

ID	Revision	Proposed By	Notes
1	<p>Revised Figure 3.76 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> <div data-bbox="436 251 982 1036" style="text-align: center;"> <p><b>Figure 3.76 - Bicycle System Improvement Map</b></p> <ul style="list-style-type: none"> <li><span style="color: green;">—</span> Bicycle System Improvements</li> <li><span style="color: yellow;">—</span> Light Rail Route</li> <li><span style="color: blue;">—</span> Existing Off-Street Paths</li> <li><span style="color: lightblue;">—</span> Existing and Proposed Bicycle Improvements</li> </ul> <p><small>Austin Core Transportation Plan 87</small></p> </div>	<p>UTC-3, PC-1, JSC-4, and Staff</p>	<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>

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2	<p>Revised pages 56-63 depicting the preferred alternative for 6th St between Congress and I-35 and additional associated changes.</p> <div data-bbox="180 326 457 456"> <p><b>Priority Project: Sixth Street</b></p> <p><b>I-35 to Brazos Street</b>  <b>Brazos Street to Guadalupe Street</b>  <b>Guadalupe Street to N Lamar Boulevard</b></p> <p>Subprojects:</p> </div> <div data-bbox="180 475 457 589"> <p>Sixth Street is a primary gateway into and out of downtown from I-35 to MoPac Expressway. It serves a lot of vehicles but excludes safe facilities for bicycles and micromobility. Parts of Sixth Street are known for its nightlife, but the streetscape is far from pedestrian-friendly, requiring it to be closed to vehicles several nights a week. The Sixth Street project envisions transforming the corridor into a safe, multimodal corridor, with transit-only lane, wide sidewalks and trees, supporting its pedestrian activity and economic vibrancy.</p> </div> <div data-bbox="180 592 457 829"> <p><b>Benefits:</b></p> <ol style="list-style-type: none"> <li>1. Vehicle capacity is maintained into downtown at I-35.</li> <li>2. Transit speed and reliability is improved with a transit-only lane between Guadalupe Street and N Lamar Boulevard.</li> <li>3. A westbound protected bicycle and micromobility lane is provided from Congress Avenue to N Lamar Blvd providing a high-quality crosstown connection.</li> <li>4. Continuous tree canopy provides shade along both sides of the street.</li> <li>5. Shorter crossings are provided for pedestrians throughout the corridor.</li> <li>6. Additional space for café zones is included fronting buildings east of Brazos Street.</li> <li>7. Opportunities for public art and other placemaking installations.</li> </ol> </div> <div data-bbox="180 846 457 959"> <p><b>Key Considerations:</b></p> <p>Capacity through the intersection of N Lamar Boulevard is being prioritized for a dedicated transit-only lane and protected bicycle lane.</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> </div> <div data-bbox="478 253 1325 979"> <p><b>Figure 3.19 - Sixth Street project limits</b></p> <p><b>Figure 3.20 - Sixth Street typical section Nueces Street to N Lamar Boulevard</b></p> <p><b>Figure 3.21 - Sixth Street typical section Congress Avenue to Guadalupe Street</b></p> <p><b>Figure 3.22 - Sixth Street typical section I-35 to Congress Avenue</b>          Three travel lanes are provided approaching Congress Avenue</p> </div>	<p>PC-3 and Staff</p>	<p>Based on stakeholder feedback collected during the Preliminary Engineering process conducted in late 2025, the final draft ACT Plan has been updated to reflect the preferred alternative selected for 6th Street.</p>

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3	<p>Red Line Parkway Amendments:</p> <ul style="list-style-type: none"> <li>- added reference to the Red Line Parkway and supporting text on the following pages:</li> <li>Page 25 - Added the following text to bullet #2 under Project Considerations:                      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, <a href="#">grade separated crossing of the Lance Armstrong Bikeway/Red Line Parkway at 4th Street</a> and a bicycle and pedestrian only crossing at 3rd Street.</li> <li>Page 90 - Added the following text:  <a href="#">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.</a></li> <li>Page 91 - Added #4 <a href="#">Lance Armstrong Bikeway/Red Line Parkway</a> to Figure 8.84 Trail System Map</li> <li>Page 139 - Added <a href="#">Red Line Parkway Initiative</a> to the list of Partner Agencies and Organizations</li> </ul>	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.
4	<p>Priority Project revisions:</p> <p>Fifth Street</p> <ul style="list-style-type: none"> <li>- Project limit was extended to N Lamar Boulevard; pg 46, 48, &amp; 50</li> <li>- Added: Capacity through the intersection of N Lamar Boulevard is being prioritized for a dedicated transit-only lane and protected bicycle lane. Design of the intersection will consider extending the transit-only lane from Baylor Street; pg 48 &amp; 50</li> <li>- Added: Conduct speed study to identify opportunities to adjust signal timing to reduce potential speeding; pg 50</li> <li>- Added: New traffic signal at San Antonio St; pg 51</li> </ul>	Public Comment and Staff	Based on additional public input the final draft ACT Plan has been revised to reflect community supported recommendations along 5th Street.
5	<p>Priority Project revisions:</p> <p>Sixth Street</p> <ul style="list-style-type: none"> <li>- Project limit was extended to N Lamar Boulevard; pg 46, 56, &amp; 62</li> <li>- Added: Capacity through the intersection of N Lamar Boulevard is being prioritized for a dedicated transit-only lane and protected bicycle lane; pg 46, 56, &amp; 62</li> <li>- Added: Conduct speed study to identify opportunities to adjust signal timing to reduce potential speeding; pg 62</li> <li>- Added: New traffic signal at San Antonio St; pg 63</li> <li>- Removed previously proposed eastbound protected bicycle lane and replaced it with parking/loading lane; pg 56, 60-63</li> <li>- Replaced previously identified alternatives from I-35 to Congress Ave with preferred alternative from Sixth St Preliminary Engineering Report; pg 56-59</li> <li>- Added: Explore raised intersections on 6th Street within the entertainment district to reduce speeding; pg 58-59</li> </ul>	Public Comment and Staff	Based on additional public input the final draft ACT Plan has been revised to reflect community supported recommendations along 6th Street.
6	<p>System Improvements and Strategies revisions:</p> <p>Bicycle System Improvements</p> <ul style="list-style-type: none"> <li>- Added: Continuation of protected bicycle lanes on W Fifth Street and W Sixth Street west of North Lamar Boulevard, connecting to and from the Johnson Creek Hike &amp; Bike Trail and beyond; pg 84, 86-87</li> <li>- Removed previously proposed bicycle improvements on 6th St between I-35 and Congress Ave from the map; pg 87</li> </ul>	Public Comment and Staff	Based on additional public input the final draft ACT Plan has been revised to reflect community supported recommendations.

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7	System Improvements and Strategies revisions: Transit System Improvements - Added: Transit-only lanes on W Sixth Street connecting to Mopac Managed Lanes; pg 88-89	Public Comment and Staff	Based on additional public input the final draft ACT Plan has been revised to reflect community supported recommendations.
8	System Improvements and Strategies revisions: Sidewalks, Crossings, and Creative Crosswalks - Changed to Sidewalks and Crossings and removed Creative Crosswalks; pg 85 & 99	Staff	Based on recent Federal and State directives the final draft ACT Plan removed references to Creative Crosswalks.
9	Implementation: Next Steps - Added: Developing a near-term implementation strategy will be critical to advancing priority improvements before major construction associated with the I-35 Capital Express Central project and Austin Light Rail begins. This strategy should focus on rapidly delivering projects such as transit-only lanes, protected bicycle facilities along key corridors, including 5th and 6th Streets, as well as targeted one-way to two-way street conversions through strategic phasing and interim design solutions. Advancing these improvements early will help maintain mobility, improve safety, and prepare the downtown street network for the long-term transformation envisioned in the ACT Plan.; pg 117	Staff	The final draft ACT Plan has been revised to emphasize the importance of developing and implementing a near-term strategy to advance priority projects before I-35 and Austin Light Rail construction.