Age Distribution	2.95	5.22	5.07	8.04	6.73	2.64	6.37	7.88	3.68	2.83	1.93	1.54	2.75	2.72	3.20	4.45

Next Steps and Timeline

- *TxDOT – Final EIS on I-35 Capital Express Central*
- *Austin Transit Partnership – Final Preferred Alternative for Project Connect*
- *Develop Draft Plan for Review – May/June*
 - Modal networks
 - Signature projects
 - Implementation plan
- *Boards/Commissions/Council for review and comment – Through the summer*



TRANSPORTATION PUBLIC WORKS

QUESTIONS?

ACTPlan@austintexas.gov
AustinTexas.gov/ACTPlan

Austin Core Transportation (ACT) Plan Phase 3 Engagement Summary

February 2025–May 2025

1. Phase 3 Public Comment Summary
2. Phase 3 Public Comment Table
3. Phase 3 Public Comment Map
4. Letters from Organizations
 - a. Safe Streets Austin Comments
 - b. Downtown Austin Alliance
Comments

ACT Plan - Key Themes from Phase 3 Comments

1. Protected Bike Infrastructure – 87 comments

- Support for expanding and connecting protected bike lanes, ideally on every downtown street and in both directions.
 - Specific requests for safe bike lane crossings, especially across Lamar, W 5th, and W 6th.
 - Emphasis on two-way, physically separated bike lanes throughout downtown.
 - Concern about gaps in the network and diminished utility if lanes don't connect seamlessly to existing infrastructure.
-

2. Reduction of Car Dominance – 45 comments

- Criticism of ongoing car-centric planning downtown.
 - Support for pedestrian malls, car-free zones (like on 6th/Congress), and street closures to traffic.
 - Vision of downtown as “human-centered” with car access only as necessary.
 - Language about reclaiming space from vehicles and reducing travel lanes and on-street parking.
-

3. Pedestrian Safety & Comfort – 47 comments

- Support for pedestrian-first design elements such as LPIs, protected crossings, scramble intersections, and widened sidewalks.
 - Requests for pedestrian malls and reduced pedestrian exposure to cars.
 - Interest in improving walkability, comfort, and safety—especially through more shade and better crosswalks.
-

4. One-Way/Two-Way Conversion – 41 comments

- Support for converting all downtown one-way streets to two-way for improved safety, business access, and ease of biking and walking.
 - Concerns about high speeds, confusion, and limited access on existing one-ways.
 - Specific requests to prioritize conversion of 5th, 6th, Lavaca, and Guadalupe Streets.
-

5. Transit Prioritization & Integration – 28 comments

- Support of dedicated transit-only lanes to improve service reliability and efficiency.
 - Requests for better coordination with ATP, CapMetro Transit Plan 2035, and prioritization for buses through queue jumps and signal priority.
-

6. Connectivity Across Barriers – 24 comments

- Support for ensuring safe east-west crossings across barriers for Lamar Blvd and I-35.
 - Comments highlight the diminished utility of infrastructure that fails to connect to existing networks.
 - Advocacy for complete, gap-free infrastructure that supports safe travel across all major barriers.
-

7. Street Design Enhancements – 23 comments

- Support for protected intersections, corner bulbouts, green infrastructure, and shared-use paths.
 - Recommendations for traffic-calming design features on long blocks and key connector streets.
 - Recognition of underutilized or unsafe streets as opportunities for improvement and street trees for comfort.
-

8. Concerns About Congestion & Lane Reductions – 19 comments

- Concerns that reducing lanes on key corridors (like 7th Street) may worsen congestion, especially near freeway access points.
 - Emphasis on maintaining essential vehicle access for regional traffic flow and avoiding gridlock.
-

9. Eliminate or Reuse On-Street Parking – 18 comments

- Support for removing on-street parking, especially where parking garages already exist.
 - Suggestions to repurpose on-street parking for bike lanes, bus lanes, sidewalk extensions, trees, and green infrastructure.
-

10. Support of ACT Plan Proposed Updates – 18 comments

- Direct support for proposed plan elements and requests to go further, including more protected bike lanes and conversion of all streets to two-way.
-

Phase 3 - Open Comments

Comment	Category	Street	Agree
One lane eastbound on 7th Street to I-35 seems absurd. That is one of the primary connections to I-35 and is jam packed at the end of every workday.	Concerns About Congestion & Lane Reductions	7th St	2
I think this plan is great! I think high quality protected bike lanes going each way need to go into 6th street. There are so many tourists using micromobility to go from Dirty 6th to West 6th its surprising there aren't more crashes happening on that street.	Protected Bike Infrastructure	6th St	5
I strongly support the added protected bike lanes, bus priority lanes, and sidewalk improvements. The proposed protected bike lanes should connect with the existing bike lane on W 6th and the bike/bus lane on W 5th. It is essential to provide a safe way for cyclists/scooter users to cross Lamar. The lanes are much less useful if they don't connect to existing bike infrastructure.	Protected Bike Infrastructure, Transit Prioritization & Integration, Connectivity Across Barriers	W 5th St and N Lamar Blvd	17
Some downtown streets should be closed down to all traffic. It is insane that 6th street has been opened up to vehicles on the weekends. This is very dangerous for pedestrians, cyclists, and those on scooters. We need more pedestrian malls like they have installed near the Capital. Parking garages around them can provide access to those coming from outside of Downtown. The main way to get around once in Downtown should be by means other than private vehicle.	Reduction of Car Dominance, Pedestrian Safety & Comfort	6th St	16
Ensuring the bike lanes on 5/6th street actually get you safely to the other side of lamar is huge, as that's currently a major gap in the network. I fully support all dedicated bike lanes and bus lanes.	Protected Bike Infrastructure, Transit Prioritization & Integration, Connectivity Across Barriers	5th and 6th St	5
I fully support the changes to create more transit only lanes and protected bike lanes. I think this plan could go a little bit further. There should be an effort to build protected bike lanes in both directions on every major downtown street. Right now the plan leaves a lot of street parking in place and that space could be used for bike lanes instead (there are tons of parking garages downtown, we don't need to also retain so much street parking, that space should be better utilized).	Protected Bike Infrastructure, Transit Prioritization & Integration, Eliminate or Reuse On-Street Parking	Study Area	5
Looks great overall, strongly support the proposed protected bicycle network and transit lanes. Would love to see protected intersections especially where multiple bicycle lanes intersect, and corner bulb outs at all intersections with parking segments. For the longer blocks with parking, maybe a couple of bulbouts with trees on them to narrow the street and reduce speeds. It would also be great to get a short segment of shared use path on 15th St to connect to the Waller Creek Trail and allow walkers and people on bikes to access safe facilities, as it is 15th feels like a sacrifice zone. Similar to the Congress Ave Urban Design initiative, there should be some provisions made for closing streets to general traffic, at first occasionally, then permanently.	Protected Bike Infrastructure, Transit Prioritization & Integration, Street Design Enhancements, Reduction of Car Dominance, Pedestrian Safety & Comfort, Connectivity Across Barriers, Eliminate or Reuse On-Street Parking	Congress Ave	10

City of Austin

Council Meeting: March 26, 2026	Category	Street File ID: 26-163	Agree
<p>Downtown streets should prioritize pedestrians, bikes, and transit above cars. It's the one part of town that is actually served well by public transit for accessing from anywhere else in town, so transit and bikes should be the priority for traveling to and from downtown, and walking and bikes should be the priority for traveling within downtown. Cars should be guests at best, to be used only as necessary in a vibrant space that's built for humans. This plan is a first step toward prioritizing the appropriate modes. Hopefully future efforts will add the focus of getting cars out of a human-centered downtown.</p>	<p>Reduction of Car Dominance, Pedestrian Safety & Comfort, Transit Prioritization & Integration, Protected Bike Infrastructure</p>	<p>Study Area</p>	<p>19</p>
<p>It's time Austin joins every other civilized city in the world by giving space back to pedestrians, bikes, and transit instead of giant metal death boxes driven by one person. My only concern is the exorbitant cost for widening sidewalks and reducing car lanes.</p>	<p>Reduction of Car Dominance, Protected Bike Infrastructure, Pedestrian Safety & Comfort</p>	<p>Study Area</p>	<p>4</p>
<p>I really love the addition of more and more bike lanes and transit only lanes in Downtown Austin and honestly wish this plan went even further. The placement of transit only lanes is perfect for the bus routes currently operating today, but in the future, light rail will change the configuration of the bus routes. Because Republic Square will not get a light rail station it will no longer be the central transit hub as it is today. I understand bus route changes are up to CapMetro, but If the transit only lanes in the ACT Plan are implemented and the bus routes go down these streets, particularly the 7th and 8th street bus lanes, frequent routes 4, 7, and 10, which are among the busiest in the system would have no connection to light rail. Overall this is really great work but I would like the see more coordination with ATP, and especially CapMetro as it develops its Transit Plan 2035.</p>	<p>Protected Bike Infrastructure, Transit Prioritization & Integration</p>	<p>7th St and 8th St</p>	<p>2</p>
<p>How about we design streets similar to tree branches? Isolate the four direction of traffic to one main road, allowing offshoots to smaller streets with slower speed. As for pedestrian and scooter/bike traffic, these need to be separated from vehicles. If budget allows, a dedicated tram lane for riders to easily get on and off would be ideal for downtown movement. Prioritize movement of people and slower moving vehicles (golf cart, scooter, bicycle, walkers, runners). Too many vehicles will only clog up the movement of people, pollute the air, add to traffic noise, and create a hostile environment for downtown vitality.</p>	<p>Street Design Enhancements, Pedestrian Safety & Comfort, Transit Prioritization & Integration, Protected Bike Infrastructure</p>	<p>Study Area</p>	<p>1</p>
<p>I believe we need universal 20mph at most speeds in this area and safe cycle infrastructure, trees to provide shade and to reduce heat island effect.</p> <p>We need access to affordable bike share as CapMetro is doubling their prices on poor families.</p>	<p>Street Design Enhancements, Protected Bike Infrastructure, Pedestrian Safety & Comfort</p>	<p>Study Area</p>	<p>3</p>

City of Austin

Council Meeting: March 26, 2026	Category	Street File ID: 26-163	Agree
<p>I strongly support the added protected bike lanes, bus priority lanes, and sidewalk improvements. We also need more dedicated pedestrian only zones within downtown. The proposal for improvements along Congress south of the capital should be expanded to other parts of downtown. For traffic flow, I think all one way streets should be converted to two-way streets for better protection for pedestrians and cyclists. The proposed protected bike lanes should try to connect to existing infrastructure as much as possible. The bicycle lane improvements will be much less useful if they don't connect to existing bike infrastructure.</p>	<p>Protected Bike Infrastructure, Pedestrian Safety & Comfort, One-Way/Two-Way Conversion, Transit Prioritization & Integration, Connectivity Across Barriers</p>	<p>Congress Ave</p>	<p>0</p>
<p>Many projects identified within the plan are very exciting, and I think a lot of people look forward to a more mode-diverse Austin. But a 50/50 goal of driving to other modes of transportation is honestly incredibly disappointing. It is unfortunate that we do not have a goal of shifting away from a car heavy downtown. Instead, it seems we are finding ways to accommodate or prioritize cars within the city center. What a shame. Hopefully future plans will see a goal shift from 50 to maybe 60 or 75% for other modes of transportation since, ultimately, the goal should be to provide more options for people to not have to depend on vehicles while still providing the option for them to do so. This is especially important for our city because downtown Austin is a tourist hub and most tourists do not have cars. Also, everyone knows that parking downtown sucks. Having such a low goal of a COMBINED 50% of other modes of transportation instead of, say, 55 or 60% doesn't really push many boundaries when it comes to existing transportation habits and feels like a cop out to avoid change.</p>	<p>Reduction of Car Dominance, Support of ACT Plan Proposed Updates</p>	<p>Study Area</p>	<p>2</p>
<p>ALL one-way downtown streets converted to two-way (per Planning Commission recommendations).</p> <p>I don't support opening 6th street to cars on the weekend.</p> <p>Protected bike lanes in BOTH directions on ALL downtown streets.</p> <p>All other uses (bike/bus lanes, two-way vehicle flow, trees, on-street parking, etc.) prioritized above more than one vehicle lane in either direction.</p>	<p>One-Way/Two-Way Conversion, Protected Bike Infrastructure, Reduction of Car Dominance, Eliminate or Reuse On-Street Parking, Street Design Enhancements</p>	<p>6th St</p>	<p>3</p>
<p>Yes improve Austin for tourists a local persons so they can enjoy the citys outdoor amenities a not die seems very smart.</p>	<p>Support of ACT Plan Proposed Updates, Pedestrian Safety & Comfort</p>	<p>Study Area</p>	<p>1</p>
<p>We need as many protected bike lanes as possible downtown with extensive connections to each other so bikers can get around without getting dumped out onto dangerous roads. Roads should be low speed and 2 way.</p>	<p>Protected Bike Infrastructure, One-Way/Two-Way Conversion</p>	<p>Study Area</p>	<p>3</p>

City of Austin

Council Meeting: March 26, 2026	Category	Street File ID: 26-163	Agree
Downtown streets are for people, not cars. We should focus on removing more of the car lanes, car parking, and one way streets than currently are planned. We need to replace some of these car lanes with more fully protected bike lanes.	Protected Bike Infrastructure, Reduction of Car Dominance, Eliminate or Reuse On-Street Parking, One-Way/Two-Way Conversion	Study Area	4
I appreciate the improvements for pedestrians, cyclists, and transit downtown that the ACT Plan would adopt. I say this even as someone who now predominantly drives to and from downtown. But I would urge y'all to amend the plan to change all downtown streets to two way, which will be safer for all, better for businesses downtown, and make for a more natural downtown environment. If that is not acceptable for Lavaca/Guadalupe and 5th/6th, then at least all other streets should be two way downtown. Thank you for considering this!	One-Way/Two-Way Conversion, Pedestrian Safety & Comfort	Lavaca St and Guadalupe St and 5th St and 6th St	2
Cars don't get stuck in traffic. Cars are traffic. Bikes are the way out. Build bike lanes that go long distances continuously. Build bike lanes that link every part of town. I am a native Austinite and an avid cyclist. Help me ride more. Help me ride more safely.	Protected Bike Infrastructure, Reduction of Car Dominance, Connectivity Across Barriers	Study Area	2
It sounds good but it is nearly impossible to drive around downtown as it is. There are almost no through streets from Lamar to 35. There is NO reliable public transportation in this town. This might make biking safer but it's also 105 degrees half of the year.	Transit Prioritization & Integration, Connectivity Across Barriers	Lamar to IH-35	0
Strongly support the prioritization of bike and ped connectivity as well as transit priority in on all downtown streets. The proposed improvements are all critical for downtown vibrancy and safety. However, there are gaps in this where connections beyond downtown are being omitted, such as at 5th / 6th streets from lamar to west downtown neighborhoods. The plan should think about how downtown is connected to adjacent neighborhoods with bike and ped connectivity and safety. Please add [rotected bike lanes and ample pedestrian space at this edges.	Protected Bike Infrastructure, Pedestrian Safety & Comfort, Transit Prioritization & Integration, Connectivity Across Barriers	5th and 6th St	2
Many of the proposed changes are great, but we should go even further and transform all streets downtown into two-way streets, as well as install protected bike lanes on all streets without exception.	One-Way/Two-Way Conversion, Protected Bike Infrastructure	Study Area	0
Many of the proposed changes are great, but we should go even further and transform all streets downtown into two-way streets, as well as install protected bike lanes everywhere.	Protected Bike Infrastructure, One-Way/Two-Way Conversion	Study Area	2
The one way streets need to be removed. They don't help with traffic and they increase drive miles by forcing people to go around the block	One-Way/Two-Way Conversion, Concerns About Congestion & Lane Reductions	Study Area	2
I strongly prefer and recommend the city Implement two-way, very well protected bike lanes on all downtown streets. This is proven by studies to improve transportation and safety. Eliminating high speed one way car lanes and accommodating vulnerable road users like cyclists and scooters it is a better plan.	One-Way/Two-Way Conversion, Protected Bike Infrastructure, Reduction of Car Dominance	Study Area	2

City of Austin

<p>Comment Council Meeting: March 26, 2026</p>	<p>Category</p>	<p>Street File ID: 26-163</p>	<p>Agree</p>
<p>Please make safe two-way streets for all of downtown. Include protected bike lanes on ALL streets.</p> <p>Let's give people more choices other than driving.</p>	<p>One-Way/Two-Way Conversion, Protected Bike Infrastructure, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>2</p>
<p>The City's Austin Core Transportation (ACT) Plan proposes changes for downtown streets. Many of the changes would be great and would include protected bike lanes, bus lanes, and new trees.</p> <p>However, the ACT Plan is missing a key opportunity for downtown.</p> <p>The Plan would keep downtown's dangerous high-speed one-way streets, even though two-way streets are proven to safer and better for active transportation and local businesses. The Plan would also severely limit bike access, with most streets allowing protected bike lanes in just one direction.</p> <p>Please speak up now and call for a stronger ACT Plan:</p> <p>Safe two-way streets for ALL of downtown</p> <p>Protected bike lanes on ALL streets</p> <p>The public comment deadline is midnight TODAY, so speak up now!</p>	<p>One-Way/Two-Way Conversion, Protected Bike Infrastructure, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>1</p>
<p>We need safer two way streets for all of downtown and protected bike lanes in all of downtown.</p>	<p>Protected Bike Infrastructure, One-Way/Two-Way Conversion</p>	<p>MLK Blvd and W 6th St</p>	<p>3</p>
<p>The improvements to bike, pedestrian transit ROW in this current plan are appreciated, but it should go even further. I agree with other commenters that certain roads or sections (like W. 6th) should also be closed to non-local automobile traffic. The only way to achieve the modeshift is to make pedestrian/bicycle infrastructure the norm for localized DT trips. The transit prioritization -- in the form of queue jumps, Signal Priorit., etc. - should also extend to places like MLK which harbors the #18. All in all, I am not dissapointed, but it the plan should go even further to prioritize pedestrians/biker and public transit users in Downtown.</p>	<p>Protected Bike Infrastructure, Pedestrian Safety & Comfort, Transit Prioritization & Integration, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>1</p>
<p>Safe two-way streets for ALL of downtown Protected two-way bike lanes on ALL streets</p>	<p>One-Way/Two-Way Conversion, Protected Bike Infrastructure</p>	<p>Study Area</p>	<p>1</p>
<p>Please do not continue to keep the one way streets through downtown Austin. They are inconsistent in direction, promote too high of speeds, and especially during rush hour they become so backlogged traffic moves much slower, creating worse air quality for those on the sidewalks, on bikes, or motorcycles. Don't believe me: try to drive east on 7th street from Guadalupe to I-35. Getting on to the I-35 south bound service road to the entrance ramp at 6th street moves at a snails pace. Please support streets that are more friendly to bikes, pedestrians and transit</p>	<p>One-Way/Two-Way Conversion, Pedestrian Safety & Comfort, Concerns About Congestion & Lane Reductions</p>	<p>7th St and Guadalupe St and I-35 and 6th St</p>	<p>2</p>

<p>Comment</p>	<p>Category</p>	<p>Street</p>	<p>File ID: 26-163 Agree</p>
<p>The Plan has a lot of good ideas that I support, but I don't support the one way streets with one way bike lanes. Two-way streets are safer and better for local businesses. Also, one way streets would limit bike access and force bicyclists onto longer, more convoluted routes. Please do not include the one way streets as part of the plan!</p>	<p>One-Way/Two-Way Conversion, Protected Bike Infrastructure, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>2</p>
<p>We need safer streets downtown. We should prioritize protected bike lanes, protected crosswalks (Barnes Dance), necking down at corners, and raised streets in pedestrian zones (pedestrian first). Leaving existing high-speed one ways increases risk to pedestrians and bikers and has shown to increase traffic due to reduced access for vehicular traffic. Promoting pedestrian first infrastructure and transit enables safer spaces and makes businesses in pedestrian areas more lucrative. This can also help reduce infrastructure and maintenance costs for existing vehicle infrastructure (streets and parking lots/garages).</p>	<p>Pedestrian Safety & Comfort, Protected Bike Infrastructure, Street Design Enhancements</p>	<p>Study Area</p>	<p>1</p>
<p>Please provide a robust network of bike lanes covering every street, physically separated from the auto lanes, and return every street to two-way. We need to reclaim the public realm from car supremacy, it's our future!</p>	<p>Protected Bike Infrastructure, One-Way/Two-Way Conversion, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>1</p>
<p>This plan is in the right direction, but it falls short of truly making downtown a more thriving space.</p> <ul style="list-style-type: none"> - More priority to walking/transit space, in general. This is downtown—one of a few places in town that can/should be livable without requiring car ownership! <p>Specifically:</p> <ul style="list-style-type: none"> - Protected bike lanes in both directions throughout downtown. - No more one-way streets. They make traffic dangerously fast and cause driver confusion. - More dedicated lanes for transit—there's no reason they should wait in car traffic in the middle of downtown. <p>Thank you!</p>	<p>Protected Bike Infrastructure, One-Way/Two-Way Conversion, Pedestrian Safety & Comfort, Transit Prioritization & Integration, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>0</p>
<p>I am strongly in favor of supporting local businesses, but this plan falls short of its potential on that front. In order to fully support local businesses, all downtown streets should have traffic flow in both directions and include protected bike lanes. This will best support and promote local businesses and make downtown a more welcoming and vibrant place to live and visit.</p>	<p>Protected Bike Infrastructure, One-Way/Two-Way Conversion, Reduction of Car Dominance, Support of ACT Plan Proposed Updates</p>	<p>Study Area</p>	<p>0</p>
<p>This Plan will keep downtown's dangerous high-speed one-way streets, even though two-way streets are proven to be safer and better for active transportation and local businesses. The Plan will also severely limit bike access, with most streets allowing protected bike lanes in just one direction.</p> <p>For these reasons, I propose the following:</p> <p>Safe two-way streets for ALL of downtown</p> <p>Protected bike lanes on ALL streets</p>	<p>One-Way/Two-Way Conversion, Protected Bike Infrastructure, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>0</p>

City of Austin

Council Meeting: March 26, 2026	Category	Street File ID: 26-163	Agree
I am a strong supporter of 2 way streets instead of 1 way streets, as well as bicycle lanes and transit-only lanes downtown. Downtown is not the place for high speed traffic or through traffic; pedestrians, bicycles, and transit should be the dominant types of travel in the densest parts of the city	One-Way/Two-Way Conversion, Protected Bike Infrastructure, Transit Prioritization & Integration	Study Area	0
I support endeavors to make our downtown easier and safer for those not in cars.	Reduction of Car Dominance, Pedestrian Safety & Comfort	Study Area	0
Two-way streets are better for both small businesses as well as safer for pedestrians and cyclists. The traffic rushing through downtown on one way streets currently makes downtown feel like a pass-through zone, not a destination. Could more streets be made two-way? And I'd like to see protected bike lanes on both sides of these two-way streets.	One-Way/Two-Way Conversion, Protected Bike Infrastructure, Pedestrian Safety & Comfort	Study Area	0
It's great to see a better downtown plan on the horizon. But you're missing a critical opportunity to make the very dangerous high-speed downtown freeways (AKA West 5th and 6th streets) safer by turning them into two way streets. And I wish you could bike either direction on those streets, too.	One-Way/Two-Way Conversion, Protected Bike Infrastructure, Connectivity Across Barriers	5th St and 6th St	0
Having just come from Paris this week, I can attest to the fundamental importance of bike lanes as they move more people more quickly than cars alone. It also helps health and we have to protect people. At 48 I love biking and hope you will make streets safer.	Protected Bike Infrastructure, Pedestrian Safety & Comfort	Study Area	0
We should eliminate all fully one-way streets in downtown and add protected bike lanes everywhere. I was nearly hit last week due to a driver going too fast on Guadalupe and running a red light. Multi-lane one ways are very dangerous.	One-Way/Two-Way Conversion, Protected Bike Infrastructure, Reduction of Car Dominance, Pedestrian Safety & Comfort	Guadalupe St	0
More pedestrian malls Continued protected bike lanes, they are amazing More Transit only lanes In 2023 Austin experienced LESS walking than prior years -- crazy that we are not meeting our walking/active goals as established in the "Imagine Austin Comprehensive Plan" adopted in 2012.	Protected Bike Infrastructure, Transit Prioritization & Integration, Pedestrian Safety & Comfort	Study Area	0
I strongly support these plans. The existing 3rd and 4th street protected bike lanes are great and provide a safe way to travel east west in the area. I would love to see more streets with this infrastructure and north/south protected bike lanes as well. I also support the conversion of streets to 2-way to reduce speed and crashes.	Protected Bike Infrastructure, One-Way/Two-Way Conversion, Pedestrian Safety & Comfort	3rd St and 4th St	0
Please include bike lanes on all streets in both directions. Make downtown safer and more walkable by converting all streets to two-way. Streets are for people.	Protected Bike Infrastructure, One-Way/Two-Way Conversion, Pedestrian Safety & Comfort	Study Area	1

City of Austin

Council Meeting: March 26, 2026	Category	Street File ID: 26-163	Agree
The plan's great overall, but the sticker price for these straightforward quality of life improvements is absurd. Why is there so much overhead costs. Hasn't this area been surveyed many times over since Austin's founding? If we want to have a nicer city that lives up to a global standard of walkability and bikability staff needs to deliver on infrastructure with a reasonable cost.	Pedestrian Safety & Comfort, Protected Bike Infrastructure	Study Area	0
Walking and biking should be prioritized throughout downtown. Please increase the number of bike lanes and protected bike lanes, and eliminate the one way streets in favor of two way streets (with bike lanes) which are safer.	Protected Bike Infrastructure, One-Way/Two-Way Conversion, Pedestrian Safety & Comfort	Study Area	0
Overall, it seems like the plan is missing continuity of bike lanes , especially near the Lamar and 5th/6th Street interchange. I would ask everyone on council to actually bike these streets before signing off on any plan that does not include protected bike lanes.	Protected Bike Infrastructure, Connectivity Across Barriers	Lamar Blvd and 5th St and 6th St	0
We need protected bike lanes on all streets. Downtown sees people using many different forms of transportation to get around and we need space for bikes, scooters, pedicabs in dedicated bike lanes in both directions to keep people (everyone!) safer. Wider sidewalks would be nice. And two-way driving lanes would be ideal!	Protected Bike Infrastructure, One-Way/Two-Way Conversion, Pedestrian Safety & Comfort	Study Area	0
One-way streets should be converted to two-way streets. Especially, 5th St, 6th St, Lavaca, and Guadalupe need to be converted into one-way streets. They are currently too wide which enables drivers to drive too fast. The current street designs are dominated by cars, and are not comfortable to bike on. I'd like to see protected bike lanes in both directions on all downtown streets. Bike/bus lanes, two-way vehicle flow, trees, sidewalks & crosswalks should take priority above more than one car lane in either direction.	One-Way/Two-Way Conversion, Protected Bike Infrastructure, Street Design Enhancements, Eliminate or Reuse On-Street Parking, Reduction of Car Dominance	5th St and 6th St and Lavaca St and Guadalupe St	0
More protected like lanes are critical in improving the safety of everyone, as well as incentivizing people to opt into choosing it over car transportation, which in turn reduces congestion. The wide sidewalks are also a great addition for safety and to promote more walkable cities.	Protected Bike Infrastructure, Pedestrian Safety & Comfort	Study Area	0
-Safe two-way streets for ALL of downtown -Protected bike lanes on ALL streets	One-Way/Two-Way Conversion, Protected Bike Infrastructure	Study Area	0
We need more options to commute in the high density downtown area and surrounding neighborhoods. I live in Crestview and would like to bike to work but there aren't enough safe protected bike Lanes to use. We need this for the downtown area especially with all the housing go up.	Protected Bike Infrastructure, Connectivity Across Barriers	Study Area	0

<p>Comment Council Meeting: March 26, 2026</p>	<p>Category</p>	<p>Street File ID: 26-163</p>	<p>Agree</p>
<p>Please build a network of protected two-way bike lanes throughout downtown (ideally on every street). Also, we do need better bike connectivity to surrounding neighborhoods. Add more pedestrian malls in areas with high concentrations of restaurants and shops. We need to prioritize pedestrians, cyclists and transit. There should be a few streets with dedicated bus lanes. Add any enhancements to intersections that would maximize pedestrian safety.</p>	<p>Protected Bike Infrastructure, Pedestrian Safety & Comfort, One-Way/Two-Way Conversion, Transit Prioritization & Integration, Street Design Enhancements</p>	<p>Study Area</p>	<p>0</p>
<p>Prioritizing the convenience of cars is done at the expense of safety for others—pedestrians, cyclists, etc—is a thoughtless way to “improve” transportation. The only way for austin to improve transportation throughout the city is by investing in a safe, accessible mobility network prioritizing everyone outside of the vehicle. Car-centric infrastructure is not simply financially expensive with little return, but it is also costly to the long-term health and wellness of the community and surrounding environment. Austin needs to do right by its residents and built a transportation network that improves, not expends, our city’s wellness through mobility.</p>	<p>Reduction of Car Dominance, Pedestrian Safety & Comfort</p>	<p>Study Area</p>	<p>0</p>
<p>This feedback is posted on behalf of Safe Streets Austin. The current version of the ACT Plan would be a big step forward for Austin and we applaud staff for their efforts. We strongly support bus lanes on high frequency routes, protected bicycle lanes, trees on every street, and wide sidewalks. However, the Plan needs to go much further to maximize this opportunity for downtown to become truly safe and welcoming for all transportation users.</p> <p>Specifically, the plan should:</p> <ul style="list-style-type: none"> - Convert all one-way streets to two-way vehicular flow: Two-way street conversions have a consistent track record of improving safety, multimodal access, local business revenues, property values, and crime while having little impact on congestion. We know of no unsuccessful two-way conversions, including in Austin. - Include protected bike lanes in both directions on all streets. - Include trees on every street. - Prioritize key facilities (including bus lanes, bicycle lanes in both directions, trees, two-way vehicle flow, and on-street parking) above more than one vehicle lane in each direction. <p>Thank you again for this opportunity to make downtown a safer, more welcoming and inclusive place for all transportation users.</p>	<p>One-Way/Two-Way Conversion, Protected Bike Infrastructure, Street Design Enhancements, Transit Prioritization & Integration, Eliminate or Reuse On-Street Parking, Reduction of Car Dominance</p>	<p>Study Area</p>	<p>0</p>
<p>More protected bikeways, roundabouts, trams and smart-signalling systems. Hire Dutch traffic engineers. They have the best systems and practices.</p>	<p>Transit Prioritization & Integration, Protected Bike Infrastructure, Street Design Enhancements</p>	<p>Study Area</p>	<p>0</p>

City of Austin

Comment Council Meeting: March 26, 2026	Category	Street File ID: 26-163	Agree
<p>As a central Austin resident who mostly bikes and regularly has to rely on cars, I appreciate the hybrid approach proposed here and feel it represents a good balance of support for cycling and safe, efficient traffic flow for all. I support expanding safe biking corridors and no-car zones while maintaining higher speed arterial routes for motor vehicles- we don't need a protected bike lane on every single street, nor do all protected bike lines need to be two-way. Until we have a genuine, practical alternative for workers commuting from our near suburbs, this balance is critical. But one small thing: put stop signs on the north-south traffic that crosses the E 4th bike corridor, not on the bikes!</p>	<p>Protected Bike Infrastructure, Pedestrian Safety & Comfort, Concerns About Congestion & Lane Reductions</p>	<p>E 4th St</p>	<p>0</p>

Phase 3 - Map Comments

Comment	Category	Street
This street should have protected bike lanes on both sides instead of maintaining all of this on street car parking. There are parking garages on just about every block of downtown, we can do better than more on-street parking.	Protected Bike Infrastructure, Eliminate or Reuse On-Street Parking	Red River between 5th and 6th
These bus lanes on 7th and 8th street are great for the current network, but if frequent routes 7 and 10 use them in the future, they will miss a connection with any light rail station Downtown.	Transit Prioritization & Integration	Guadalupe St between 7th and 8th
Prioritize bike paths over travel lanes please.	Protected Bike Infrastructure	Red River and 7th Street
This plan in general seems to reinforce the existing car-centric nature of downtown. It seems that car capacity is the highest priority, and bike lanes are being included only where space is left, often in a fragmented way. This is unfortunate. Downtown should be for people, and it should be comfortable to walk and bike. It seems like we're unfortunately continuing to prioritize cars in the one part of town that is served well enough by public transit to render driving unnecessary, instead of trying to reduce car traffic in accordance with the city's stated goals and making downtown a place where people are the priority over the loud, polluting, deadly machines that push people away from spaces like this	Reduction of Car Dominance, Pedestrian Safety & Comfort	9th St
It's unfortunate to not aspire to provide bike access along Lamar. With the number of businesses along the street, I think a lot of people could benefit from being able to bike there.	Protected Bike Infrastructure, Connectivity Across Barriers	N Lamar Blvd
Can we include a bike lane and bus lane in this block instead of leaving a gap in those facilities in favor of 6 car + parking lanes?	Protected Bike Infrastructure, Transit Prioritization & Integration	W 5th St
Can we include a bike lane and bus lane in this block instead of leaving a one-block gap in these facilities and having 6(!) car lanes?	Protected Bike Infrastructure, Transit Prioritization & Integration	W 6th St
Removing the existing bike lanes on Lavaca and Guadalupe Streets without a nearby replacement is concerning. There's simply no north-south bike access offered anywhere west of Congress Ave? We can do better than making the west half of downtown exclusive to cars.	Protected Bike Infrastructure, Connectivity Across Barriers	Lavaca St and Guadalupe St
Can we include bike lanes on Colorado St instead of making it exclusively car-only?	Protected Bike Infrastructure	Colorado St
Can we move on from such autocentricity, and pursue a Congress Avenue with less than 5 lanes?	Protected Bike Infrastructure	Congress Ave
Can we be more inclusive of non-car modes and include a westbound bike lane instead of three car lanes plus parking? This proposal in general appears to have a guise of multimodality, while in reality attempting to put as many cars as possible into downtown, and just fitting other users in if there's space left.	Reduction of Car Dominance	E 5th St
Do we really need three car lanes on 8th St? Can we be more inclusive of non-car modes and add a westbound bike lane?	Reduction of Car Dominance, Protected Bike Infrastructure	8th St
It is absurd to me that we're prioritizing cars to the point of not including bike lanes on Red River St. It's already frequently used by cyclists despite its poor accommodations, because it provides important connectivity and allows cyclists to avoid large hills. This street should absolutely have bike lanes in both directions.	Reduction of Car Dominance, Protected Bike Infrastructure	Red River St

City of Austin

Council Meeting: March 26, 2026	Category	File ID: 26-163
Can we include bikeways on Neches St instead of making it an exclusive car-only facility?	Reduction of Car Dominance, Protected Bike Infrastructure	Neches St
Can we include bikeways on Brazos Street instead of making it an exclusive car-only facility?	Reduction of Car Dominance, Protected Bike Infrastructure	Brazos St
4 lanes on 7th St seems absurd. Can we instead be inclusive of modes other than just personal vehicles by including bike lanes in both directions?	Protected Bike Infrastructure	7th St
Can a bikeway be continued on 7th St west of San Jacinto instead of parking? Even if it's only on one side, it could be a huge help by avoiding detours that cause delays through extra signals and by avoiding the need to navigate the hill between 6th and 7th streets that can be very steep on some blocks.	Protected Bike Infrastructure, Eliminate or Reuse On-Street Parking	7th St West of San Jacinto Blvd
Instead of maintaining all of this street parking on 5th street, we should have a protected bike lane going west. Every single building here has a dedicate parking garage anyway. Loading and unloading for commercial and maintenance vehicles should be focused in the alleys.	Protected Bike Infrastructure, Eliminate or Reuse On-Street Parking	5th St
The addition of protected bike lanes is great. However, ending them without connecting them to the existing infrastructure on W 5th and W 6th would be a shame. The utility of the protected bike lanes is severely diminished if they don't connect to existing bike infrastructure. I understand the problem of vehicle congestion at the Lamar intersections, but the proposed bike lanes would be much more useful if they provide safe passage west of Lamar.	Protected Bike Infrastructure, Connectivity Across Barriers, Concerns About Congestion & Lane Reductions	W 5th St and W 6th St
Please include leading pedestrian intervals (or increase the current interval time if the intersection already has LPI), especially for the northbound crossing across 5th street.	Pedestrian Safety & Comfort	Bowie St and W 5th St
Why prioritize parking over bike lanes on this block?	Eliminate or Reuse On-Street Parking, Protected Bike Infrastructure	W 5th St
Crosswalk on east side of intersection does not currently exist and should be added.	Pedestrian Safety & Comfort	W 5th St
Why no bike lanes in the block surrounding whole foods? Do bikes suddenly appear and dissappear at Lamar Blvd?	Protected Bike Infrastructure, Connectivity Across Barriers	Bowie St
Agree, protected bike lanes both directions	Protected Bike Infrastructure, Support of ACT Plan Proposed Updates	Red River St
i agree	Support of ACT Plan Proposed Updates	E 8th St
Plus one to bike lanes in both directions	Protected Bike Infrastructure, Support of ACT Plan Proposed Updates	E 7th St
Agree. More bike lanes throughout downtown.	Protected Bike Infrastructure, Support of ACT Plan Proposed Updates	Lavaca St
I also agree!	Support of ACT Plan Proposed Updates	Colorado St
Agree!	Support of ACT Plan Proposed Updates	Congress Ave
Need a toll booth here for private cars and trucks exiting I-35 to pay for the billions of dollars in damage they cause to downtown Austin.	Reduction of Car Dominance, Concerns About Congestion & Lane Reductions	E 5th St
Need a toll booth here for private cars and trucks exiting I-35 to pay for the billions of dollars in damage they cause to downtown Austin.	Reduction of Car Dominance, Concerns About Congestion & Lane Reductions	E 6th St

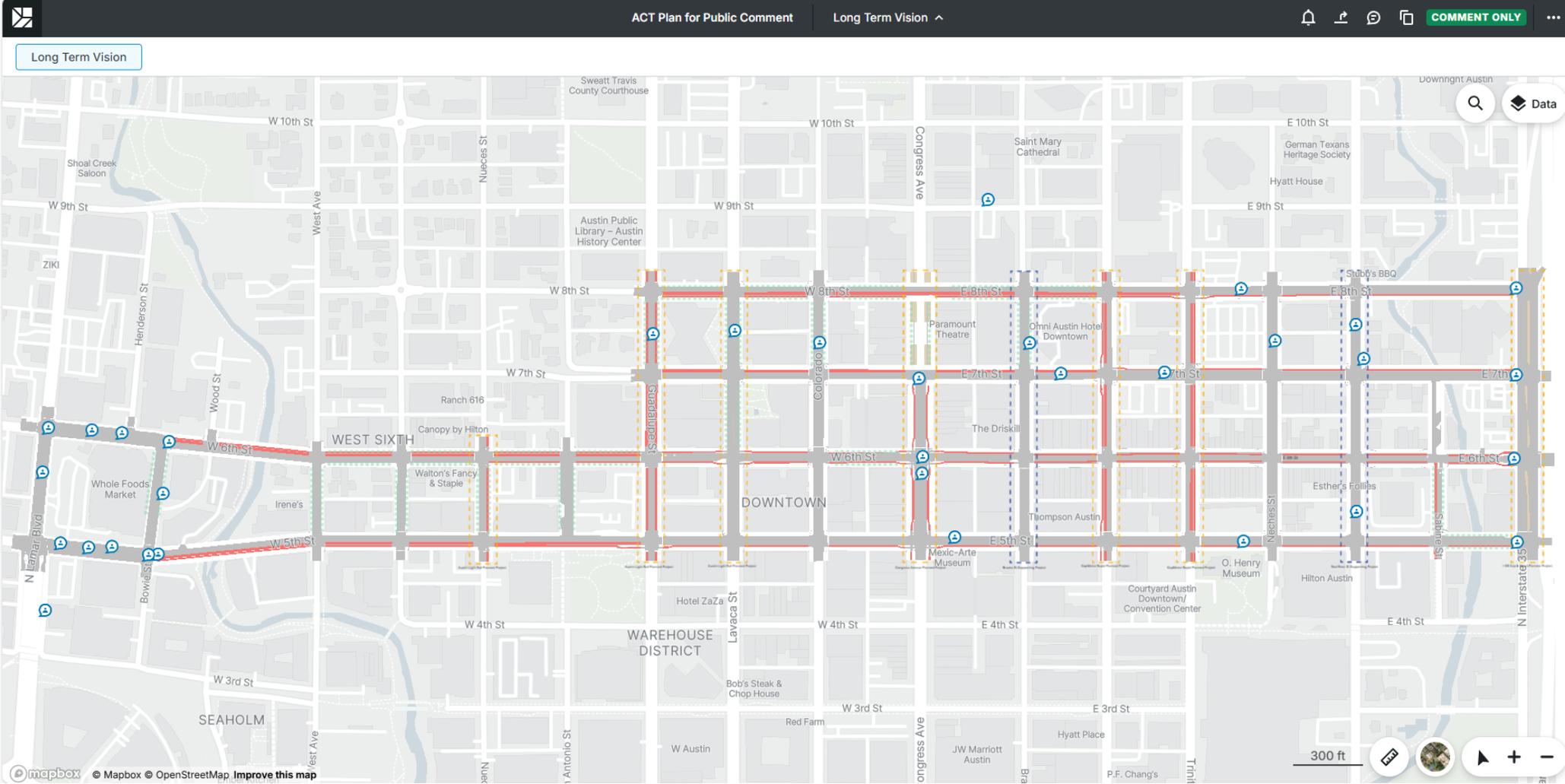
City of Austin

Council Meeting: March 26, 2026	Category	File ID: 26-163
Need a toll booth here for private cars and trucks exiting I-35 to pay for the billions of dollars in damage they cause to downtown Austin.	Reduction of Car Dominance, Concerns About Congestion & Lane Reductions	E 7th St
Need a toll booth here for private cars and trucks exiting I-35 to pay for the billions of dollars in damage they cause to downtown Austin.	Reduction of Car Dominance, Concerns About Congestion & Lane Reductions	E 8th St
This Sixth and Congress location should be a car free human filled gathering place like Times Square, instead of a loud honking dangerous melee of metal and noise and road rage.	Reduction of Car Dominance, Pedestrian Safety & Comfort, One-Way/Two-Way Conversion	E 6th St and Congress Ave
Yes, please!	Support of ACT Plan Proposed Updates	Colorado St
It's insane that Texas treats its most important street as a car sewer. All of Congress Av should be car free at all times, but at the very least, it should be totally car free from fifth street to eighth street.	Reduction of Car Dominance, One-Way/Two-Way Conversion	Congress Ave
Yes!	Support of ACT Plan Proposed Updates	W 5th St
Need much better pedestrian and bike lane protection at this 6th and Lamar intersection. Should include a long lasting all-directions "scramble" crossing.	Pedestrian Safety & Comfort, Protected Bike Infrastructure, Street Design Enhancements	W 6th St and N Lamar Blvd
Need much better pedestrian and bike lane protection at this 6th and Lamar intersection. Should include a long lasting all-directions "scramble" crossing.	Pedestrian Safety & Comfort, Protected Bike Infrastructure, Street Design Enhancements	W 6th St and N Lamar Blvd
Oops meant fifth and Lamar. But sixth and Lamar needs it, too.	Pedestrian Safety & Comfort, Protected Bike Infrastructure, Street Design Enhancements	W 5th St and N Lamar Blvd
Agreed! Need much better pedestrian and bike lane protection at this sixth and Lamar intersection. Should include a long lasting all-directions "scramble" crossing.	Pedestrian Safety & Comfort, Protected Bike Infrastructure, Street Design Enhancements	W 6th St and N Lamar Blvd
Need to deprioritize level of service / congestion concerns and prioritize bike / ped safety and connectivity. This would be a hug miss to not include continuous bike lane to the bike lane on 5th / 6th streets.	Protected Bike Infrastructure, Pedestrian Safety & Comfort, Connectivity Across Barriers	W 5th and W 6th St
Bike / ped safety must be prioritized here and level of Service / congestion concerns for vehicles should be deprioritized. Bike lane connectivity is a must.	Protected Bike Infrastructure, Pedestrian Safety & Comfort, Connectivity Across Barriers	W 5th St
Bike lane desperately needed here for safe connectivity to 6th Street area neighborhoods.	Protected Bike Infrastructure, Connectivity Across Barriers	W 6th St
Bike lane desperately needed here for connectivity from 5th / 6th loop	Protected Bike Infrastructure, Connectivity Across Barriers	W 5th and W 6th St

Email Comments

<p>As a downtown resident, the ACT plan appears to make my life worse with almost every step. I'll keep this as short as I can.</p> <p>1) Bike lanes. It's just plain wrong to think that you can get enough people to ride bicycles to impact traffic patterns. The ones that exist now are almost never used and with over 100 90+ days and over 30 100+ days, bikes aren't a reliable way to move around Austin and never will be. 2) The money you propose to spend on seldom used bike lanes would be much better spent on a smart grid system for the busiest intersections - you could install them in 1000 interactions for a fraction of the cost of bike lanes. Frankly you should do this no matter what. Less gas, less carbon emissions and less traffic - it's all good.</p> <p>3) Bottom line is that its a southern tradition to believe that if you make driving unbearable, people won't do it - but that's wrong. They will, until it's truly unbearable and then, instead of riding a bike or a bus from Circle C or North Austin, they'll just stop coming. If you want to make downtown more of a destination, there has to be a reasonable way to get there and back. And bikes and scooters aren't it. I had meetings this fall on Anderson Lane. It took me a full hour to get there at 6PM from downtown and over half of that was just getting out of downtown. I don't see how making that take 90 minutes or 2 hours will make my life better.</p> <p>I'm sure this is going forward no matter what anyone says. But if you asked people if they would support it if you told them it would make downtown traffic significantly worse, it would lose at the ballot box. This kind of stuff is why/how Trump got elected. You tell people crazy, inside your bubble things that make no sense to them and they vote for someone who also seems crazy, but a little less so. This is the LatinX, defund the police version of a downtown transport plan. Please consider revising it in a way that actually makes some statistical sense.</p>	<p>Concerns About Congestion & Lane Reductions</p>
<p>What has happened to the street and road maintenance budget over the past 20 years. Has it kept up with the growth in population—particularly in the downtown area?</p> <p>Along with any new system improvements, maintaining our existing system is crucial for safe, non-hazardous transportation (cars, bikes, and pedestrians).</p>	<p>Protected Bike Infrastructure, Pedestrian Safety & Comfort, Street Design Enhancements</p>
<p>The City's Austin Core Transportation (ACT) Plan proposes changes for downtown streets. Many of the changes would be great and would include protected bike lanes, bus lanes, and new trees.</p> <p>However, the ACT Plan is missing a key opportunity for downtown.</p> <p>The Plan would keep downtown's dangerous high-speed one-way streets, even though two-way streets are proven to be safer and better for active transportation and local businesses. The Plan would also severely limit bike access, with most streets allowing protected bike lanes in just one direction.</p> <p>Please speak up now and call for a stronger ACT Plan:</p> <ul style="list-style-type: none"> • Safe two-way streets for ALL of downtown • Protected bike lanes on ALL streets <p>The public comment deadline is midnight TODAY, so speak up now!</p>	<p>Protected Bike Infrastructure, One-Way/Two-Way Conversion</p>

Only Priority Projects were developed using the Remix Streets platform and are shown in the map below. Only the limits of Planned Projects and Supporting Projects intersecting the Priority Projects were included. The blue bubbles reflect the location of comments made in the map.



AUSTIN CORE TRANSPORTATION (ACT) PLAN RECOMMENDATIONS

How the ACT Plan Can Remake Downtown as a Vibrant, Safe Place For All

Austin’s downtown is the heart of our city. Its streets should be safe, bustling destinations that attract locals and visitors from around the world to stroll, bike, and enjoy local businesses and destinations.

However, too much of downtown is dedicated to unsafe and uninviting highway-like one-way roads, a situation that the current ACT Plan proposes to continue in too many instances. In response, Safe Streets Austin recommends integrating the following measures into the ACT Plan to help more fully realize downtown Austin’s potential.

CONVERT ALL DOWNTOWN STREETS* FROM ONE-WAY TO TWO-WAY VEHICULAR FLOW

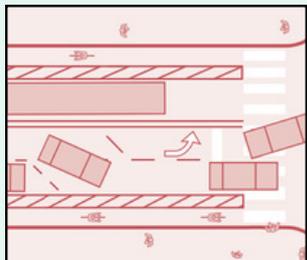
Two-way street conversions have consistently revitalized downtowns

- Slower vehicle speeds and fewer crashes
- More pleasant, walkable, bikeable streets
- Increased revenues for local businesses



* Including 5th, 6th, 7th, and 8th Streets

ENABLE SAFE LEFT-TURNS ON NEWLY CONVERTED TWO-WAY STREETS



Accomplish this through a combination of:

- Short left-turn pockets
- Leading left-turn traffic signals
- All-way stops
- Prohibit left turns at certain intersections, depending on need

PROVIDE ON-STREET PARKING AND TREES WHERE SIDEWALK DINING IS ANTICIPATED



Parking and trees are powerful ways to provide the protection and comfort that encourages sidewalk dining.

“[In] Fort Lauderdale, a parking ban on one side of Himmarshee Blvd [led to]... diners on the side with parking and a ghost town on the side without.”

- Jeff Speck, Walkable City Rules

CREATE A HIGH-COMFORT BICYCLING NETWORK



- Provide protected bicycle lanes in both directions on all streets.
- Include “green wave” signal timing on key streets to allow people on bicycles to pass through green lights without stopping.

IMPLEMENT BUS LANES ON ALL HIGH-FREQUENCY ROUTES



Bus lanes move more people in the same space than general purpose vehicle lanes.

On all downtown streets, two-way vehicle flow, bus and bicycle lanes, wide tree-lined sidewalks, and on-street parking should all take priority over two or more general purpose lanes in either direction.



ONE-WAY TO TWO-WAY STREET CONVERSIONS

A Proven Strategy for Unlocking Downtown Austin's Full Potential

There are few strategies more consistently effective for revitalizing downtowns than converting one-way streets to two-way.

It's time to transform **all** of downtown Austin's dangerous one-way roads into safe, pleasant, vibrant two-way streets.

"Dozens of cities have reconfigured one-way streets into two-way streets as a means of bringing their downtowns to life."

Governing Magazine

TWO-WAY STREETS ARE SAFER...

49% fewer crashes

After downtown streets converted to two-way.

Louisville KY

23% less crime

On converted downtown streets.

Louisville KY

"The design has facilitated a better response from police and fire."

"When we experience a problem, we are provided with more options to redirect traffic."

Wm. Todd Bailey, Police Chief, New Albany IN

GREAT FOR LOCAL BUSINESSES...

"Two-way streets are better for local businesses that depend heavily on pass-by traffic."

Vikash Gayah, Ph.D., "Two-Way Street Networks: More Efficient than Previously Thought?"

10-20% increase in retail sales

Since downtown streets' conversion to two-way.

Vancouver WA

"One-way streets should not be allowed in prime downtown retail areas. We've proven that."

Rebecca Ocken, Executive Director, Vancouver WA Downtown Association

...AND CREATE A HEALTHIER ECONOMY

Property tax revenues 2X higher

On average two-way blocks compared to average one-way blocks.

Louisville KY

\$2.75bn invested in local projects

After two-way 2006 conversion of downtown streets.

Des Moines IA

New commercial development

Large increase in retail and restaurants after 1996 Clematis St conversion.

West Palm Beach FL

AUSTIN HAS CONVERTED DOWNTOWN STREETS SUCCESSFULLY EVERY TIME

2008

Cesar Chavez St
Entire length downtown

2015

Brazos St
Cesar Chavez - 6th

2017

5th St
Brazos - I35
91 of 94

2018

Colorado St
Cesar Chavez - 9th

2019

16th St; 17th & 18th St
*San Antonio - Colorado;
San Jacinto - Trinity*

The Safe Streets Austin concepts demonstrate the viability of converting all downtown one-way streets to two-way while also including priority infrastructure such as bus lanes, bicycle lanes in both directions, trees, and - where possible - on-street parking.

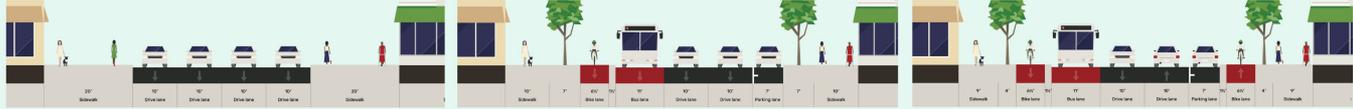
CURRENT CONFIGURATION
May vary based on location

ACT PLAN PROPOSAL

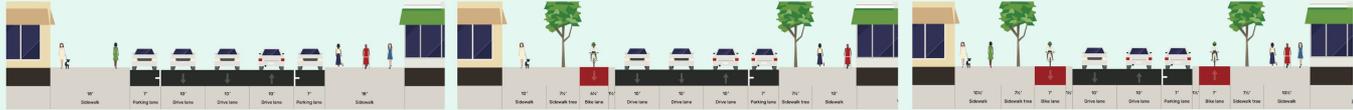
SAFE STREETS AUSTIN CONCEPT
Note: These are concepts, not recommendations

5TH STREET

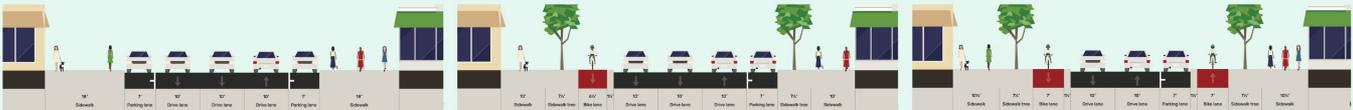
BOWIE-GUADALUPE



GUADALUPE-BRAZOS



BRAZOS-I35

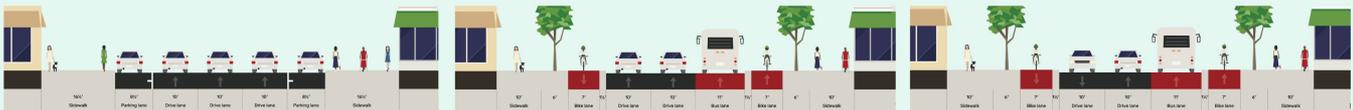


6TH STREET

NUECES-BOWIE



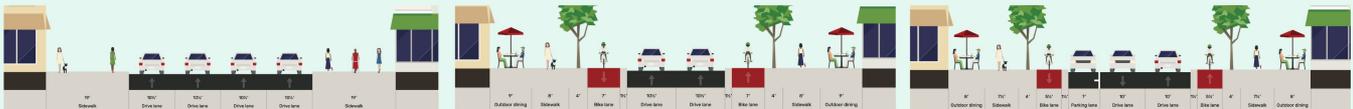
GUADALUPE-NUECES



BRAZOS-GUADALUPE



I35-BRAZOS

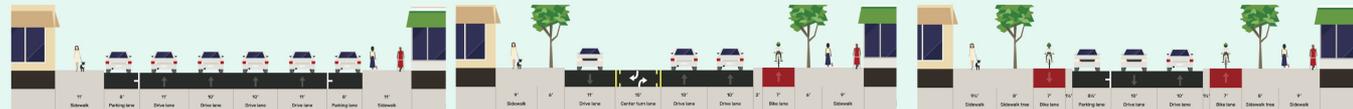


7TH STREET

SAN JACINTO-GUADALUPE

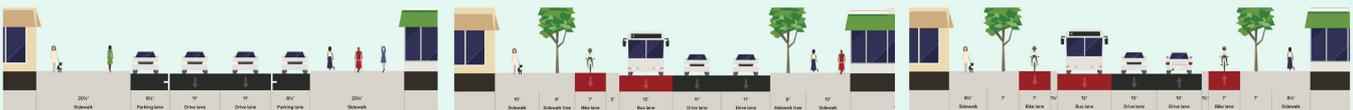


I35-SAN JACINTO

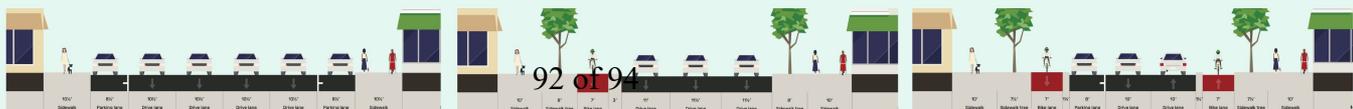


8TH STREET

GUADALUPE-TRINITY



TRINITY-I35





March 18, 2025

Via Email

Mr. Richard Mendoza
Director, City of Austin Transportation and Public Works

RE: Austin Core Transportation Plan

Dear Director Mendoza,

On behalf of the Downtown Austin Alliance (DAA), please find below (page 2) our comments on the final draft of the Austin Core Transportation (ACT) Plan. The ACT Plan is a critical planning piece for downtown Austin's grid, optimizing streets in response to major mobility and infrastructure projects. We thank the Transportation and Public Works Department for this opportunity to provide input on the recommendations and look forward to continued collaboration as this project progresses.

As part of our five-year strategic plan, the DAA's goal is to ensure downtown is easier and more enjoyable to access and move within, has enhanced transportation and facilities, and improved connections to neighboring communities. The ACT Plan has the potential to be a critical impetus to achieve this goal downtown.

If you have any questions regarding our comments, please do not hesitate to reach out to Matt Geske, VP of Public Affairs, at mgeske@downtownaustin.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "D B" followed by a long horizontal line.

Davon Barbour
President & CEO
Downtown Austin Alliance

DAA Act Plan comments, contd.

General Comments:

- **Cumulative Impacts.** Study the cumulative impacts (including but not limited to, traffic impact analysis, traffic volume studies, multimodal transportation impacts, and construction scheduling) on all planned, priority, and supporting projects. Work closely and collaborate with other city departments and agencies to advance study.
- **Parking & Access.** Quantify on-street parking impacts and call for alternative affordable parking solutions, such as district parking solutions with wayfinding, which will be critical to ensure the plan's success.
- **Project Development.** As projects of the ACT Plan are funded and advanced, work closely with the DAA, stakeholders, and impacted properties to communicate potential concerns (i.e. street conversations, garage or alley access, etc.) and ensure block-by-block solutions meet the demands of the key street users. As downtown will be experiencing construction disruptions from many concurrent projects for the next several years, it is vital that the City of Austin coordinate with other agencies such as: Austin Transit Partnership, Texas Department of Transportation, and Capital Metro.
- **Urban Design Elements.** Balance key urban design elements (i.e., wide sidewalks, on curb bike lanes, and shade trees) with block-by-block solutions, coordinating design trade-offs and prioritizing amenities.
- **Street Conversions.** Work closely with individual stakeholders, property owners, and businesses along streets with proposed one-way to two-way conversions to ensure that proper egress, loading zones, and garages in/out access is maintained and efficient for impacted user groups.

Project Specific Comments:

- **5th Street.** Maximize placemaking opportunities for the Mexican American Heritage Corridor, working closely with DAA, Mexic-Arte and other critical stakeholders on the 5th Street design development and implementation.
East 6th Street. Reduce or remove bike lanes to allow for loading, delivery, and rideshare solutions, which are critical to support the high-density of businesses along East 6th Street. Work closely with DAA, E 6th Street PID, and other critical stakeholders on the East 6th Street design development and implementation.
 - If a bike lane remains on E 6th Street, it should only be one-way, following the flow of traffic (west bound).
 - If a bike lane remains on E 6th Street, it must be an on-curb lane to prevent vehicle use and indented to prevent pedestrian use.
- **9th & 10th Streets.** Study 9th & 10th Streets as future east-west bus corridors, connecting to and establishing a bus-to-rail transfer hub with the proposed Wooldridge Square Light Rail Station at 10th & Guadalupe. Work with other agencies and city departments to advance efforts. If east-west bus corridors are feasible, advance 9th & 10th Streets from supporting to priority projects.
- **Red River Street.** Work closely with the DAA, Red River Cultural District, and impacted businesses and properties to find block-by-block solutions to Red River Street throughout design development and implementation. The street should prioritize musician and delivery loading zones while also providing alternative solutions to ride-share and parking demands.
- **Congress Avenue Urban Design Initiative.** Study ACT project coordination with the slow, retail street concept proposed for Congress Avenue north of 8th Street, and the existing four-lane street section south of 8th Street.