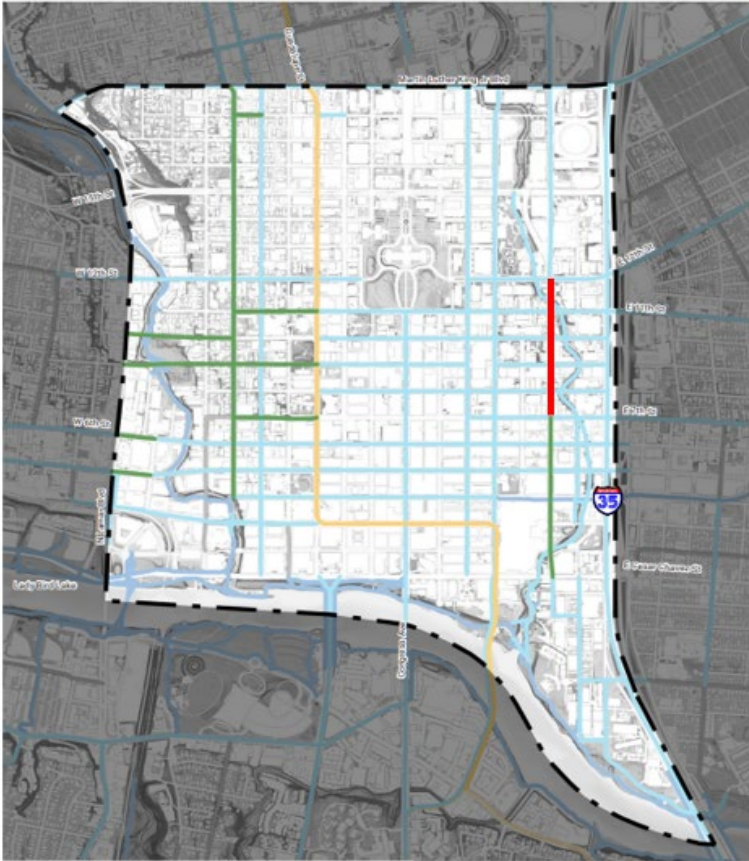


Amendment Log

ID	Amendment	Proposed By	Notes
1	<p>Amended Figure 3.78 Bicycle System Improvement Map on page 87: - extended the limits of bicycle improvements on Red River Street from Cesar Chavez Blvd to 7th Street up to 12th Street to fill the gap in the Bicycle System.</p>  <p>Figure 3.78 - Bicycle System Improvement Map</p> <p>Bicycle System Improvements Light Rail Route Existing Off-Street Paths Existing and Proposed Bicycle Improvements</p> <p>Austin Core Transportation Plan</p>	UTC-3, PC-1, JSC-4, and Staff	<p>Bicycle System Improvements are intended to be flexible, low-cost programmatic improvements within the existing constraints. The type of bicycle facility has not been determined. A public process is required to determine whether any changes are made to the street as well as the design of the improvement. A protected bicycle lane would require the removal of parking on one or both sides of the street along constrained blocks. Improvements that allow bicycles to share travel lanes with vehicles safely without removing parking/loading is another feasible outcome.</p>

Amendment Log

ID	Amendment	Proposed By	Notes
2	<p>Amended pages 57 - 59 to include additional language about the alternatives being considered for 6th Street from I-35 to Brazos Street and added pages 60 - 65 depicting the alternatives being considered during the project development process.</p> <div><div><p>Priority Project: Sixth Street</p><p>I-35 to Brazos Street</p><ul style="list-style-type: none">Allocate space to activate building frontages with cafés and wide sidewalks.Addition of protected bicycle and micromobility lanes.Provide continuous tree canopy.Two vehicle travel lanes entering downtown from the east.Lower vehicle speeds and more dedicated space for pedestrians with shorter crossings.</div><div><p>Key Considerations:</p><p>Parking and loading spaces will need to be prioritized along adjacent north-south streets or careful consideration will be required to allow curb insets into the bicycle facility and tree/furniture zones.</p><p>Alternatives under consideration during the project development process currently underway are shown on the following pages.</p></div><div><p>Figure 3.24 - Sixth Street typical section I-35 to Brazos Street</p><p>A Sidewalk Cafés B Protected Bicycle Lanes C Continuous Tree Canopy D Curb extension for pedestrian safety</p></div><div><p>Figure 3.25 - Sixth Street schematic I-35 to Brazos Street</p><p>Three westbound travel lanes begin west of Brazos Street.</p><p>Addition of a protected bicycle facility in both directions for bicyclists and micromobility users. Connects with protected bicycle facilities and CapMetro Rapid stations on San Jacinto Boulevard and Trinity Street.</p><p>Typical Block alternatives shown on following pages.</p><p>Additional space is provided for trees, cafés and wide sidewalks along both sides of the street.</p><p>Two westbound travel lanes are maintained entering into downtown.</p><p>The I-35 Capital Express Central project will create a new boulevard by combining the frontage roads along the west side, leaving room for potential Caps over the I-35 highway lanes to the east.</p></div></div>	PC-3 and Staff	<p>Based on stakeholder feedback collected during the final phase of engagement, the draft ACT Plan has been updated to include additional pages depicting alternatives with variations of bicycle facilities and curb access uses that will be evaluated during the project development process for 6th Street between Brazos and I-35.</p> <p>Alternatives being considered:</p> <ol style="list-style-type: none">Protected bike lanes in both directions, curb insets for pull-in curb accessProtected bike lanes in both directions, full block length with curb access on one sideProtected bike lane in westbound direction, full block length with curb access on one sideNo bike lanes, full block length with curb access on one sideNo bike lanes, full block length with curb access on both sides

PROJECT RECOMMENDATIONS

Figure 3.26 - Sixth Street Looking West at Brazos Street

A Sidewalk Cafés
B Protected Bicycle Lanes
C CapMetro Bikeshare Station
D Curb extension for pedestrian safety

Amendment Log

ID	Amendment	Proposed By	Notes
3	<p>Red Line Parkway Amendments:</p> <p>- added reference to the Red Line Parkway and supporting text on the following pages:</p> <p>Page 25 - Added the following text to bullet #2 under Project Considerations:</p> <p>The project will lower the highway, constructing new bridges, and crossings to make traveling east-west across the highway easier. Access to Downtown from neighborhoods east of I-35 will be improved with a new bridge at 5th Street, <u>grade separated crossing of the Lance Armstrong Bikeway/Red Line Parkway at 4th Street</u> and a bicycle and pedestrian only crossing at 3rd Street.</p> <p>Page 90 - Added the following text:</p> <p><u>The Lance Armstrong Bikeway exists along 4th Street is an off-street path, overlapping with the Red Line Parkway. Red Line Parkway also overlaps with portions of the EastLink trail and presents a great opportunity for north-south connectivity starting from Central Austin and spanning the length of the city for 32 miles. It provides key connections to public transit, including CapMetro's Red Line. The largest continuous portion of Red Line Parkway completed and open to the public extends from Pedernales Street at Canterbury Street to 34th Street and Cherrywood Road. Additional smaller segments have been completed as well and more are under design.</u></p> <p>Page 91 - Added #4 <u>Lance Armstrong Bikeway/Red Line Parkway</u> to Figure 8.86 Trail System Map</p> <p>Page 139 - Added <u>Red Line Parkway Initiative</u> to the list of Partner Agencies and Organizations</p>	Public Comment and Staff	The Red Line Parkway is a proposed trail that begins in downtown and follows the CapMetro Metro Rail Red Line to Leander. Reference to this trail was left out of the draft plan unintentionally and is included in other Council adopted transportation plans such as the 2023 Urban Trails Plan.