

March 18, 2025

Updated and reissued on  
February 24, 2026

*Via Email*

Mr. Richard Mendoza  
Director, City of Austin Transportation and Public Works  
CC: Anna Martin, Michelle Marx, Cole Kitten

**RE: Austin Core Transportation Plan – Updated Comments**

Dear Director Mendoza,

On behalf of the Downtown Austin Alliance (DAA), please find below 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 myself or DAA staff.

Sincerely,



Davon Barbour  
President & CEO  
Downtown Austin Alliance

## February 2026 – Update

With recent conversations regarding one-way street conversions, the Downtown Austin Alliance recommends City Council adoption of the current final draft of the ACT Plan with the amendment:

As Priority and Supporting projects of the ACT Plan are funded and advanced through engineering and design development, the streets' curb-to-curb configurations should be designed to accommodate both one-way and two-way streets, allowing streets to be easily converted to meet future needs and demands.

Prior to the conversion of any one-way street to two-way, a traffic impact analysis should be conducted to identify the potential cumulative impacts of the street's conversion to the downtown street grid.

### 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:

- **5<sup>th</sup> Street.** Maximize placemaking opportunities for the Mexican American Heritage Corridor, working closely with DAA, Mexic-Arte and other critical stakeholders on the 5<sup>th</sup> Street design development and implementation.  
**East 6<sup>th</sup> 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 6<sup>th</sup> Street. Work closely with DAA, E 6<sup>th</sup> Street PID, and other critical stakeholders on the East 6<sup>th</sup> Street design development and implementation.
  - If a bike lane remains on E 6<sup>th</sup> Street, it should only be one-way, following the flow of traffic (west bound).
  - If a bike lane remains on E 6<sup>th</sup> Street, it must be an on-curb lane to prevent vehicle use and indented to prevent pedestrian use.

- 9<sup>th</sup> & 10<sup>th</sup> Streets. Study 9<sup>th</sup> & 10<sup>th</sup> 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 10<sup>th</sup> & Guadalupe. Work with other agencies and city departments to advance efforts. If east-west bus corridors are feasible, advance 9<sup>th</sup> & 10<sup>th</sup> 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 8<sup>th</sup> Street, and the existing four-lane street section south of 8<sup>th</sup> Street.