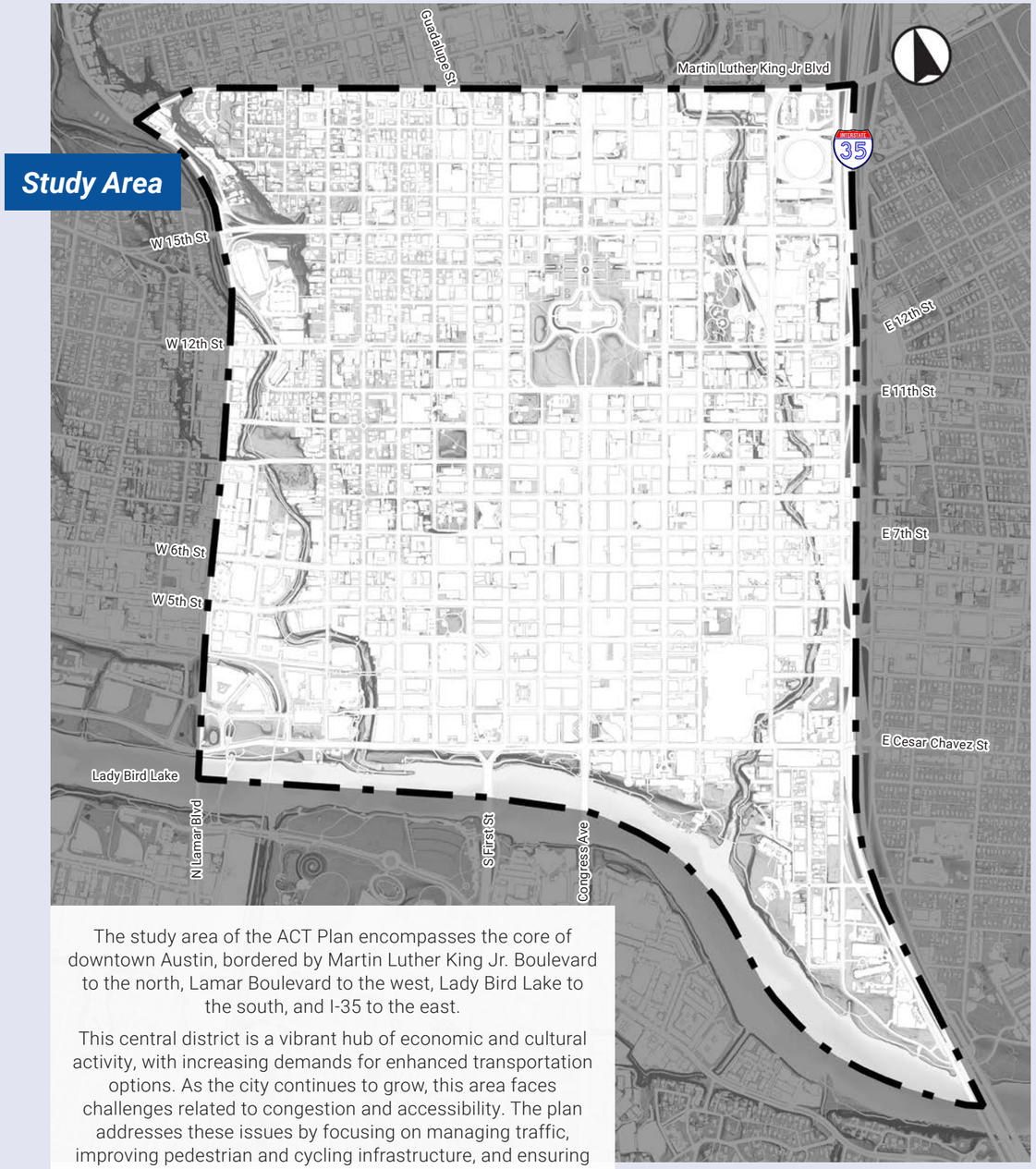
DRAFT

Austin Core Transportation Plan

Small Area Mobility Plan of the ASMP: Downtown Austin

Adopted Month Day, Year

CONTENTS



The study area of the ACT Plan encompasses the core of downtown Austin, bordered by Martin Luther King Jr. Boulevard to the north, Lamar Boulevard to the west, Lady Bird Lake to the south, and I-35 to the east.

This central district is a vibrant hub of economic and cultural activity, with increasing demands for enhanced transportation options. As the city continues to grow, this area faces challenges related to congestion and accessibility. The plan addresses these issues by focusing on managing traffic, improving pedestrian and cycling infrastructure, and ensuring a more connected, accessible environment for all.

Executive Summary

The Austin Core Transportation Plan (ACT Plan) is the long-term vision for improving transportation and mobility options in and around downtown Austin. The ACT Plan is a Small Area Mobility Plan of the Austin Strategic Mobility Plan (ASMP), focusing on downtown's specific transportation needs while accomplishing the ASMP's citywide goals. Building on prior efforts and considering upcoming major changes from projects such as I-35 Capital Express Central and Project Connect, the ACT Plan provides a new, forward-looking transportation framework. It includes major construction projects and next steps to turn the vision into reality.

Problem Statement

Downtown Austin is the region's central hub, drawing hundreds of thousands of residents, workers and visitors each day. Like the broader region, downtown is experiencing rapid annual growth and has been transformed by new developments, technologies and evolving uses. With major transportation improvements on the horizon, the way people access and move through downtown will be profoundly affected in the coming decades. This growth brings both opportunities and challenges as the city adapts to change while upholding its core values and mobility goals. To address these issues, the City of Austin and its partners developed the Austin Core Transportation Plan, a unified vision for downtown mobility.

Challenges

INCREASED DEMAND

As the 11th most populous city in the United States, Austin's downtown is a major economic driver and a destination for visitors from across the country and the world. Downtown areas must be safe, accessible, and welcoming — especially for those unfamiliar with the area and most vulnerable.

EVOLVING TRANSPORTATION OPTIONS

New technologies and shifting preferences are putting pressure on streets designed for older modes of transport. Electric bikes and scooters are now popular for short downtown trips. As these mobility options continue to grow in popularity, our streets must adapt to ensure safe spaces for all modes of transportation.

MAJOR TRANSPORTATION IMPROVEMENTS

Improvements to I-35 and the implementation of Project Connect will permanently reshape Austin's transportation network. These changes cannot occur in isolation; the ACT Plan must integrate them into a cohesive vision for downtown's transportation future.

SAFETY, CLIMATE, AND MODE SHARE

Like other major cities, Austin faces critical societal challenges moving forward. Safety is the top priority in transportation decisions, yet hundreds of people are killed or seriously injured on Austin's roads every year. Additionally, transportation choices impact climate change. How we travel — whether driving or choosing alternative modes — directly influences whether we meet our Vision Zero and Climate Equity Plan goals. Reducing car dependency, especially for trips to and from downtown, is essential for achieving these objectives.

Imagine Austin Transportation Vision

Our comprehensive plan calls for Austin to be mobile and interconnected. We envision atransportation network that is accessible and reliable, provides choices and serves the diverse needs of our community.

AUSTIN IS MOBILE AND INTERCONNECTED

Austin is accessible. Our transportation network provides a wide variety of options that are efficient, reliable and cost-effective to serve the diverse needs and capabilities of our citizens. Public and private sectors work together to improve our air quality and reduce congestion in a collaborative and creative manner.

- Interconnected development patterns support public transit and a variety of transportation choices, while reducing sprawl, congestion, travel times and negative impacts on existing neighborhoods.
- Our integrated transportation system is well-maintained, minimizes negative impacts on natural resources and remains affordable for all users.
- Austin promotes safe bicycle and pedestrian access with well-designed routes that provide connectivity throughout the greater Austin region. These routes are part of our comprehensive regional transportation network.

- Imagine Austin Comprehensive Plan

Austin Strategic Mobility Plan

The plan covers all modes of transportation, including walking, biking, transit and driving, and emphasizes creating a safe, efficient and accessible transportation system that accommodates everyone.

The ASMP sets a 50/50 Mode Share Goal, aiming for 50% of all trips to be made by non-drive-alone modes, such as walking, biking, transit and shared mobility, by 2039. This goal is essential for managing congestion, improving safety and supporting a sustainable transportation system. The ACT Plan plays a crucial role in achieving this target by prioritizing safe, comfortable and convenient options for people traveling to, from and within downtown Austin. By focusing on expanding transit priority, improving pedestrian and bicycle infrastructure and supporting new mobility options, the ACT Plan helps shift more trips away from single-occupancy vehicles, moving Austin closer to the 50/50 Mode Share Goal

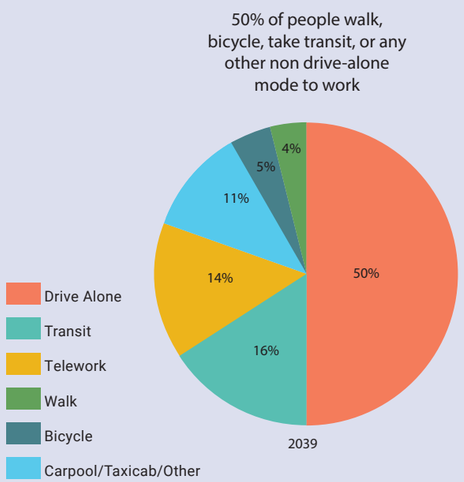


Figure i.1 - 50/50 Mode Share

Goals, Outcomes, and Process

ACT Plan Goal

The goal of the ACT Plan is to create a cohesive and adaptable transportation framework that addresses the unique mobility challenges of downtown Austin, while building on previous downtown planning efforts and integrating upcoming major infrastructure projects like I-35 Capital Express Central and Project Connect.

Major Outcomes

- Manage Growth and Increased Demand
- Support Emerging Transportation Options
- Coordinate with Major Transportation Improvements
- Prioritize Citywide Safety, Climate and Mode Share Goals

ACT Plan Process

Recommendations in the ACT Plan were driven by input gathered from a wide range of stakeholders, experts, and community members. Various engagement methods were employed, including both digital and in-person outreach to focus groups and the broader Austin population. This involved meetings with neighborhood associations, businesses, interest groups, and community organizations, as well as digital and paper surveys to gather feedback on the ACT Plan's goals, elements, preferences, trade-offs, and project recommendations. The Downtown Austin Alliance played a key role by organizing a working group that met regularly to provide ongoing input and discussion throughout the planning process.

ACT Plan Timeline

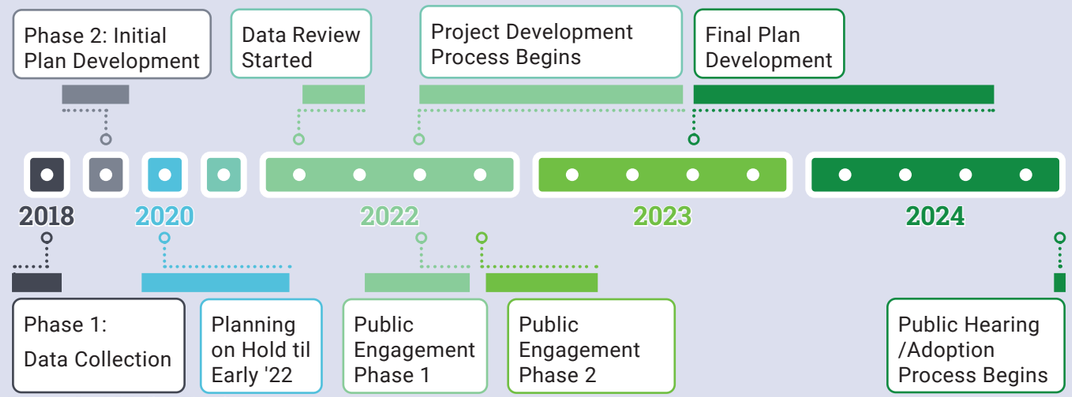


Figure i.2 - ACT Plan Timeline

Key Recommendations and Actions

Recommendations in the ACT Plan focus on feasible design solutions that have broad community consensus. The upcoming changes for I-35 and Project Connect have been interwoven with the ACT Plan Projects to create one cohesive vision for mobility in the future. All together, these projects will help realize the ASMP goals and Downtown Austin Plan vision to make downtown the heart of one of the most sustainable cities in the nation and address the problems our city and region face.

PRIORITY PROJECTS

The ACT Plan focuses on four Priority Projects that are considered key improvements toward realizing the vision for mobility downtown, addressing the plan's major outcomes. These projects provide changes needed to support the redesign of I-35, address a lack of mobility options by providing dedicated space for bicycles and transit and create great pedestrian environments. These projects are significant investments towards achieving the ASMP 50/50 Mode Share Goal.

- Fifth Street
- Sixth Street
- Seventh Street
- Eighth Street

SUPPORTING PROJECTS

The ACT Plan identifies Supporting Projects that complement the Priority Projects by recommending changes to nearby streets. These projects work together as one system to complete the street network downtown.

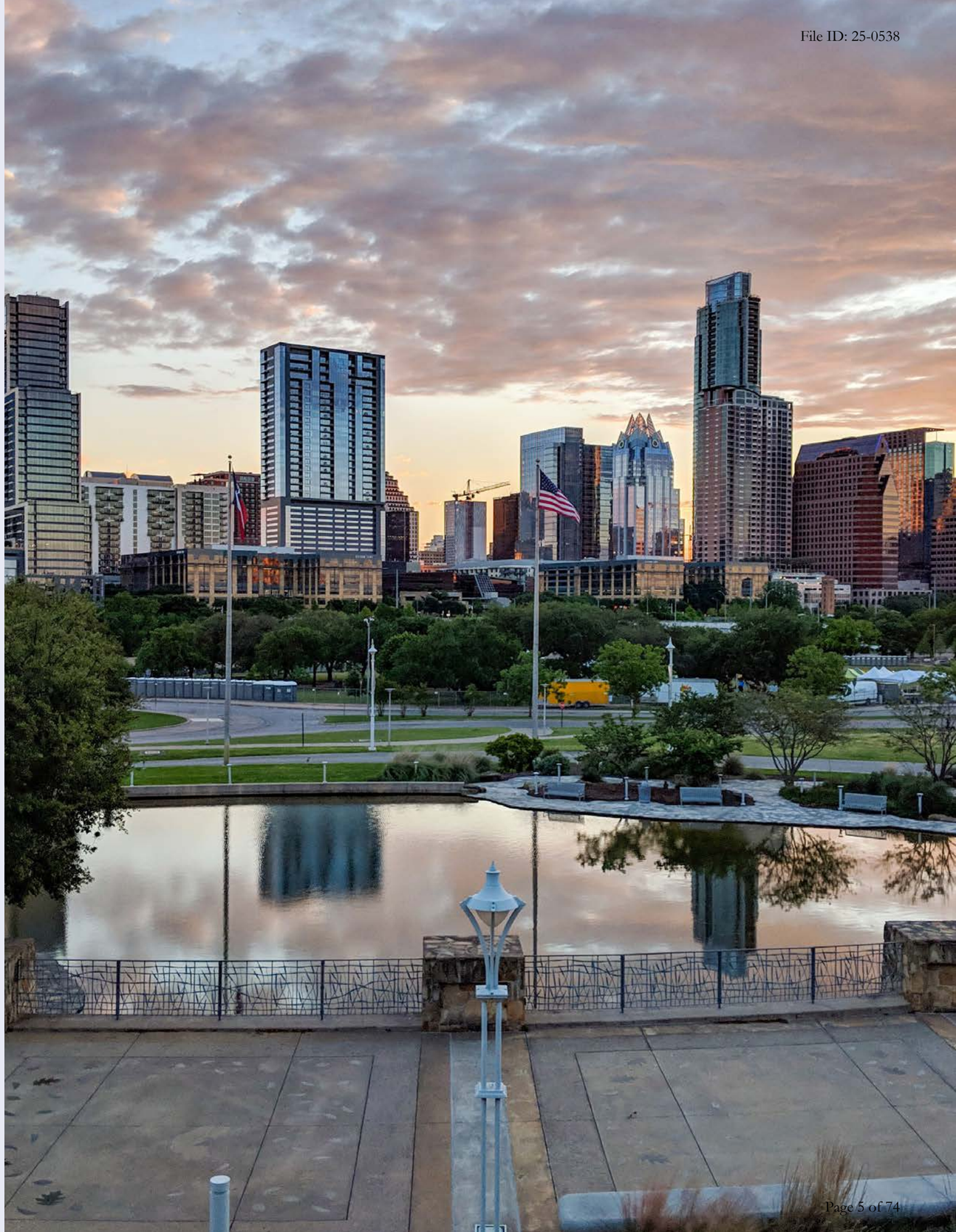
- Ninth and 10th Streets
- 11th Street
- 12th Street
- Brazos Street
- Red River Street

SYSTEM IMPROVEMENTS AND STRATEGIES

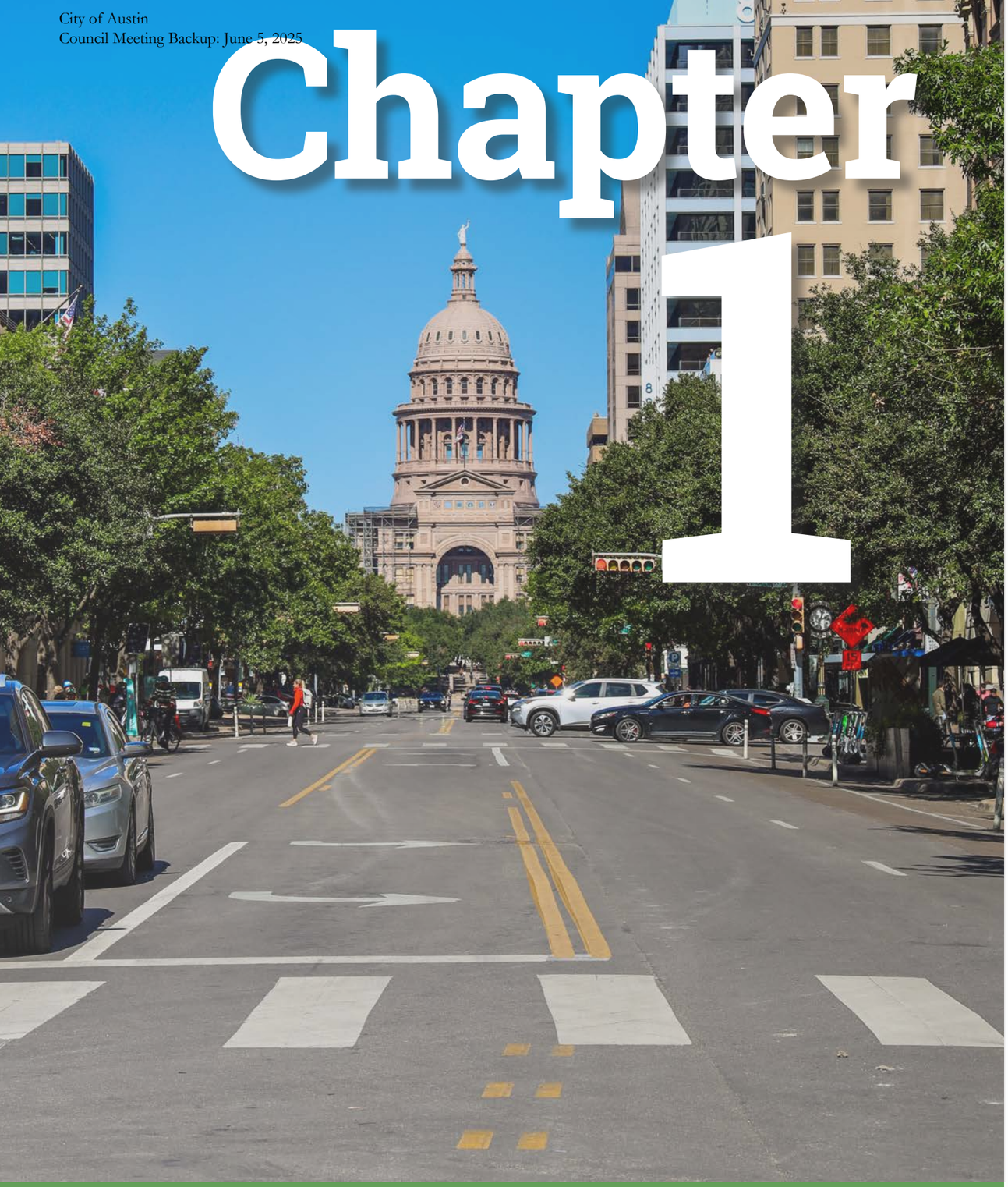
In addition to the named projects identified, various street design and operational improvements could be implemented throughout downtown Austin. A toolbox of system improvements and strategies has been identified for further consideration throughout downtown.

KEY ACTIONS

- Identify funding and other barriers to implementation
- Coordinate project phasing with Project Connect and I-35 Capital Express Central construction
- Coordinate with the Great Streets Update to integrate ACT Plan Projects
- Identify quick wins, leveraging opportunities and complements to other on-going mobility projects



Chapter 1



1 Introduction

What is the ACT Plan?

The Austin Core Transportation Plan (ACT Plan) is the framework for long-range transportation planning in downtown Austin. The ACT Plan is a Small Area Mobility Plan of the Austin Strategic Mobility Plan (ASMP), designed to focus on downtown's specific transportation needs while helping accomplish the citywide goals of the ASMP. The ACT Plan analyzes the current state of the downtown mobility network to identify needs and propose solutions. Recommended projects from this plan incorporate changes such as I-35 Capital Express Central, Project Connect and the Congress Avenue Urban Design Initiative, among others. Following the vision and policies set by the Imagine Austin Comprehensive Plan and Austin Strategic Mobility Plan, this plan developed major capital improvement projects, near-term strategies, and actionable next steps to meet the needs, challenges and opportunities unique to the downtown area.

Goals and Outcomes

ACT PLAN GOAL

The goal of the ACT Plan is to create a cohesive and adaptable transportation framework that addresses the unique mobility challenges of downtown Austin, while building on previous downtown planning efforts and integrating upcoming major infrastructure projects like I-35 Capital Express Central and Project Connect.

MAJOR OUTCOMES

Manage Growth & Increased Demand

Enhance Downtown Austin's safety, accessibility, and visitor experience to support its growth as a key economic and cultural hub.

Support Emerging Transportation Options

Adapt Downtown Austin's street design to safely accommodate the growing use of e-bikes, e-scooters and other emerging transportation options, ensuring a harmonious and efficient environment for all modes of travel.

Coordinate with Major Transportation Improvements

Integrate planned I-35 improvements and Project Connect into the ACT Plan to ensure a cohesive and comprehensive transportation network that aligns with the city's long-term vision.

Prioritize Safety, Climate, and Mode Share Goals

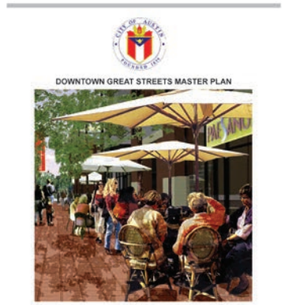
Prioritize safety and climate goals by reducing reliance on driving to and from Downtown Austin, promoting alternative modes of transportation that lower the risk of travel-related injuries and minimizing environmental impact.

Previous Downtown Planning Efforts: 2001 - 2023

2001

Great Streets Master Plan (GSMP)

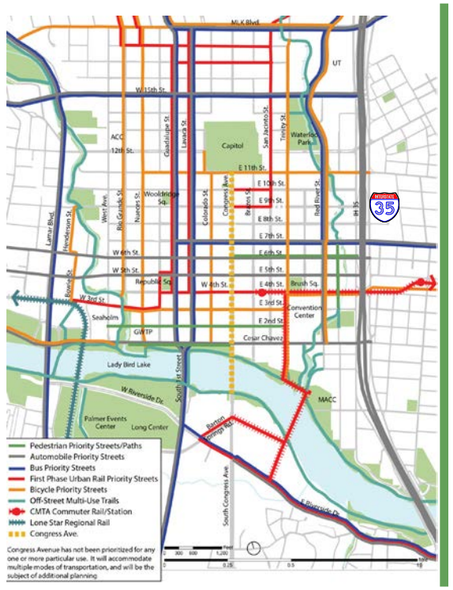
Foundational to Austin's downtown transportation network, the plan established a vision of streets for people, including a roadway hierarchy of pedestrians, transit, bicycle and automobiles.



2002

Downtown Access and Mobility Plan (DAMP)

Recognized the anticipated growth of the downtown area from emerging development. Despite a slightly different study area, the majority of the study's recommendations are relevant to the ACT Plan study area. This access and mobility study placed emphasis on modeling and simulating intersection traffic operations, as well as assessing current and future levels-of-service and improvement needs.



2008

Downtown Austin Transportation Framework Plan (TFP)

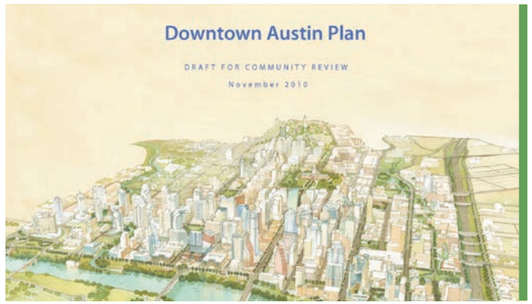
An early product of the Downtown Austin Plan (2011). The TFP aimed to "establish a balanced multi-modal system" and it supplied updated street typologies in support of the GSMP. The TFP re-emphasized two-way conversions of one-way streets and modal priority through most of downtown.

*Prior to the ACT Plan, there were many engineering studies and planning processes that shaped downtown. The ACT Plan reviewed prior planning processes and studies and considered new best practices.

2011

Downtown Austin Plan

Furthered the vision for a multi-modal downtown. This plan maintained strategies from prior efforts, and identified several new concepts, notably reimagining East Sixth Street, promoting dense mixed-use development, creating signature parks, implementing urban rail and establishing several two-way streets.



2019

Downtown Austin Parking Strategy

Initiated and led by the Downtown Austin Alliance, the study called for a comprehensive effort to document the current parking system and parking behavior and examine future parking needs based on growth.

2019

Austin Strategic Mobility Plan (ASMP)

Adopted by City Council, the ASMP identifies the city's transportation goals around safety and mode share. The plan includes a roadway table that indicates the modal priorities for each street, noting existing and future right-of-way.

2023

Palm District Plan

A planning effort for the eastern edge of downtown that includes many attractions and points of interest such as Waterloo Greenway, Red River Cultural District, Palm School, Rainey Street and the Emma S. Barrientos Mexican American Cultural Center, as well as the Convention Center.

Introduction: Downtown Today

Downtown as a Destination

Downtown Austin is rapidly growing, attracting more residents, workers and visitors. Our transportation network needs to adapt to accommodate this growth and provide effective options for downtown residents and commuters. With new housing, mixed use and commercial developments planned and under construction, our roadway network must safely and sustainably fit all these expected trips and population growth.

	2000	2010	2020
Downtown	**3,855**	**7,426**	**13,663**
Austin	636,432	790,390	961,855

Table 1.1 - Residential Population Growth

254% Downtown's Population Increased from 2000 to 2020

130,841 Jobs

14,700 Hotel Rooms

190 Historic Locations

150+ Acres of Parkland

15+ Miles of Trails

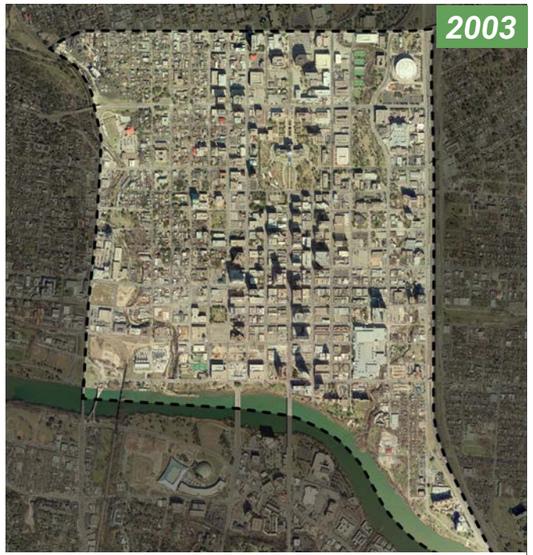


Figure 1.1 - Aerial image of Downtown Austin in 2003

Figure 1.2 - Aeriel image of Downtown Austin in 2023

Introduction: Downtown Today

Districts and Destinations

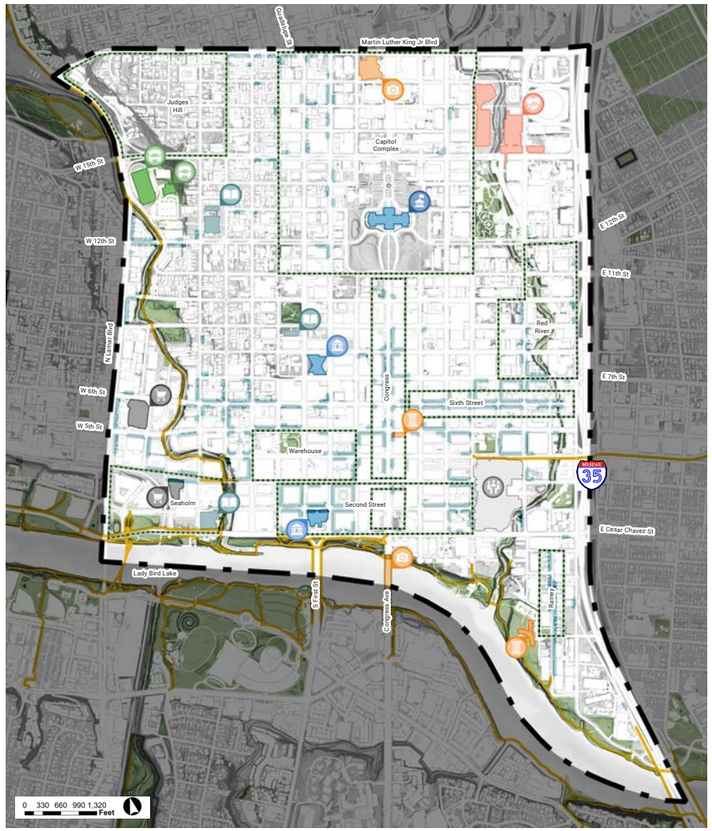


Figure 1.3 - Districts and Destinations

- Active Use Building Facades
- Off-Street Paths
- Downtown District Boundaries
- Cultural
- Medical Facility
- Institution
- Educational
- Recreational
- Grocery
- Civic Center

This plan aims to accommodate the spaces and amenities that encourage activity and support the livability of downtown Austin. Improvements must continue to build on the Great Streets style streetscapes that make downtown Austin an attractive destination.

Figure 1.4 - Second Street District

Introduction: Existing Conditions

Existing Right-of-Way and Mode Share

Today, the typical downtown street is considered constrained from the ideal right-of-way conditions identified in the city's Transportation Criteria Manual and the Great Streets standards. The current make-up of our downtown streets consists of two to four vehicular travel lanes, with a parking lane and sidewalk on each side. Projects identified in the ACT Plan must be strategic in redesigning our downtown roads to best utilize the constrained space to accommodate the growing population, jobs and visitors downtown.

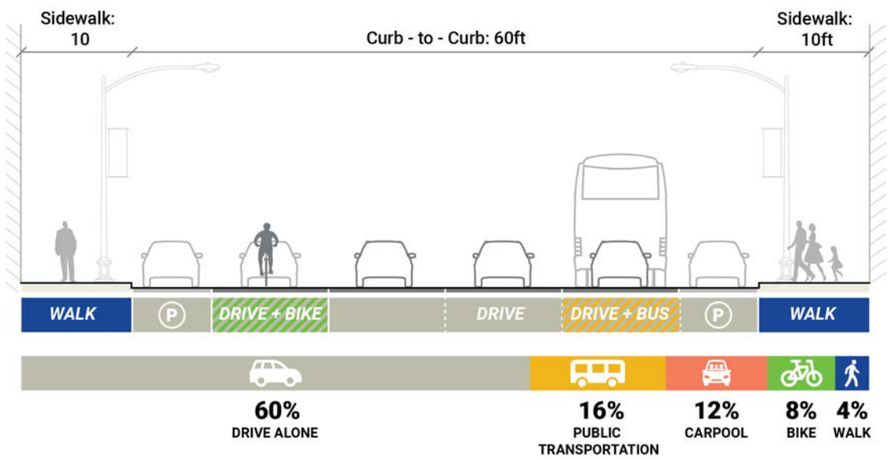


Figure 1.5 - 2019-20 Mode Share versus typical Right-of-Way

This figure compares the share of commute trips to and from downtown by transportation mode to the existing allocation of space for each mode typically found along 5th, 6th, 7th, and 8th streets. Along these corridors the majority of right-of-way, 75%, is dedicated to personal vehicles while no space is dedicated exclusively for public transportation and bicycles. Buses travel in the same lanes as other vehicles and if bicycles and scooters choose to use these corridors, they do so unprotected.

Introduction: Existing Conditions

The ACT Plan follows the planning framework of the Austin Strategic Mobility Plan (ASMP). In addition to the objectives and policies from the ASMP, the ACT Plan utilizes a series of data-driven maps to assess the existing conditions of the study area. These maps provide the necessary tools to conduct analyses and understand the state of downtown's transportation network. In the development of the ACT Plan, analysis of downtown's existing conditions was done using these data-driven maps within the extents of the study area. Full-scale renderings of these maps can be found in the appendix-B of the ACT Plan or online.

Driving Downtown

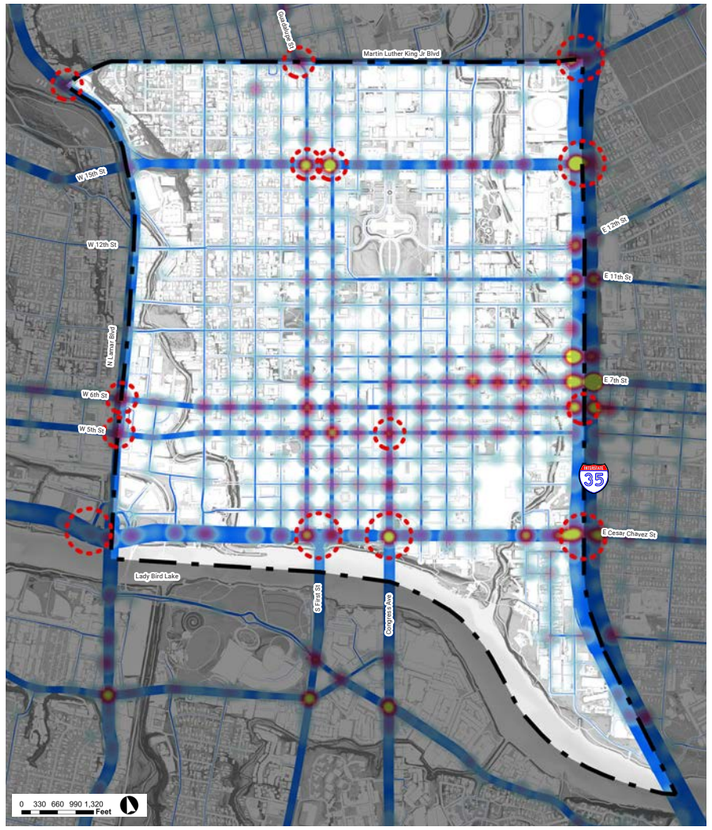


Figure 1.6 - Key Areas of Congestion

This plan aims to address congestion through enhancing safety for all modes and optimizing the use of space between constrained intersections.

Figure 1.6 highlights key areas of congestion Downtown. The heatmap illustrates historical crash densities on top of traffic volumes. The red dashed circles identify intersections with the highest vehicle volumes and delay, which often also have the highest crash frequencies.

Many of the primary corridors and intersections with high vehicle volumes and delay are at the gateways to Downtown — along Lamar Boulevard, Cesar Chavez Street, I-35 and Martin Luther King Jr. Boulevard at their intersections with Congress Avenue, Fifth Street, Sixth Street, Seventh Street and 15th Street. However, physical expansion of the roadway for automobile capacity at these locations is not feasible.

The downtown network is built out, and no additional right-of-way is available to provide space for more cars and trucks. In order for mobility to improve space must be allocated to other, more efficient modes.

Introduction: Existing Conditions

Parking Demand

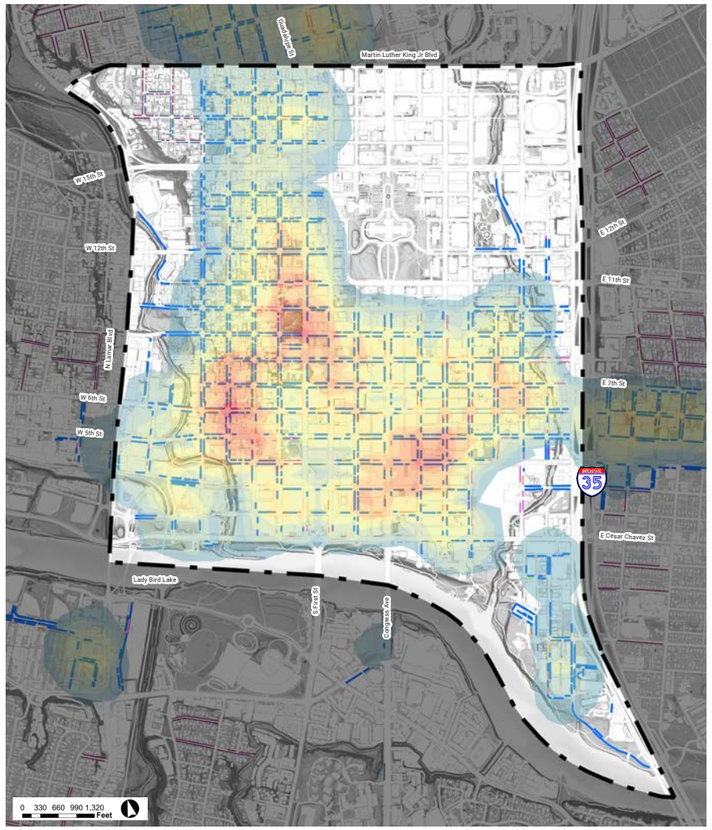


Figure 1.7 - Density of Praking Transactions

This plan aims to optimize the use of the curb for mobility and non-mobility uses based on location, time of day, demand and public safety. Flexible curb use is key to accommodating the dynamic needs of the different uses and users of the curb.

The heatmap in Figure 1.7 represents paid parking transactions on top of on-street parking meter zones managed by the City. The darker red colors indicate the highest density of paid parking transactions — such as around the Travis County Courthouse and entertainment districts — while the lighter colors signify fewer transactions. This outcome is based on both parking availability and parking demand.

Future parking and loading demands will need to be balanced on a block by block basis.

Introduction: Existing Conditions

Bicycle Comfort

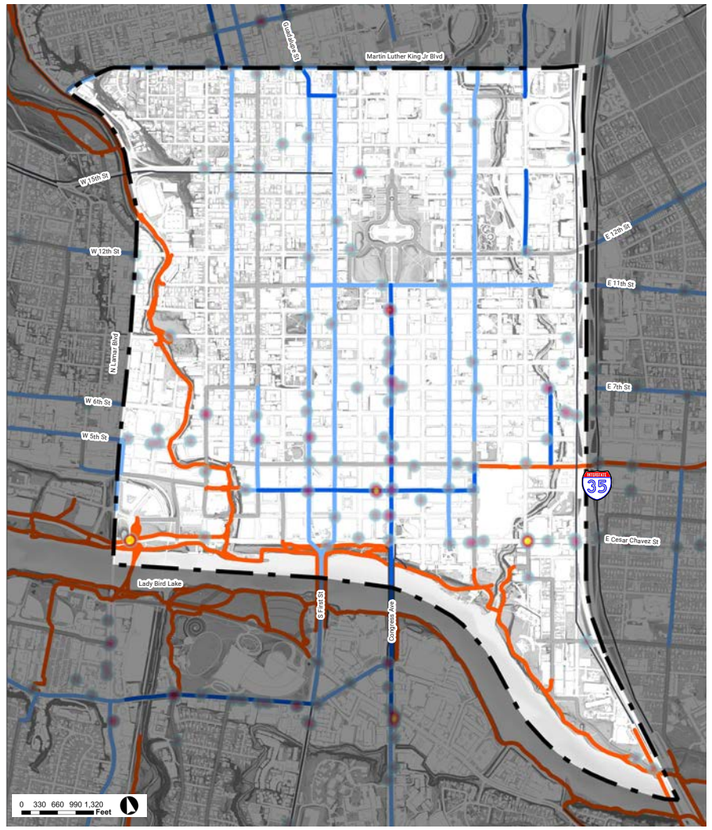


Figure 1.8 - Bicyclist Involved Crash Density

This plan seeks to enhance the downtown bicycle network by expanding safe and accessible routes for all users, fostering a more bike-friendly environment throughout the area.

The downtown bicycle network spans approximately 9.3 miles of unprotected lanes and includes 1.3 miles of protected lanes featuring raised barriers along Third Street. This network is further enhanced by off-street paths, including those on Fourth Street east of Trinity Street, and popular trails such as the Shoal Creek Trail and the Ann and Roy Butler Hike and Bike Trail.

Figure 1.8 illustrates historical bicyclist-involved crash densities on top of the bicycle level of comfort route map. High comfort routes with high crash densities — such as those along the Lance Armstrong Bikeway on Third Street and Cesar Chavez Street — are a reminder that additional safety measures are needed to protect vulnerable users at intersections.

The lack of protection in other areas leads to greater risks and fewer cyclists, yet high crash densities still exist along roadways such as Red River Street and Cesar Chavez Street.

Introduction: Existing Conditions

Taking Transit

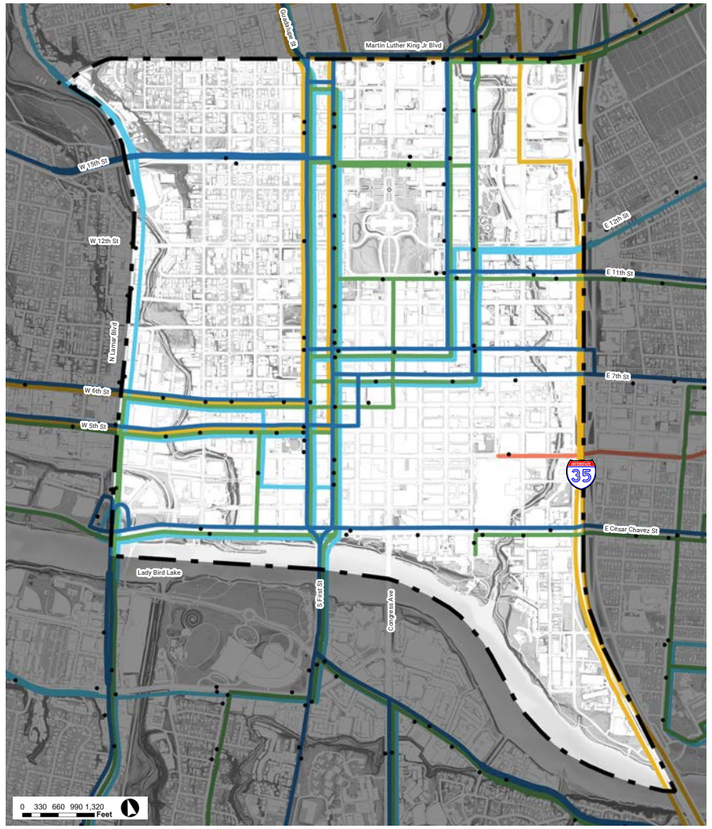


Figure 1.9 - Transit Map

- High Frequency Service
- Express and Limited Stop Service
- Local and Crosstown Service
- Commuter Rail
- UT Shuttle Service
- Stops/Stations

This plan aims to enhance transit service, ensuring fast and reliable transportation options that meet the diverse needs of riders throughout Downtown.

CapMetro provides various levels of service to meet the needs of riders into Downtown. High-frequency service operates every 15 minutes or better, while Local service runs every 30 minutes. Downtown is also served by Express and Flyer routes with limited availability at different times of the day. The UT Shuttle provides convenient door-to-door service for students and staff to the University, and the Red Line terminates at Downtown Station. Four of CapMetro's top five most-ridden buses go through downtown (Routes 801, 7, 10 and 20).

Introduction: Existing Conditions

Pedestrian Safety

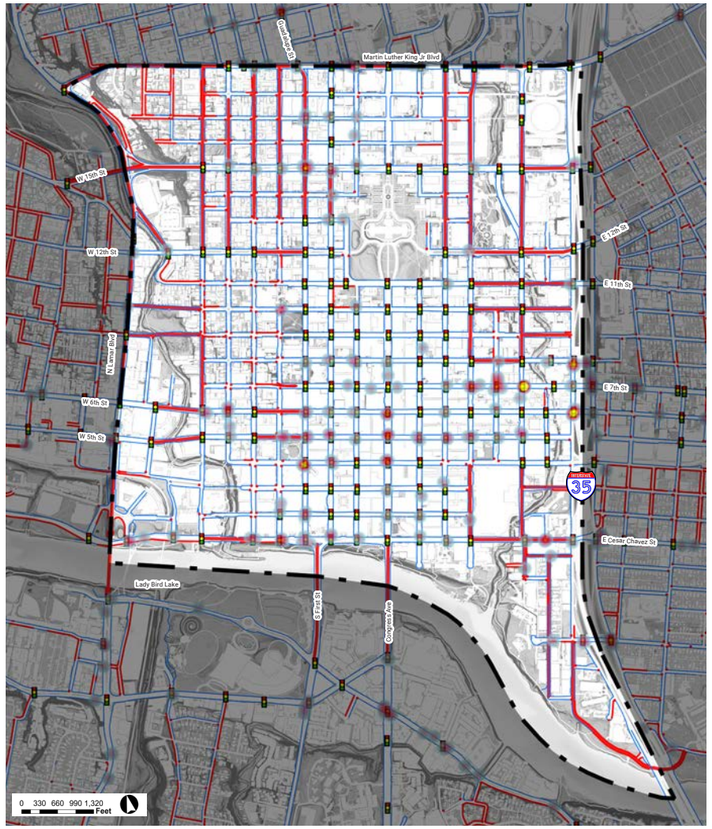


Figure 1.10 - Pedestrian Safety Map

- Missing Sidewalk
- Existing Sidewalk
- Pedestrian Crossing Gaps
- Stops Signs
- Traffic Signal
- Low Crash Density
- High Crash Density

This plan prioritizes pedestrian safety and accessibility, aiming to create a more inviting and secure environment for all users in downtown Austin.

Figure 1.10 identifies streets that lack protected crossings (no traffic signals or four-way stops) beyond one city block, existing and missing sidewalks, overlaid with historical pedestrian-involved crash densities. Notably, crash locations are concentrated along major corridors with the highest pedestrian volumes that also see high vehicle volumes, particularly along Congress Avenue, Fifth Street, Sixth Street and Seventh Street.

Most pedestrian crashes have occurred where there is a significant amount of pedestrian infrastructure (sidewalks, curb ramps, signals and crosswalk coverage). This suggests that more needs to be done to ensure pedestrian safety in these areas. Other notable streets in the Pedestrian High-Injury Network include Guadalupe Street, 15th Street and Red River Street south of Eighth Street.

Introduction: Existing Conditions

Micromobility

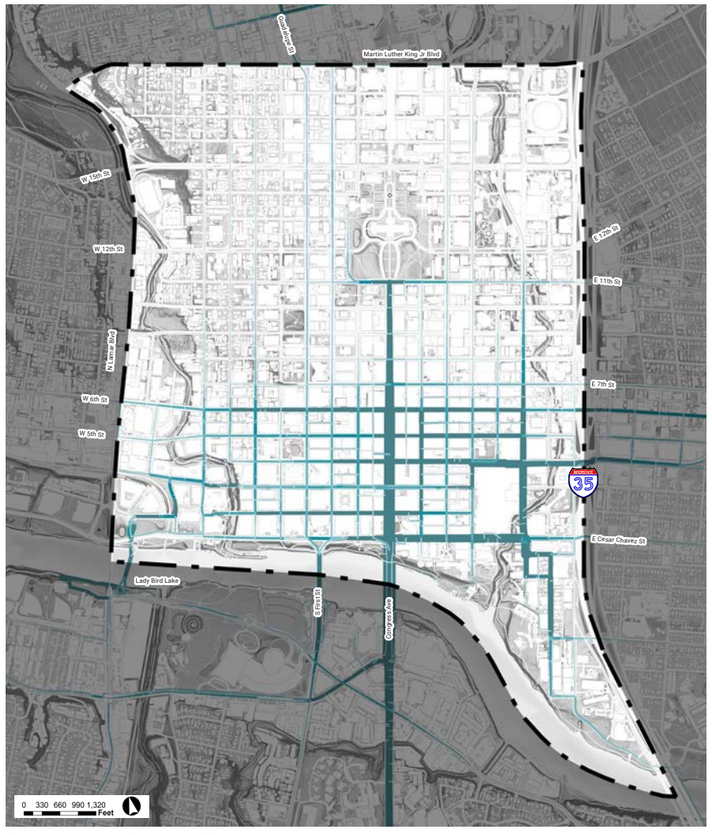


Figure 1.11 - Micromobility Map

Low Volume Trips

High Volume Trips

This plan envisions creating a safer environment for the growing use of micromobility (e-bikes and e-scooters) for short trips downtown.

Figure 1.11 shows the volume of trips taken with micromobility devices along every street Downtown. Notable high-volume routes include Congress Avenue up to the Capitol and Red River Street into the Rainey Neighborhood. Other high-volume routes running east-west through Downtown include Seventh, Sixth, Fifth, Fourth, Third, Second and Cesar Chavez Streets.

Gateway Analysis

A cordon line study was conducted in 2018 to count vehicle, transit, pedestrian, bicycle and micromobility volumes at different locations across downtown over a 24-hour period. There were 44 vehicular count locations, 14 of which were also count locations at studies run in 1992 and 2009. Turning movements were counted at an additional 59 intersections to study vehicle level-of-service.

According to this analysis, the gateway to downtown with the greatest vehicular volume is the South First Street Bridge, which carried more than 55,000 vehicles combined, northbound and southbound, making up 12% of the trips entering downtown. Of the 14 locations studied in all three years (1992, 2009 and 2018), this represented the largest percent change in volume at one location: a 134% increase over 2009 numbers. However, there was wide variation in the percent change across other locations. Four locations had a decrease in daily usage between 2009 and 2018, and two locations were nearly static. Seven locations had a decrease in vehicle volumes from 1992 to 2018, despite a significant change in population and jobs over this time.

The relatively stable counts entering and exiting downtown suggest that with respect to private automobile capacity, downtown is near its peak. Despite increased demand, the total counts have stayed the same and more vehicles are entering and existing downtown over a longer peak period. Looking at the geometry of intersections into and out of downtown, it is clear that vehicle capacity is infeasible to increase.

Although previous studies only looked at vehicular travel, the 2018 study examined multiple modes. Almost 20,000 people entered downtown via transit during the study period. More than 25% of all people who enter downtown on public transportation did so by crossing Martin Luther King Jr. Boulevard on Guadalupe Street. Over 12,000 pedestrians and about 5,500 bicyclists were counted, with over 20% entering downtown via the Pfluger Bridge. Additionally, micromobility companies reported around 5,500 micromobility trips in the study area.

Figure 1.12 - South First Street Bridge looking north into Downtown

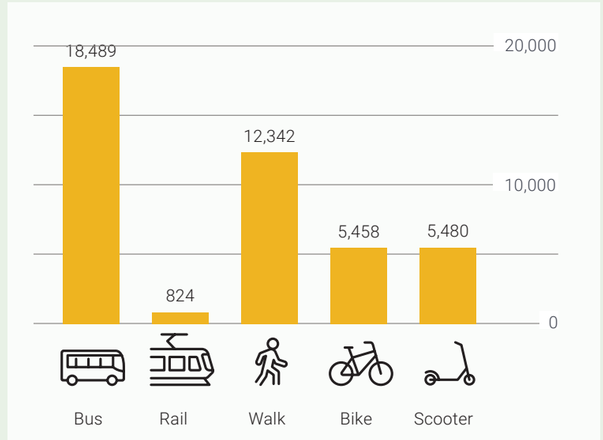


Figure 1.13 - Total Counts by Mode of Transport

Source: 2018 Cordon Line Study

Introduction: Existing Conditions

Needs Analysis

In addition to the analysis of existing conditions, an examination of potential programs and policies yielded an array of current mobility issues that, if addressed, could improve mobility downtown.

BIKE

- ***Unprotected Bike Infrastructure***
- ***High Crash Rates***
- ***Inadequate Signals and Wayfinding***

PEDESTRIAN

- ***ADA Compliance***
- ***Lack Of Shade***
- ***Crossing Gaps***

URBAN DESIGN

- ***Lack Of Quality Public Spaces***
- ***Inconsistent Active Ground Floor Use***
- ***No Design Criteria For Mobility Hubs***

TRANSIT

- ***Designated Space for Stops***
- ***Poor Transit Stop Experience***
- ***Congestion in Shared Lanes***

ROADWAY

- ***Support For Two Way Conversion***
- ***Optimize All Modes Of Transportation***
- ***Congestion At Key Gateways***

CURB

- ***Inefficient Commerical Loading***
- ***Too Many Curb Cuts***
- ***Dynamic Curb Management***

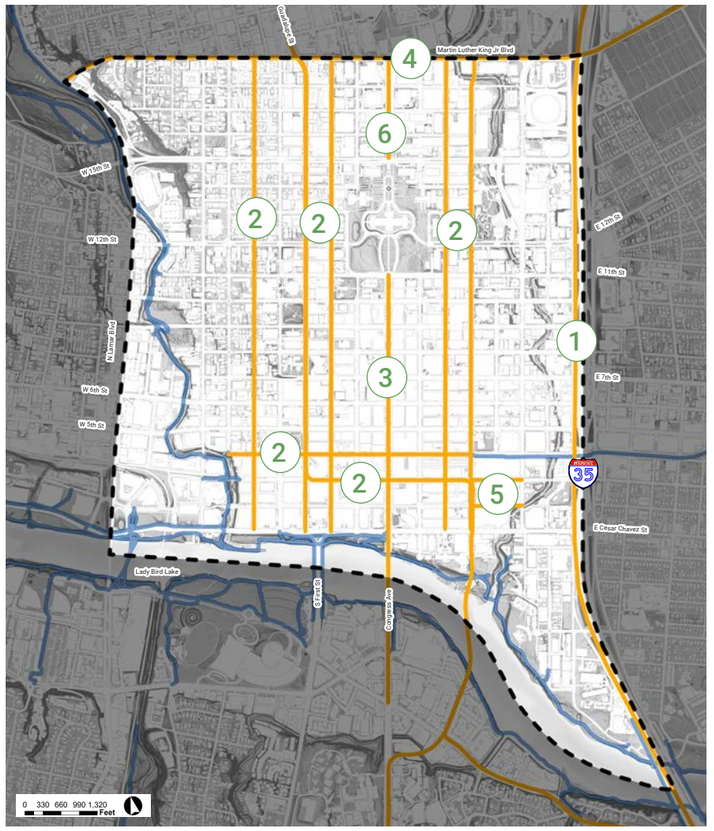
PARKING

- ***Inefficient Vehicle Parking***
- ***Flexible Curb Uses***
- ***Greater Pricing Strategy for Congestion***

MICROMOBILITY

- ***Lack Of Dedicated Parking***
- ***Imbalanced Deployment***
- ***Uneven Standards & Enforcement***

Downtown Tomorrow: Planned Projects



1. I-35 Capital Express Central Project
2. Project Connect
3. Congress Avenue
4. Martin Luther King Jr. Boulevard
5. Austin Convention Center
6. Texas Capitol Complex

Downtown Austin is poised for significant change thanks to several major capital improvement projects planned outside the ACT planning process. Coordinating these projects to align with the proposed improvements in the ACT Plan is crucial.

The forthcoming projects and the ACT Plan recommendations will work together as one transportation system for Downtown.

Figure 1.14 - Planned Projects Map

****The following projects are planned or already underway. They were designed outside of the ACT Plan planning process and are subject to change. Recommendations from this planning document were created with the assumption that these projects will be completed.**

Planned Projects

I-35 Capital Express Central Project

The Texas Department of Transportation (TxDOT) is leading the reconstruction of Interstate 35 (I-35) through Central Texas. The I-35 Capital Express Program is a series of major infrastructure improvement projects along 28 miles of I-35 between SH 45 North and SH 45 South, aimed at reducing traffic congestion, improving safety and enhancing mobility. The I-35 Capital Express Central project stretches between US 290 East to SH 71/Ben White Boulevard. The project includes adding two non-tolled high-occupancy vehicle (HOV) managed lanes in each direction along I-35, removal of the existing upper decks, reconstruction of bridges and overpasses, accommodations for pedestrians and bicyclists, and lowering the highway through downtown. Between 15th Street and Cesar Chavez Street, the project will create boulevard-style frontage roads along the west side of the highway at street level with the highway main lanes and managed lanes down below along the east side (see Figure 1.15). The City of Austin is concurrently leading an effort to cover the highway through a series of caps, between 12th and 11th Streets and Seventh and Cesar Chavez Streets.

ACCESS CHANGES TO DOWNTOWN

- Access ramps to downtown from the north are at 15th Street and Eighth Street.
- Access ramps to downtown from the south are at Cesar Chavez Street, Fifth Street, and 15th Street.
- Entrance ramps from downtown to the north are at Eighth Street and Martin Luther King Jr. Boulevard.
- Entrance ramps from downtown to the south are at 15th Street, Fifth Street, and Cesar Chavez Street.

PROJECT CONSIDERATIONS

- HOV-managed lanes will create more sustainable transportation options by supporting carpooling, and public transit for long-distance commuters to downtown. Bus Services, like Park and Rides and CapMetro Express, will have faster and more reliable service by using managed lanes to bypass congestion.
- 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, grade separated crossing of the Lance Armstrong Bikeway/Red Line Parkway at 4th Street and a bicycle and pedestrian only crossing at 3rd Street.
- Capping the highway will create a significant new destination for bicycles and pedestrians. Improvements beyond the highway need to be prioritized to encourage active transportation options for residents and visitors to and from the caps.
- The new I-35 access ramps will require changes to the local street network to improve traffic flow through downtown.

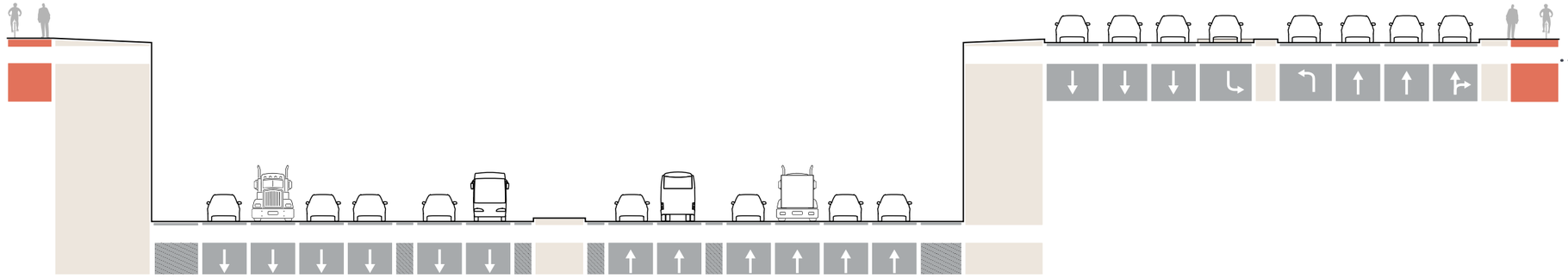


Figure 1.15 - I-35 typical section between Fifth and Seventh Streets

Figure 1.16 - Rendering of I-35 looking north at Holly Street by TxDOT

Figure 1.17 - Rendering of I-35 by TxDOT

Figure 1.18 - Rendering of boulevard concept by TxDOT

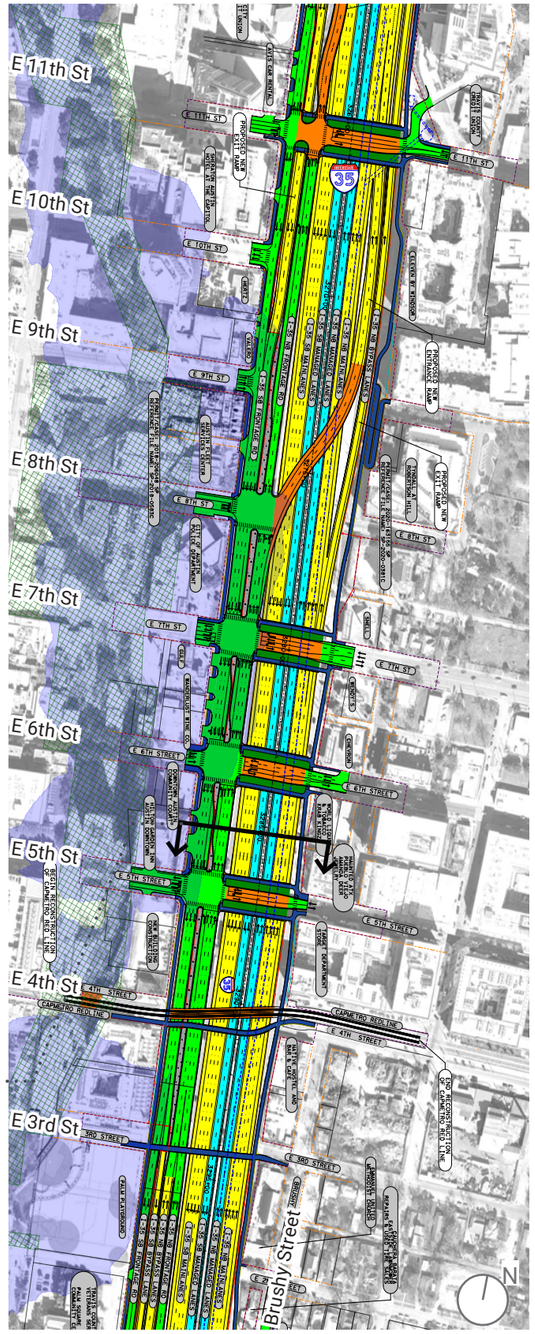


Figure 1.19 - Future Schematic of I-35

Planned Projects

Project Connect

Project Connect is the long-term vision to create a high-capacity public transportation system serving Austin and the Central Texas region. In November 2020, Austin voters approved a dedicated revenue stream to fund investments in Project Connect, a program of transit improvements including rail, bus, facilities and technology. Austin Transit Partnership (ATP) is the local government corporation responsible for implementing the light rail project. CapMetro is responsible for delivering the rest of the transit improvements. The City of Austin leads the management and investment of anti-displacement funding and is a partner in Project Connect design and implementation.

Light Rail

ATP, City of Austin and CapMetro adopted the Austin Light Rail (ALR) Implementation Plan in June 2023. Phase 1 includes a 9.8-mile, street-level light rail system through downtown that extends north to 38th Street and Guadalupe Street, south to Oltorf Street and South Congress Avenue, and east on Riverside Drive to Yellow Jacket Lane (west of SH 71). In the Downtown area, the light rail system would run north-south on Guadalupe Street from Third Street to Martin Luther King Jr. Boulevard, east-west on Third Street, and north-south on Trinity Street, near the Austin Convention Center, from Third Street to Lady Bird Lake. Light rail will cross the lake on a new bridge that will include pedestrian and cycling facilities. The Light Rail Implementation Plan also includes future phase priority extensions east to the Airport and north to Crestview Station at Airport Boulevard and North Lamar Boulevard.

STREET NETWORK CHANGES:

1. Guadalupe Street becomes two-way with bi-directional center running Light Rail Transit guideway and two travel lanes designated as bus and local access only.
2. Lavaca Street becomes two-way, with two lanes in each direction and left turn lanes at major intersections.
3. Fourth Street will include protected bicycle lanes in both directions to replace the crosstown bikeway on Third Street
4. Third Street will include bi-directional center running Light Rail Transit guideway and two travel lanes but will be closed to vehicles at the Congress Station.
5. Nueces Street will include two-way protected bicycle lane. Nueces is outside the construction limits for ALR, but bikeway will be designed and built by the City in conjunction with ALR.

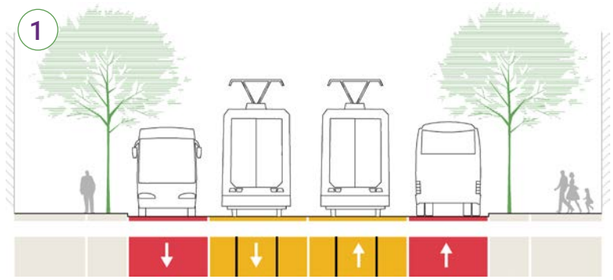


Figure 1.20 - Typical section on Guadalupe Street

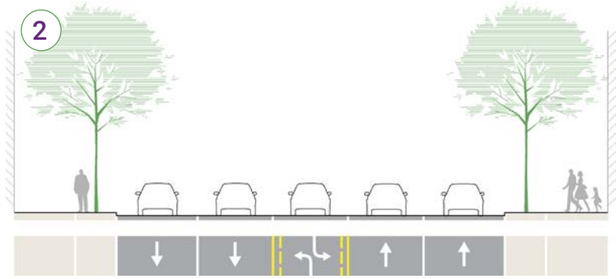


Figure 1.21 - Typical section on Lavaca Street

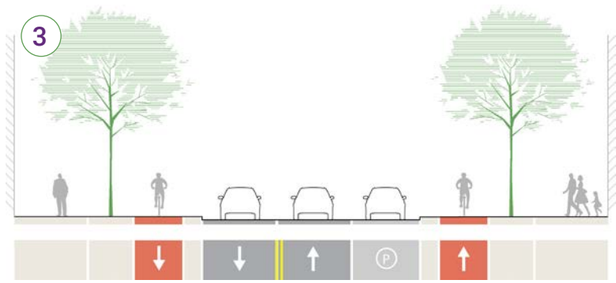


Figure 1.22 - Typical section on Fourth Street

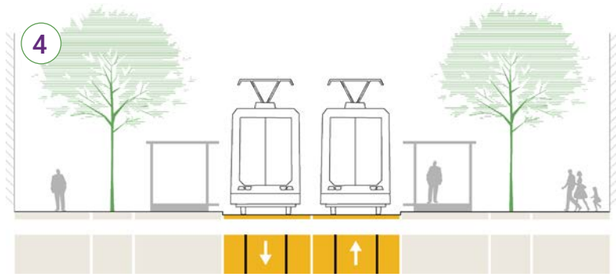


Figure 1.23 - Congress Station on Third Street

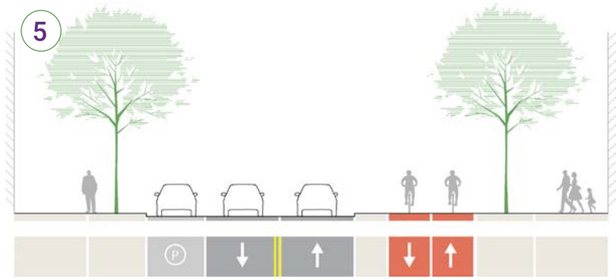


Figure 1.24 - Typical section on Nueces Street

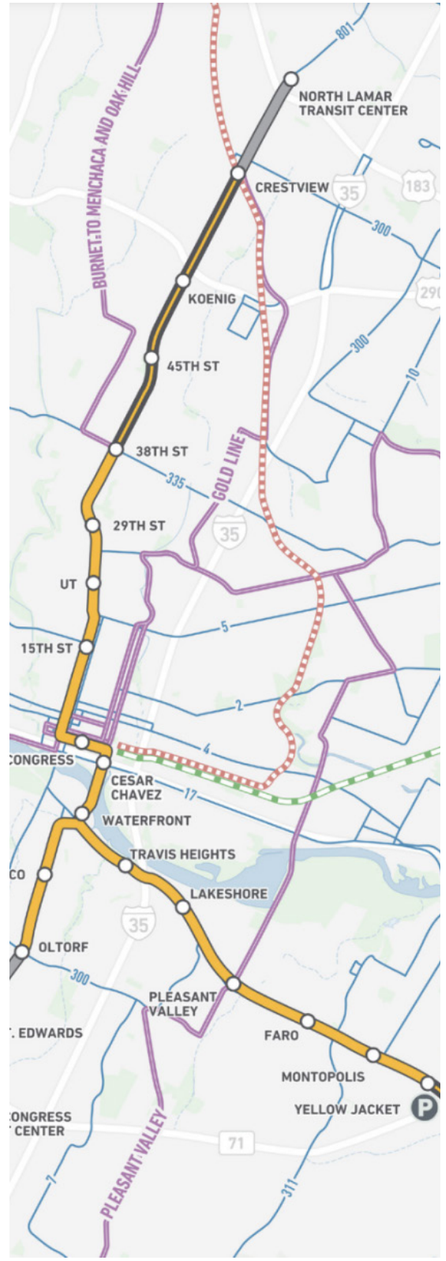


Figure 1.25 - Austin Light Rail (ALR) Implementation Plan

Disclaimer: *All Images for Project Connect are graphical representation only, subject to Austin Light Rail Design development.*

Planned Projects

Project Connect: CapMetro Rapid

CapMetro is implementing four new CapMetro Rapid lines, three of which will serve Downtown. The Expo Center route will connect Northeast Austin to the University of Texas and Downtown. The Gold Line route will serve Austin Community College at Highland to Downtown. The Gold Line will begin as a CapMetro Rapid service and could be converted eventually to light rail as envisioned in the System Plan. These routes will operate in transit-only lanes along the north-south couplet of San Jacinto Boulevard and Trinity Street. Current Route 803 travels from the Domain along Burnet Road to Guadalupe Street into Downtown and then South Lamar Boulevard to Westgate Transit Center. The service will extend to Menchaca and Oak Hill, but routing into and out of Downtown has not been finalized.

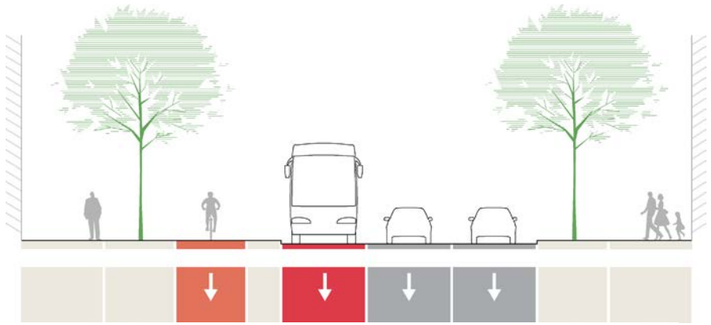


Figure 1.26 - Typical section on San Jacinto Boulevard

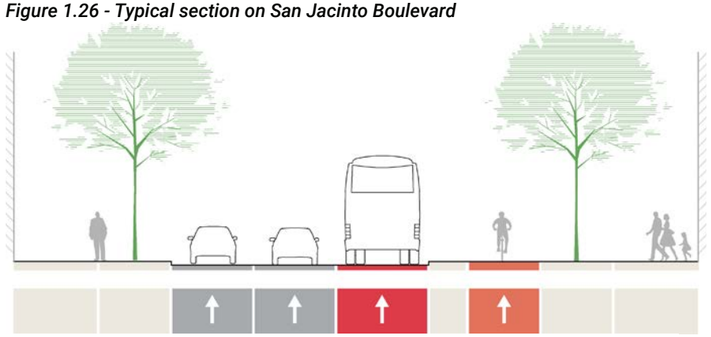


Figure 1.27 - Typical section on Trinity Street

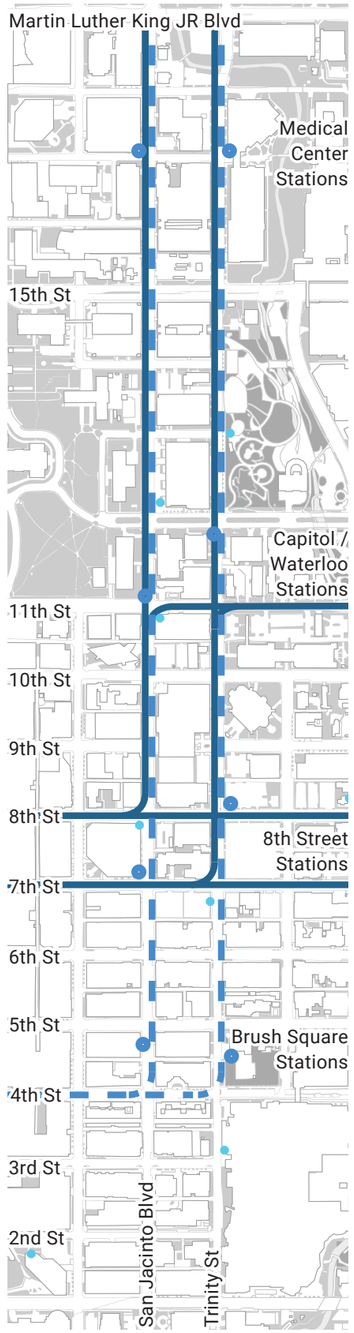


Figure 1.28 - CapMetro Rapid System

Planned Projects

Congress Avenue

An effort to reimagine the "Main Street of Texas" called the Congress Avenue Urban Design Initiative (CAUDI) envisions transforming Congress Avenue into "a multi-functional complete street with a dynamic public realm that contributes to Downtown Austin's evolution as a sustainable mixed-use Downtown and supports Austin's identity as a unique and iconic cultural city." The vision calls for a complete reconstruction of Congress Avenue between Riverside Drive and 11th Street to rebalance street space by widening the pedestrian amenity zone, upgrading bikeway barriers and addressing tree health. While the full reconstruction is not fully funded, an initial phase of the project is estimated at $22 million, funded from the 2020 Active Transportation and Safety Bond. Additional funding will be sought and partnerships with private, philanthropic and other partners will be cultivated, all of which will set the stage for future investments that contribute to the full vision of the Congress Avenue Urban Design Initiative. The project is still going through the project development and design process before being finalized

Figure 1.29 - CAUDI Vision plan design concepts

Figure 1.30 - Pedestrian Amenity Zone perspective

Figure 1.31 - CAUDI Project extents

Planned Projects

Martin Luther King Jr. Boulevard

Martin Luther King Jr. Boulevard, the northern boundary of the ACT Plan study area, is another planned major corridor improvement project. The City funded a Corridor Mobility Plan with the 2016 Mobility Bond to develop a vision for the corridor serving downtown and the University of Texas campus from US 183 to North Lamar Boulevard. Published in June 2020, the plan recommends maintaining the same roadway configuration that exists today between North Lamar Boulevard and I-35, with one travel lane in each direction west of Rio Grande Street, two lanes in each direction, and a center turn lane to the east of Rio Grande Street, with the addition of shared-use paths behind the curb on both sides of the street. This future typical section maintains the existing condition for vehicles while providing pedestrians and cyclists increased safety by being separated from traffic in the most heavily pedestrianized portion of the corridor.

When additional funding is identified, the roadway improvements recommended in the Martin Luther King Jr. Boulevard/FM 969 Corridor Mobility Plan will continue through the project development process and into construction.

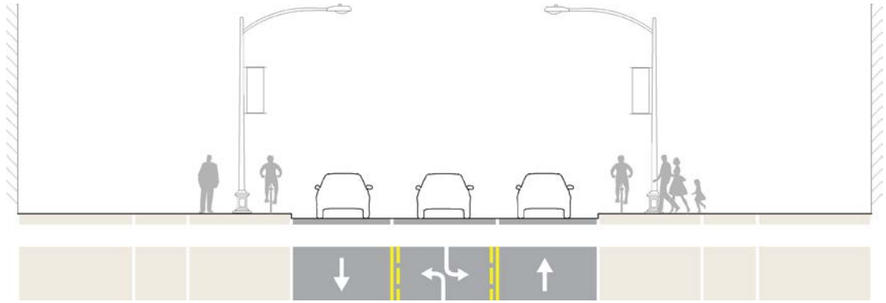


Figure 1.32 - Martin Luther King Jr Boulevard typical section from North Lamar Boulevard to Rio Grande Street

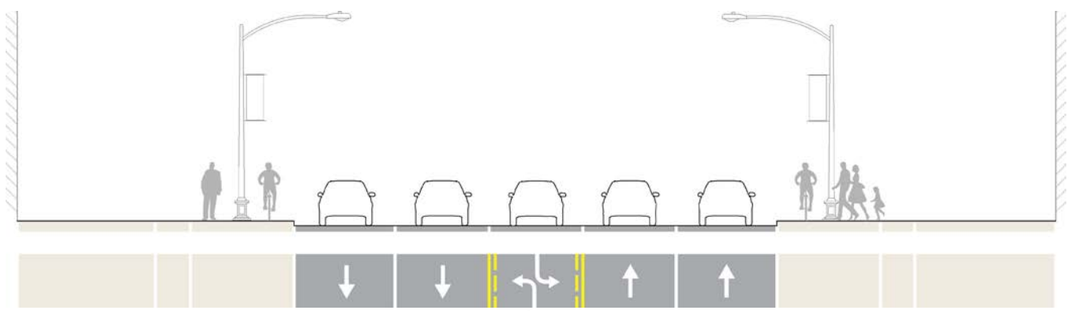


Figure 1.33 - Martin Luther King Jr Boulevard typical section from Rio Grande Street to I-35

Planned Projects

Austin Convention Center

The Austin Convention Center is implementing an expansion plan to create a larger, more efficient facility that will provide a more active, community-friendly event space in downtown Austin. The plan aims to open currently closed streets to improve transportation connections for vehicles, bicyclists and pedestrians in the southeastern section of downtown. The new Third Street connection through the Convention Center will connect to the new bicycle and pedestrian crossing over I-35.

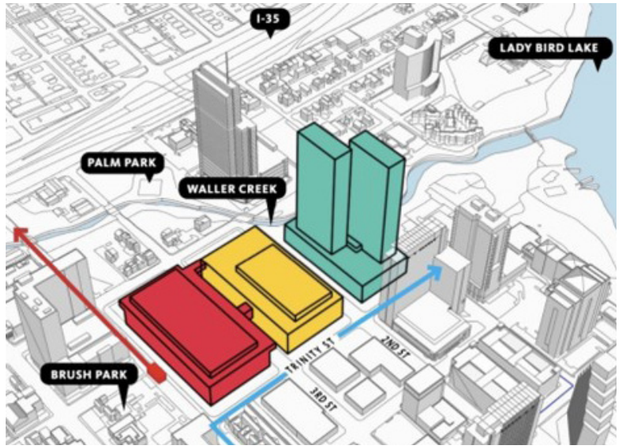


Figure 1.34 - Austin Convention Center Expansion Plan

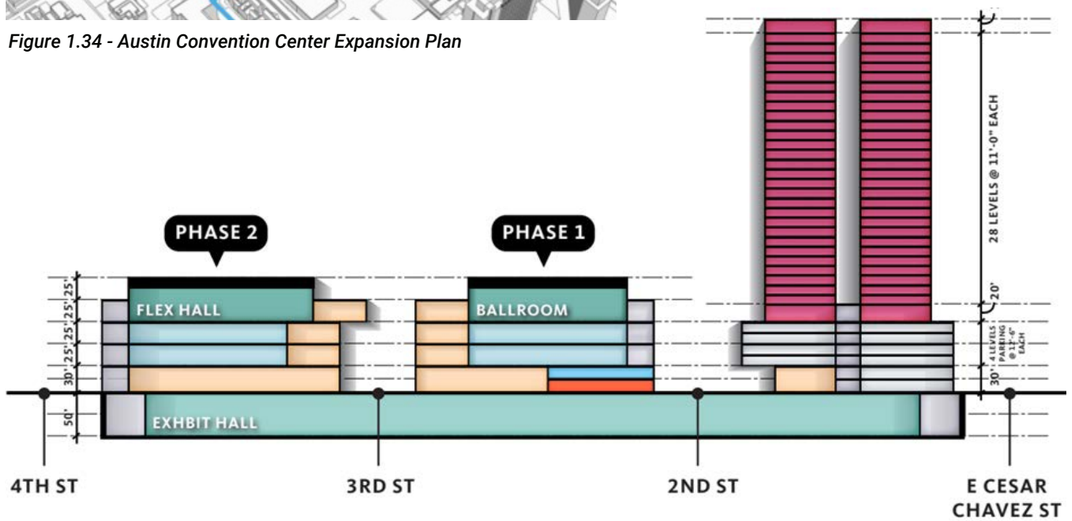


Figure 1.35 - Austin Convention Center Expansion Phased Plan

Disclaimer: *Graphics above may be different from final Austin Convention Center expansion plans.*

Planned Projects

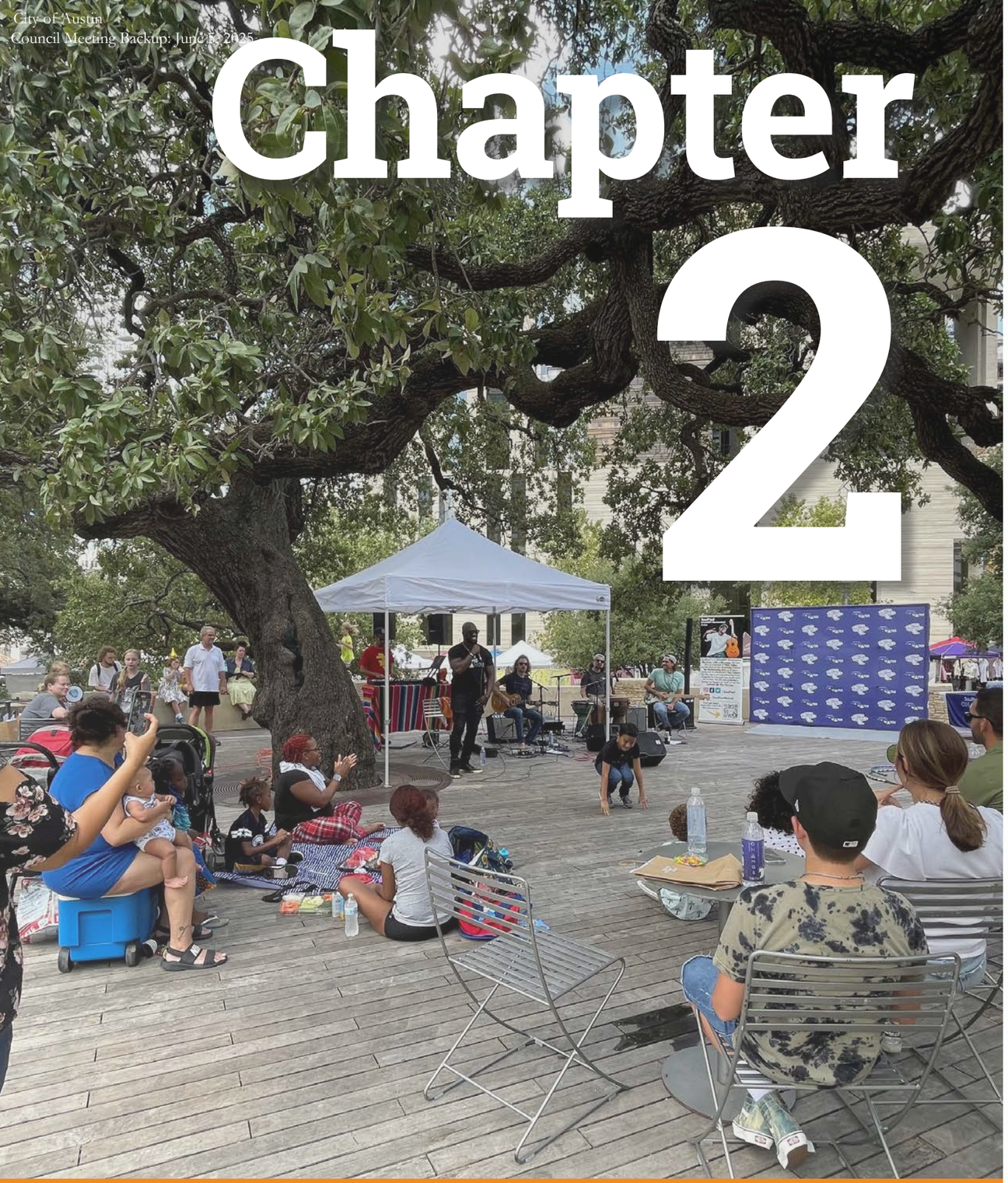
Texas Capitol Complex

The Texas Facilities Commission is responsible for facility planning of the Texas State Capitol grounds and the surrounding area. The Capitol Complex Master Plan outlines a long-term vision for the development of this area with site-specific infrastructure proposals and urban design guidelines. The most significant change was the creation of the Texas Mall, a pedestrianized central lawn, and several street conversions, including one-way to two-way street conversions on 16th and 17th Streets between San Antonio Street and Trinity Street and 18th Street from Lavaca Street to Trinity Street. Phase 2 of the project also includes the extension of the Texas Mall from 16th Street to 15th Street facing the north entrance to the Texas Capitol Building, completing the four-block pedestrian mall, which is slated to be complete in late 2026.

Additional Context

A significant amount of parking is anticipated in the Texas Capitol Complex, supporting the use of personal vehicles. Multimodal improvements are needed along streets serving the Capitol Complex to encourage more sustainable modes of transportation.

Figure 1.36 - Texas Capitol Complex Master Plan.



Chapter 2

2 Public Involvement and Engagement

Downtown Austin is home to almost 15,000 people, more than 100,000 workers across a variety of industries, and about 14,000 hotel rooms. This unique, rapidly growing, 18-hour area of the city continues to be the center of our social, cultural, economic and recreational lives, as well as the center of multiple levels of government. No other part of the city reaches, and is relied upon, by so many different populations. It is a business center for office workers on a traditional 9 to 5 schedule, the center of an energetic nightlife industry relying on musicians and workers who begin their workdays in the evening, the core of the city's tourism industry and the home of local and state government. Although all of these populations fall under the broad category of "downtown workers," each has different needs and goals, but all are just one segment of the diverse, multifaceted downtown.

The public engagement strategy of the ACT Plan worked closely with populations that live, work, visit and enjoy downtown. To identify and engage with these populations, staff worked closely with an advisory group composed of stakeholders and community members throughout the two-phase public engagement process. Project staff facilitated several in-person and digital events to build public involvement and gather feedback that informed project analysis and the recommendations that guide this planning document.

Engagement Goals and Methods

Engagement Goals

Eight engagement goals led the public engagement process of the ACT Plan. These goals followed the guidance set from the community-focused policies established in the Austin Strategic Mobility Plan. Policies centered on themes of Equity, Accessibility, Affordability and Public Interaction.

1. Engage with and receive input from a diverse group of stakeholders and community members.
2. Ensure historically under-served and underrepresented Downtown stakeholders are a central focus throughout the engagement process.
3. Ensure all options presented to stakeholders are realistic alternatives and opportunities that can be feasibly developed Downtown.
4. Strive for engagement to represent Austin's diversity or exceed the representation of historically underserved and underrepresented communities.
5. Operate on an engagement level of Involve and Collaborate based on the International Association for Public Participation's (IAP2) Spectrum of Public Participation (2018).
6. Provide opportunities to participate by providing a variety of options across locations and times of day.
7. Ensure public input opportunities are available through multiple media types and use various information streams to collaborate with the public.
8. Create an open dialogue between the project team and the public, respond to questions, and provide information as desired by the public.
9. Provide information in languages requested by stakeholders in addition to English and Spanish.

Stakeholders

To ensure that the feedback received on the ACT Plan reflected the diverse perspectives of the people who use downtown, 18 focus populations were identified. Throughout the ACT Plan engagement process, efforts to engage these focus populations continued throughout the planning process. These focus populations include:

- Visitors/tourists
- Unhoused people
- Taxi/Ride-Hail/TNC/ Delivery drivers
- Social service providers
- Service Industry workers
- Seniors (65 years of age and over)
- People who are blind or deaf, or who have physical mobility impairments
- Musicians, performers, venue staff
- Late-night staff (e.g., custodial, security)
- Medical and Office workers
- Hotel management and staff
- Government workers
- Downtown residents and families
- Downtown Business Owners
- Construction workers
- Building managers

Outreach Methods

Over the engagement period, more than 75 events and meetings were held. These outreach methods spanned two separate phases, which included Neighborhood Association meetings, remote and in-person meetings with interest groups, businesses, Community Organizations, digital/in-person surveys and advertising.

Figure 2.3 shows where engagement events were held in Phase 1 and Phase 2 of the engagement period. For Phase 2, outreach was expanded outside of downtown to council districts, as shown in Figure 2.4, to collect feedback from people who did not go downtown during the engagement period but who still pass through downtown or would be interested in going downtown in the future.

Figure 2.1 - Phase 1 Outreach

Figure 2.2 - Phase 2 Outreach

Engagement Goals and Methods

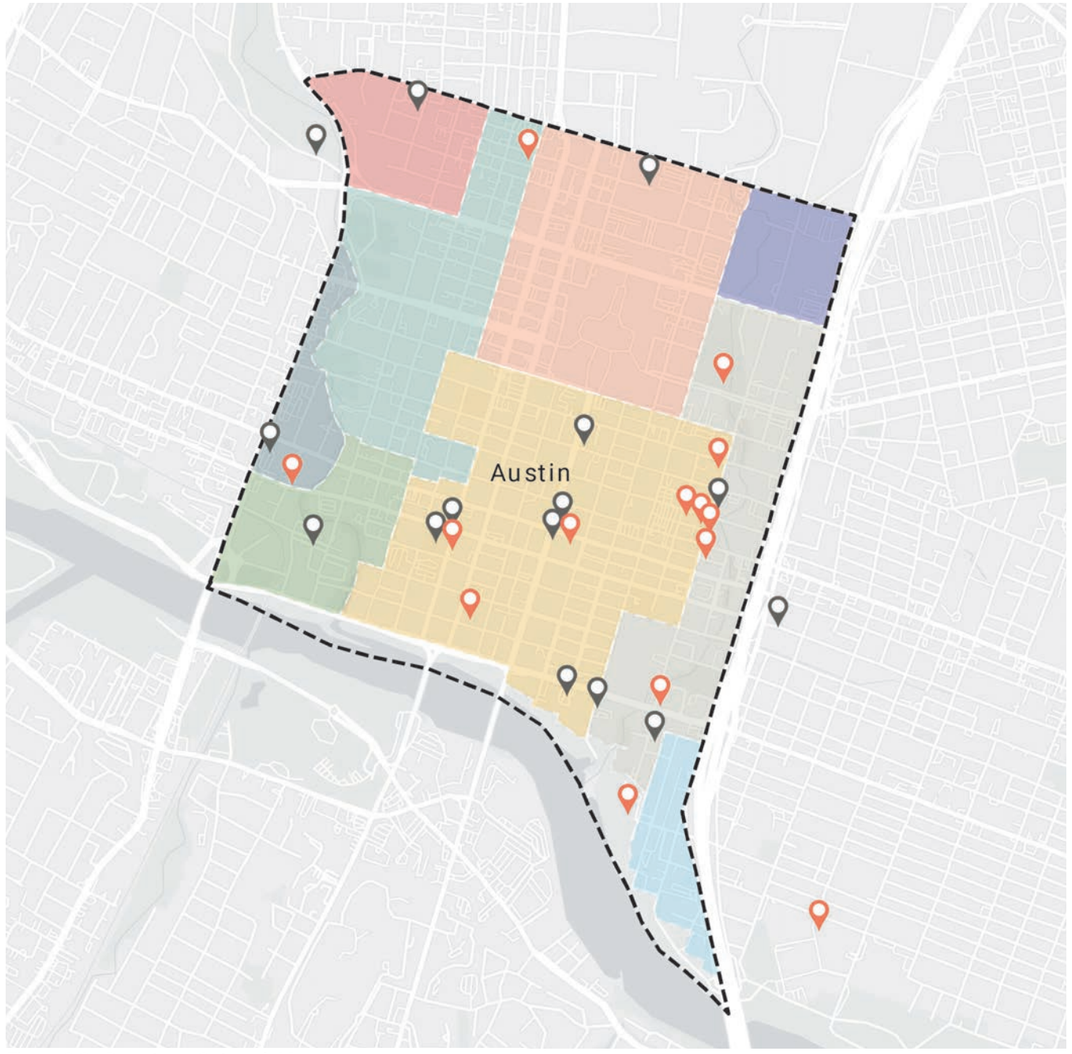


Figure 2.3 - Downtown Outreach Map

Engagement Goals and Methods

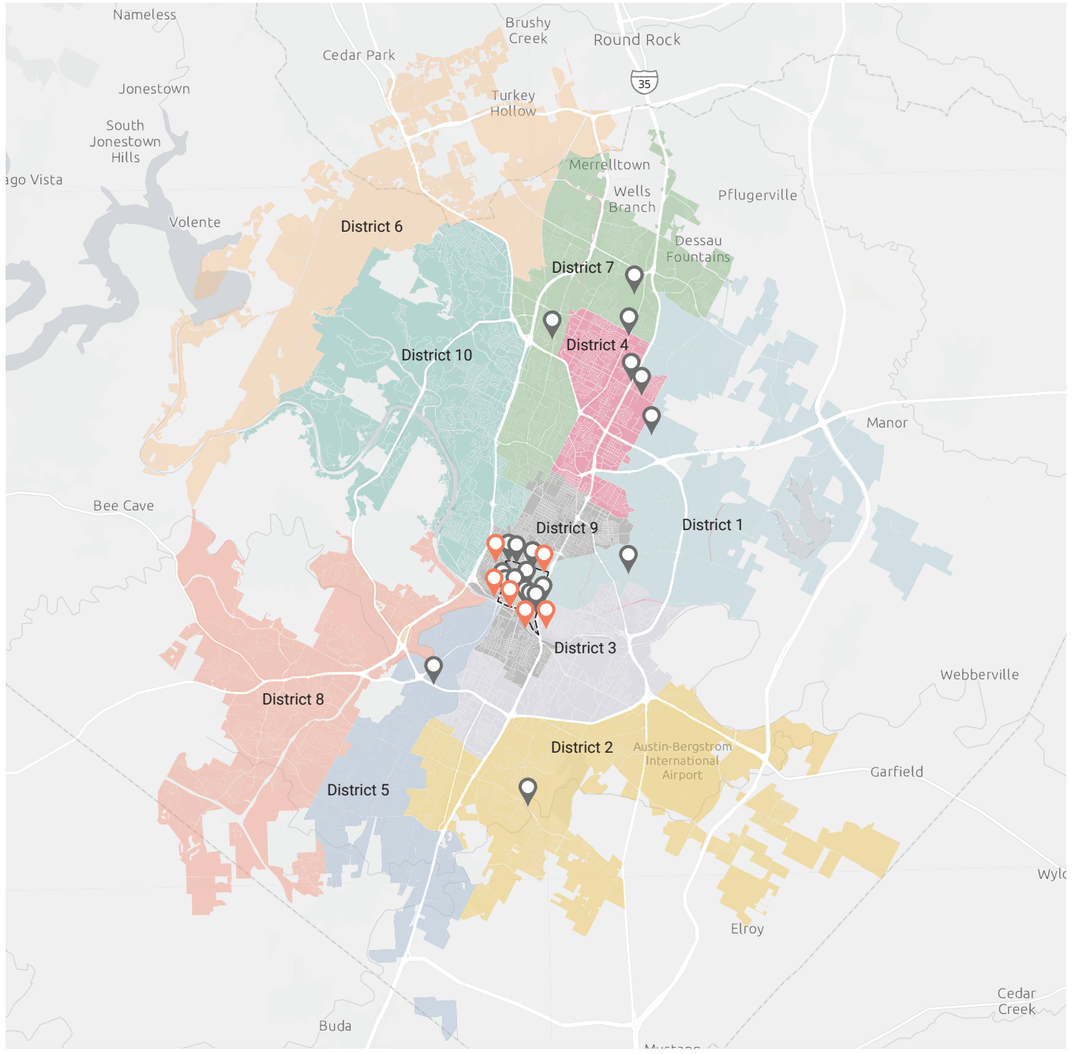


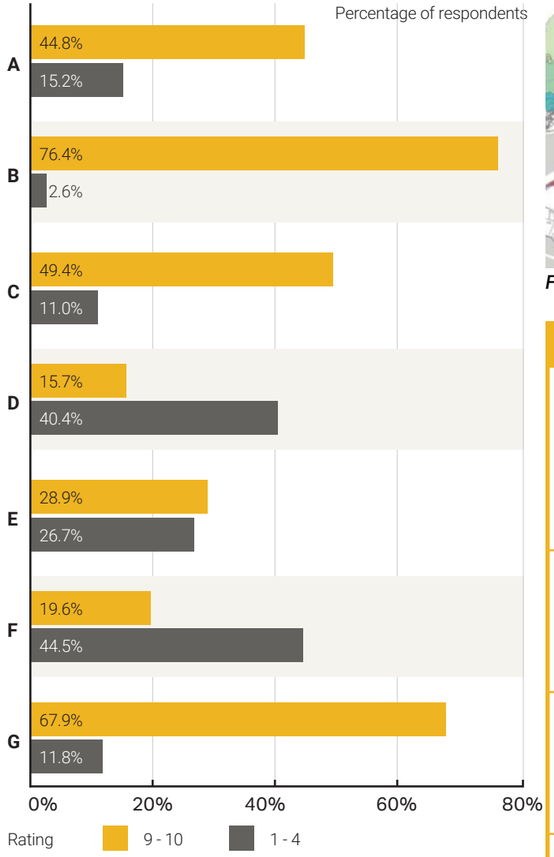
Figure 2.4 - Citywide Outreach Map

Phase 1 by the Numbers

The Phase 1 engagement period focused on learning which right-of-way elements people preferred and what transportation modes they wished to use to travel to, from and within downtown.

Phase 1 Survey — Transportation Elements

Which right-of-way elements are most important to people in downtown (i.e., building frontages, sidewalks, street tree and furniture zone, curb zone, transit-only lanes, mixed vehicle lanes and protected bicycle and micromobility lanes)?



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 and Micromobility Lane

Figure 2.5 - Preferred mode of Transportation

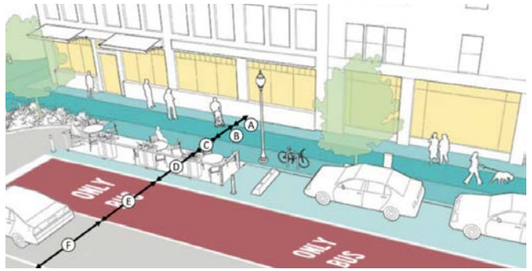


Figure 2.6 - Transportation Elements

PHASE 1

2,100 Respondents — The survey was answered by more than 2,100 respondents, in English and Spanish, including digital and on-paper responses

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

20 In-Person Events and Meetings — The team attended more than 20 in-person community events and meetings.

19 Newsletters — The survey was shared in newsletters from 19 different organizations.

Phase 2 by the Numbers

Building off of the stated preferences from Phase 1, the Phase 2 engagement period focused on spatial limitations and potential trade-offs of the limited right-of-way downtown.

Phase 2 Survey — Review Potential Downtown Typical Sections

People were asked to rate potential options on a scale from 1-10, with 10 being the most preferable and 1 being the least preferable.

Figure 2.7 - Potential Downtown typical section

Option 2 (Figure 2.7) received an overall score of 7.62 out of 10 (and 53 percent of respondents rated it a 9 or 10), compared to other options with one bicycle lane and three travel lanes (score of 5.22 and 40 percent rated it between 1 and 4), or with three travel lanes, two bike lanes and narrower sidewalks in the middle (score of 6.77).

When asked about transit-only lanes, respondents showed strong support across the board for dedicated transit-only lanes through Downtown (86 percent support, 11 percent oppose). The strongest support for dedicated transit-only lanes was found among the lowest income respondents.

When asked about the bicycle network, respondents expressed a strong preference across the board for the most extensive expansion of the bicycle network, with 72 percent of the respondents supporting the biggest expansion scenario as the best option.

When asked about one-way to two-way street conversions on Downtown streets, there was no clear preference for any conversion scenario. The full conversion scenario received 48 percent support, the light conversion scenario received 45 percent support, and the existing conditions of Downtown received 31 percent support. Several respondents noted that while two-way streets did seem safer, transitioning from one to the other is currently confusing or could be confusing with changes.

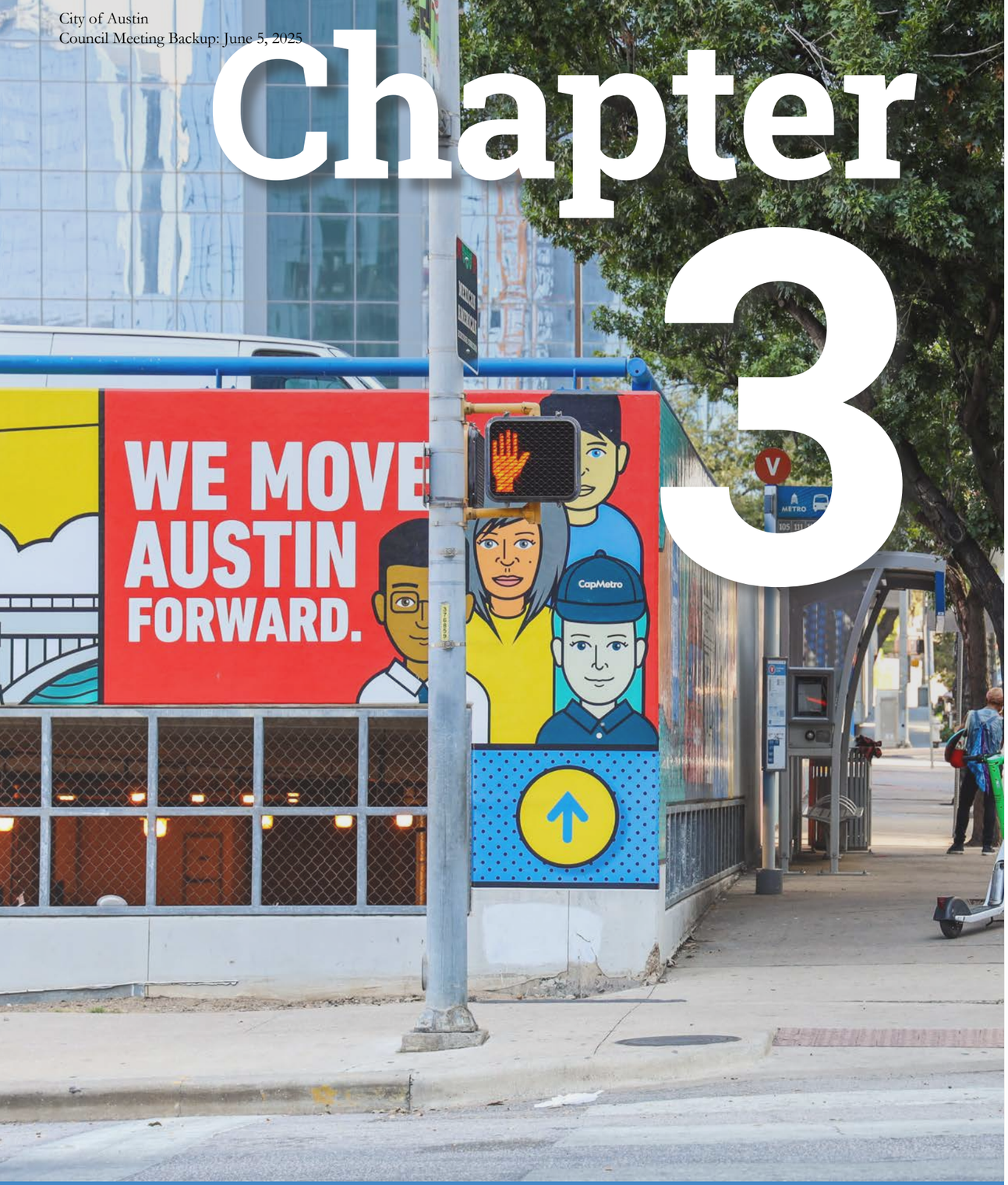
PHASE 2

1,400 Respondents — The survey was answered by more than 1,400 respondents, in English and Spanish, including digital and on-paper responses.

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

39 In-Person Events and Meetings — The team attended more than 39 in-person community events and meetings.

20 Newsletters — The survey was shared in newsletters from 20 different organizations.



Chapter 3

3 ACT Plan Project Recommendations

The following ACT Plan Projects are reflective of the feedback received from the community throughout the planning process. The upcoming changes for I-35 and Project Connect have been interwoven with the ACT Plan Projects to create one cohesive vision for mobility in the future. All together, these projects will help realize the ASMP goals and Downtown Austin Plan vision to make Downtown the heart of one of the most sustainable cities in the nation and address the problems our city and region face.

The Project Recommendations from the ACT Plan are divided into three categories: Priority Projects, Supporting Projects and System Improvements and Strategies.

Priority Projects are the key improvements for the area, designed to address the major outcomes in the plan. Supporting Projects complement Priority Projects and are designed to complete the network and establish consistency. System Improvements and Strategies are operational projects and typically focus on improving mode facilities or general street design elements.

Key Considerations:

The ACT Plan and the Great Streets Design Standards work together to shape the design of Downtown Austin's streets, each addressing different aspects of the right of way. The ACT Plan Projects focus on establishing the necessary mobility elements — such as travel lanes, protected bicycle and micromobility lanes and transit lanes — to meet transportation needs within the curb-to-curb space. The Great Streets Design Standards set the vision for pedestrian-focused improvements behind the curb, including wider sidewalks, landscaping, street furniture and other amenities that enhance the walking environment. Because of this complementary relationship, the typical cross sections in the ACT Plan reflect the minimum dimensions required for mobility improvements, leaving the design of sidewalks and pedestrian amenities to be guided by Great Streets. This approach ensures that downtown streets balance mobility with high-quality public spaces, promoting both efficient travel and vibrant street life.

- Transit travel lane = 11 feet
- Protected bicycle lane = 6.5 feet bike lane + 1.5 feet buffer
- Parking/Loading = 7 feet
- Travel lane = 10 feet

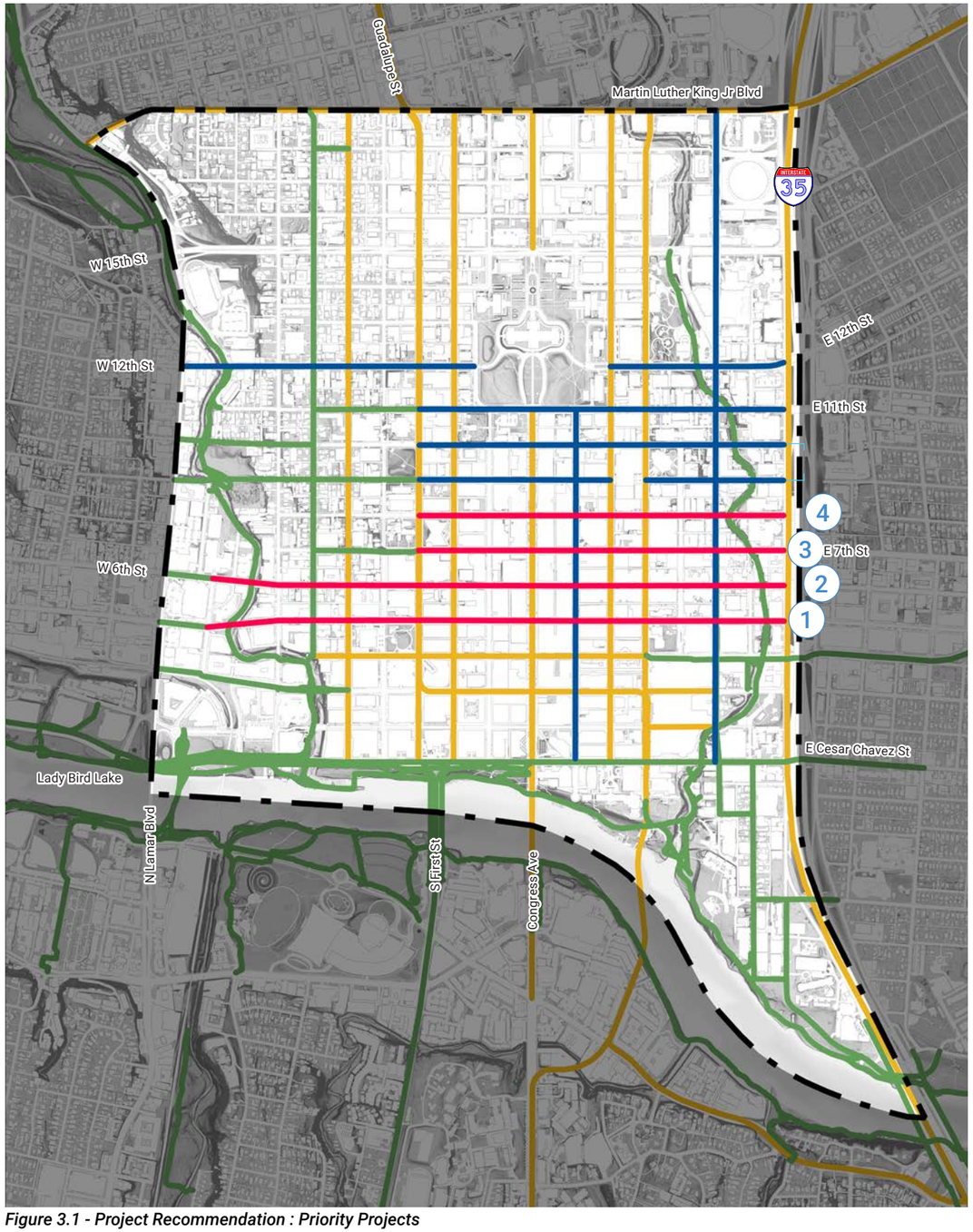


Figure 3.1 - Project Recommendation : Priority Projects

Priority Projects
Supporting Projects
Planned Projects
System Improvements and Strategies

Priority Projects

The ACT Plan focuses on four Priority Projects that are considered key improvements toward realizing the vision for mobility downtown, addressing the plan's major outcomes. These projects address changes needed to support the redesign of I-35, address a lack of mobility options by providing dedicated space for bicycles and transit and create great pedestrian environments. These projects are significant investments towards achieving the ASMP 50/50 Mode Share Goal.

Figure 3.2 - Fifth Street looking east at San Jacinto Blvd

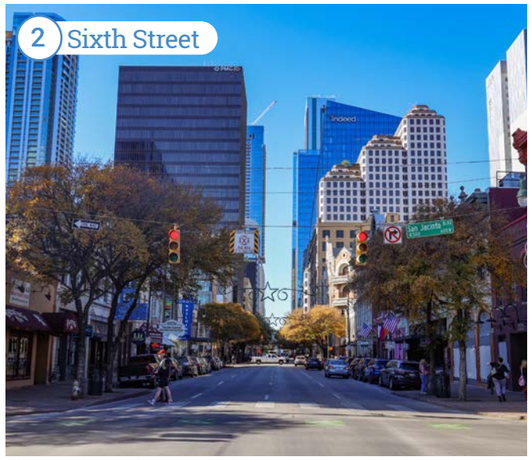


Figure 3.3 - Sixth Street looking west at San Jacinto Blvd

Figure 3.4 - Seventh Street looking east at Congress Ave

Figure 3.5 - Eighth Street looking west at Colorado St

Priority Project: Fifth Street

Bowie Street to Guadalupe Street
Guadalupe Street to Brazos Street
Brazos Street to I-35

Subprojects:

Fifth Street is envisioned as the Mexican American Heritage Corridor, running from Republic Square on West Fifth Street to Saltillo Plaza on East Fifth Street. The project will create an opportunity to celebrate the distinct history, culture and identity of the corridor through public art and interpretive signage, as well as create a safer environment for all modes, with lower vehicle speeds and more dedicated space for pedestrians with shorter crossings. The project includes adding a protected bicycle and micromobility facility in the eastbound direction with shade trees and wide sidewalks along both sides of the street. The project maintains the function of the road that exists today for vehicles entering and exiting downtown from MoPac Expressway to I-35. It also includes a transit-only lane starting at Bowie Street going east until Guadalupe Street, where it continues north south on Guadalupe Street. The project will also build upon the I-35 Capital Express Central project that reconnects Fifth Street with East Austin, creating a gateway to downtown.

Benefits

1. Vehicle capacity is maintained at constrained gateways into and out of downtown (at Lamar Boulevard and I-35).
2. Improved transit speed and reliability with a transit-only lane between Bowie Street and Guadalupe Street.
3. Eastbound protected bicycle and micromobility lane.
4. Continuous tree canopy provides shade over wide sidewalks along both sides of the street.
5. Shorter crossings for pedestrians throughout the corridor.
6. Opportunities for public art and other placemaking installations.

Key Considerations

Travel lanes will need to merge in the block east of Lamar Boulevard to create the desired typical section.

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

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

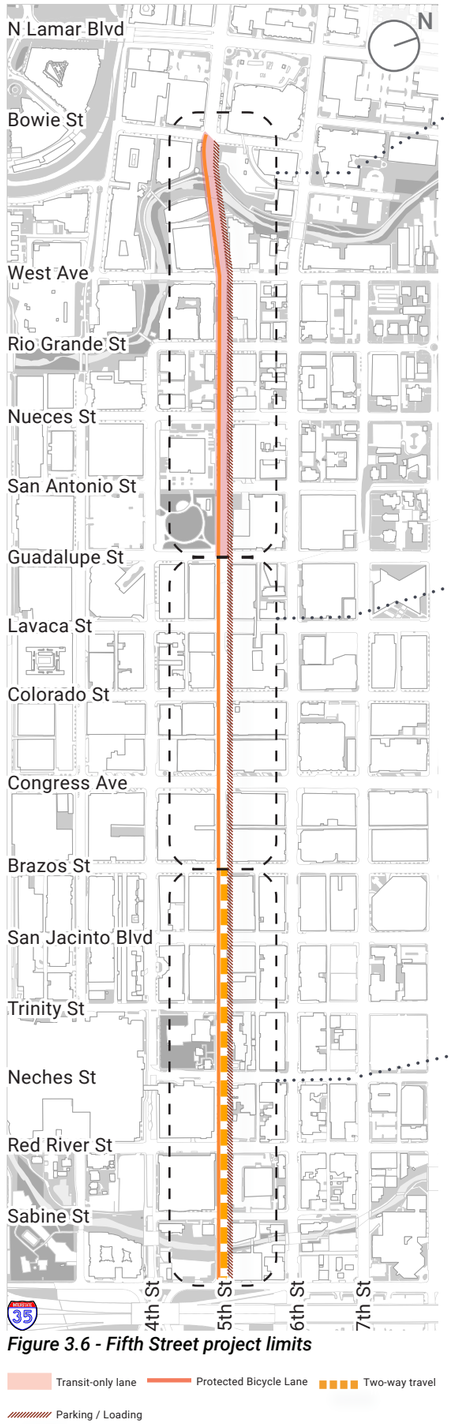


Figure 3.6 - Fifth Street project limits

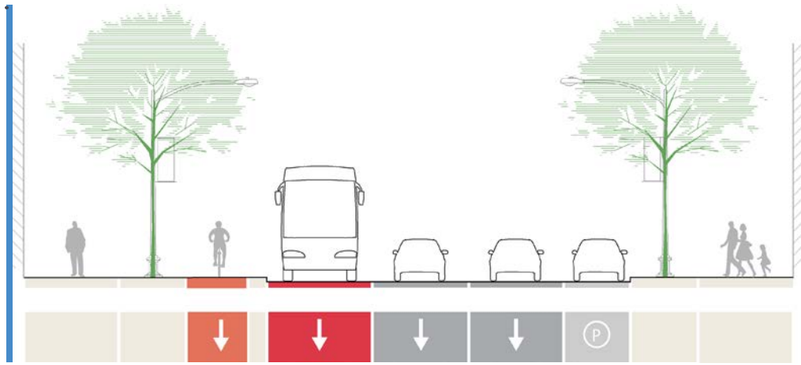


Figure 3.7 - Fifth Street typical section Bowie Street to Guadalupe Street

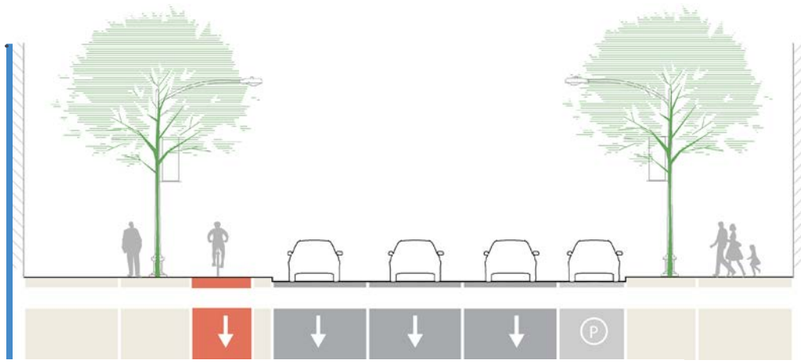


Figure 3.8 -Fifth Street typical section Guadalupe Street to Brazos Street

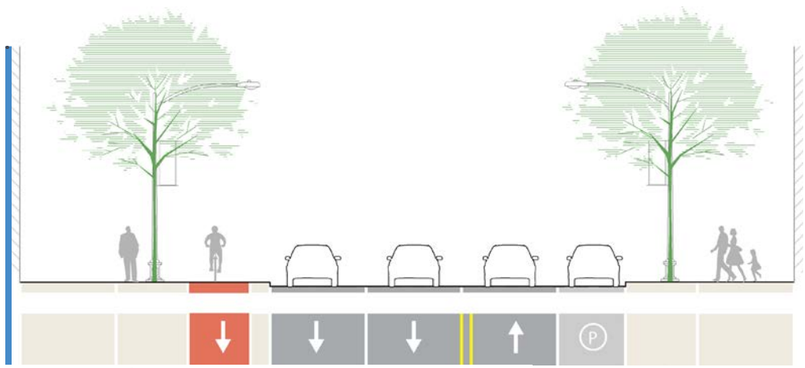
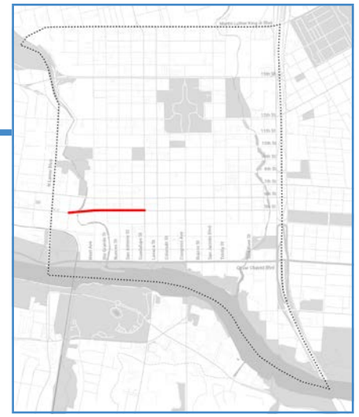


Figure 3.9 - Fifth Street typical section Brazos Street to I-35

Priority Project: Fifth Street

Bowie Street to Guadalupe Street



- **Addition of eastbound transit-only lane to improve transit speed and reliability for buses.**
- **Addition of an eastbound protected bicycle lane.**

Key Considerations

Travel lanes will need to merge west of Bowie St to create the desired typical section.

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

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

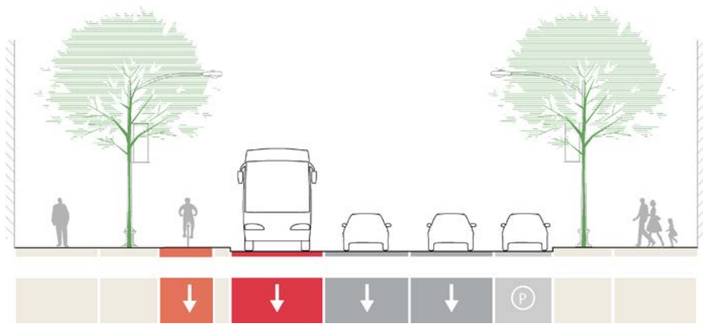


Figure 3.10 - Fifth Street typical section Bowie Street to Guadalupe Street

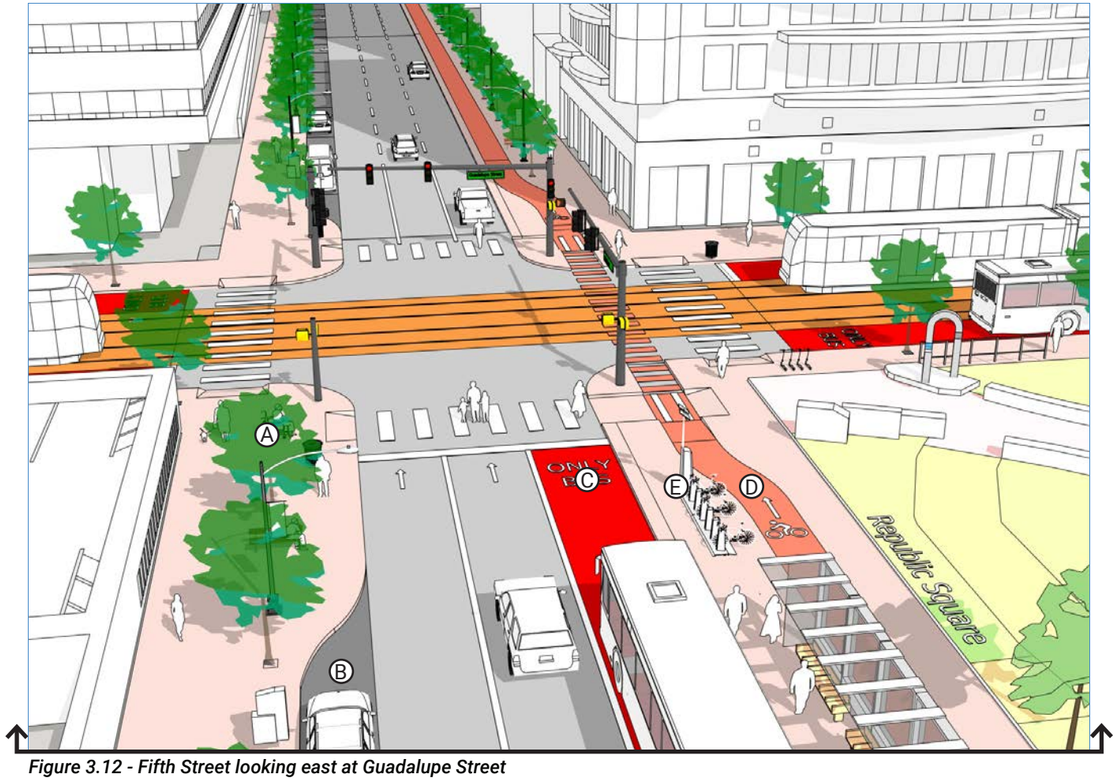


Figure 3.12 - Fifth Street looking east at Guadalupe Street

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

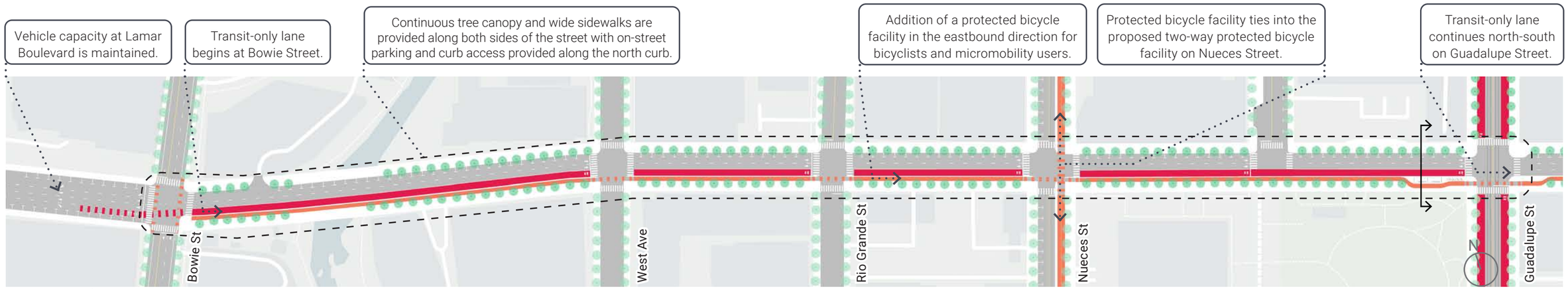


Figure 3.11 - Fifth Street schematic Bowie Street to Guadalupe Street

Priority Project: Fifth Street

Guadalupe Street to Brazos Street

- **Three eastbound travel lanes supporting left and right turning vehicles at Lavaca Street and Congress Avenue.**
- **Eastbound protected bicycle and micromobility facility continues to Congress Avenue bicycle improvements.**

Key Considerations

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

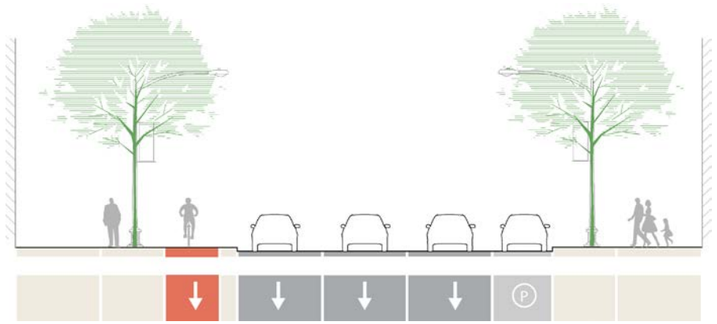


Figure 3.13 - Fifth Street typical section Guadalupe Street to Brazos Street

Figure 3.15 - Mexic-Arte Museum at Congress

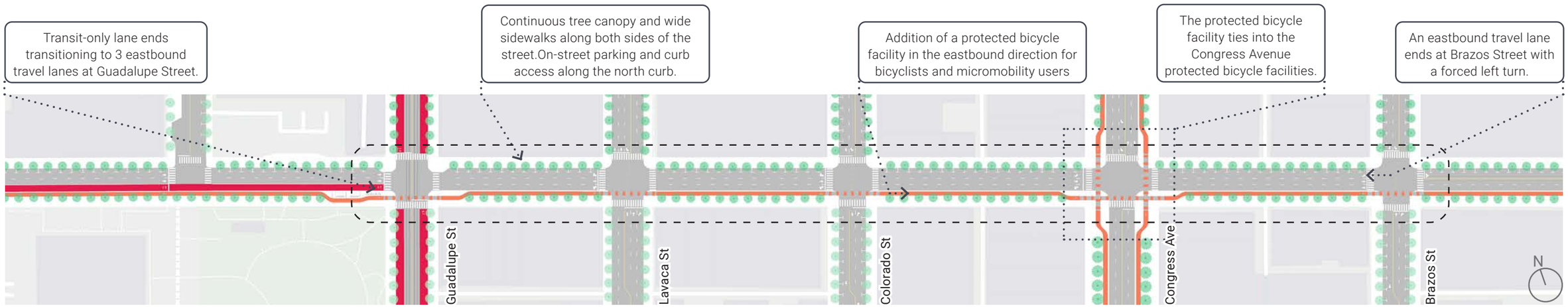


Figure 3.14 - Fifth Street schematic Guadalupe Street to Brazos Street

Priority Project: Fifth Street

Brazos Street to I-35

- One westbound travel lane and two eastbound travel lanes.
- Protected bicycle and micromobility facility continues eastbound connecting with protected bicycle facilities and CapMetro Rapid stations on San Jacinto Boulevard, Trinity Street and the Sabine Street Promenade.
- Reconnects Fifth St with East Austin with support from I-35 project, creating a gateway to downtown.

Key Considerations

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

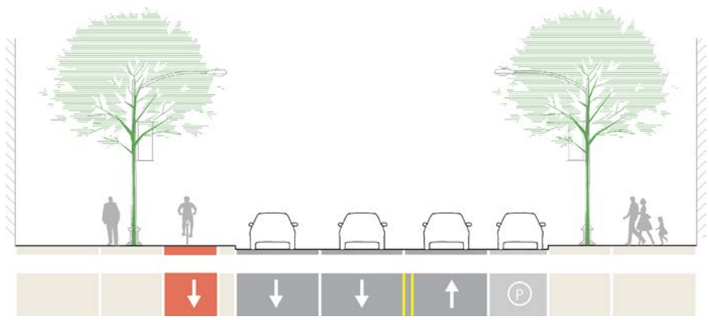


Figure 3.16 - Fifth Street typical section Brazos Street to I-35

Figure 3.18 - Fifth Street Intersection at Trinity Street

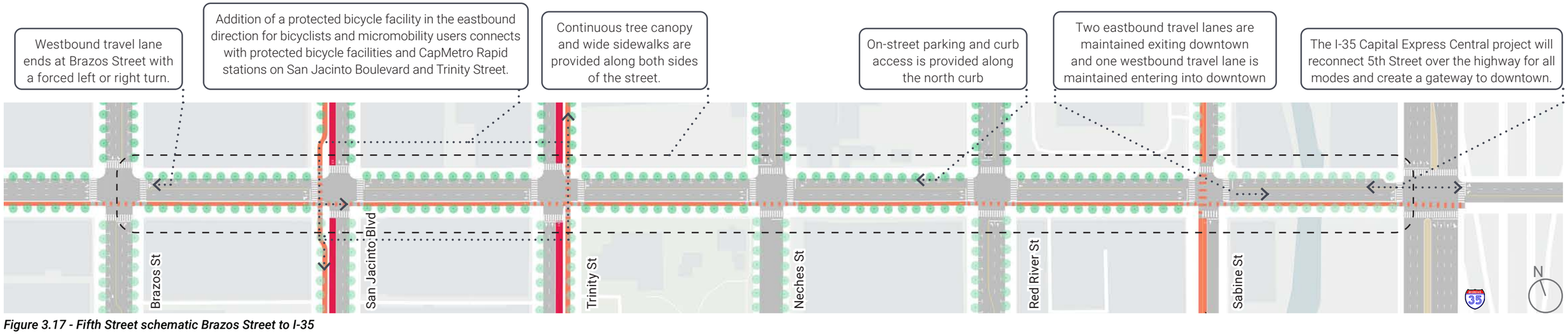


Figure 3.17 - Fifth Street schematic Brazos Street to I-35

Priority Project: Sixth Street

I-35 to Brazos Street
Brazos Street to Guadalupe Street
Guadalupe Street to Bowie Street

Subprojects:

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.

Benefits:

1. Vehicle capacity is maintained at constrained gateways into and out of downtown (at I-35 and Lamar Boulevard).
2. Transit speed and reliability is improved with a transit-only lane between Guadalupe Street and Bowie Street.
3. Protected bicycle and micromobility lanes are provided in both directions along most of the corridor providing safe space for the increasing number of micromobility users.
4. Continuous tree canopy provides shade along both sides of the street.
5. Shorter crossings are provided for pedestrians throughout the corridor.
6. Additional space for café zones is included fronting buildings east of Brazos Street.
7. Opportunities for public art and other placemaking installations.

Key Considerations:

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.

Specific needs will be identified block by block during the project development process.

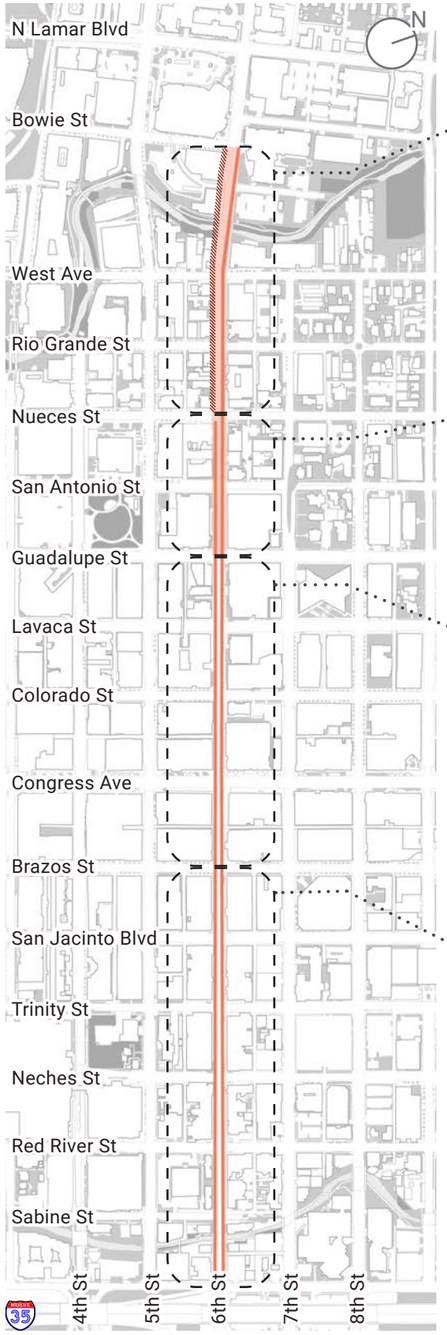


Figure 3.19 - Sixth Street project limits

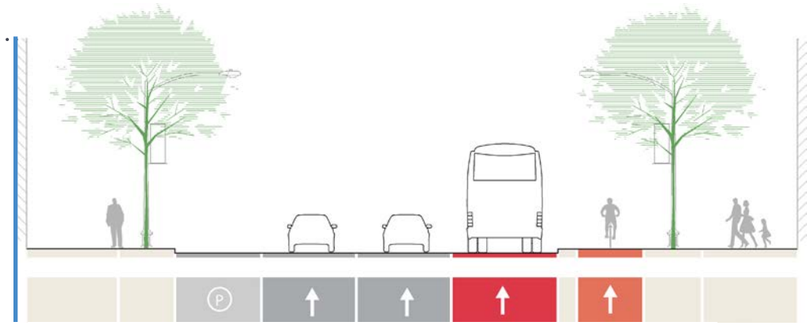


Figure 3.20 - Sixth Street typical section Nueces Street to Bowie Street

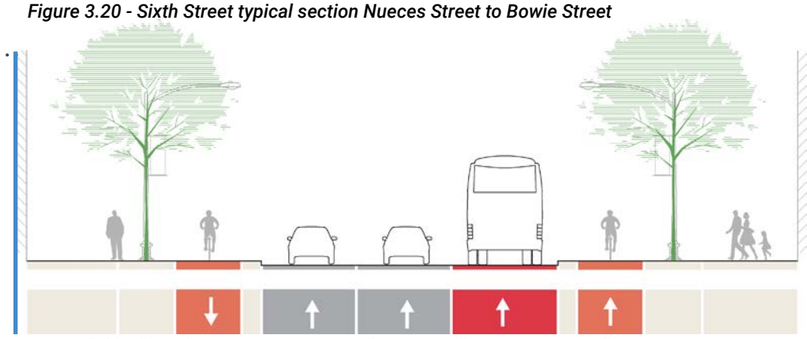


Figure 3.21 - Sixth Street typical section Guadalupe Street to Nueces Street

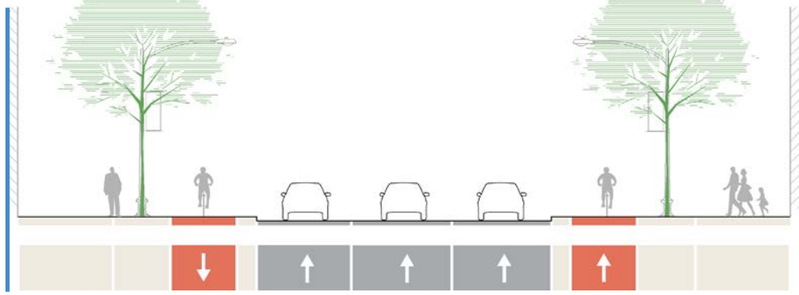


Figure 3.22 - Sixth Street typical section Brazos Street to Guadalupe Street

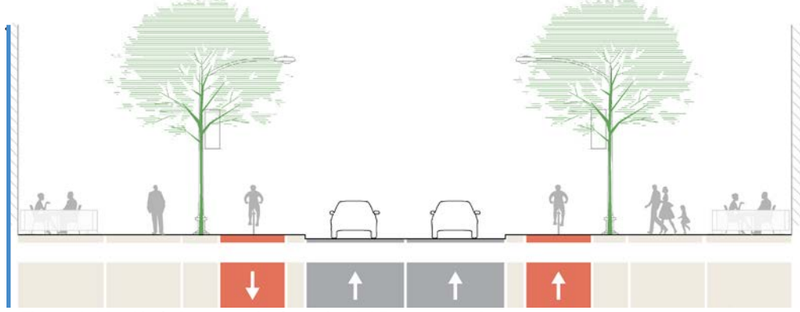


Figure 3.23 - Sixth Street typical section I-35 to Brazos Street

Alternatives are shown on page 60-65

Priority Project: Sixth Street

I-35 to Brazos Street

- **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.**

Key Considerations:

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.

Alternatives under consideration during the project development process currently underway are shown on the following pages.

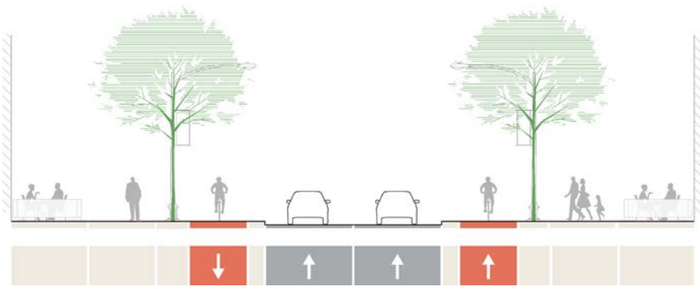


Figure 3.24 - Sixth Street typical section I-35 to Brazos Street

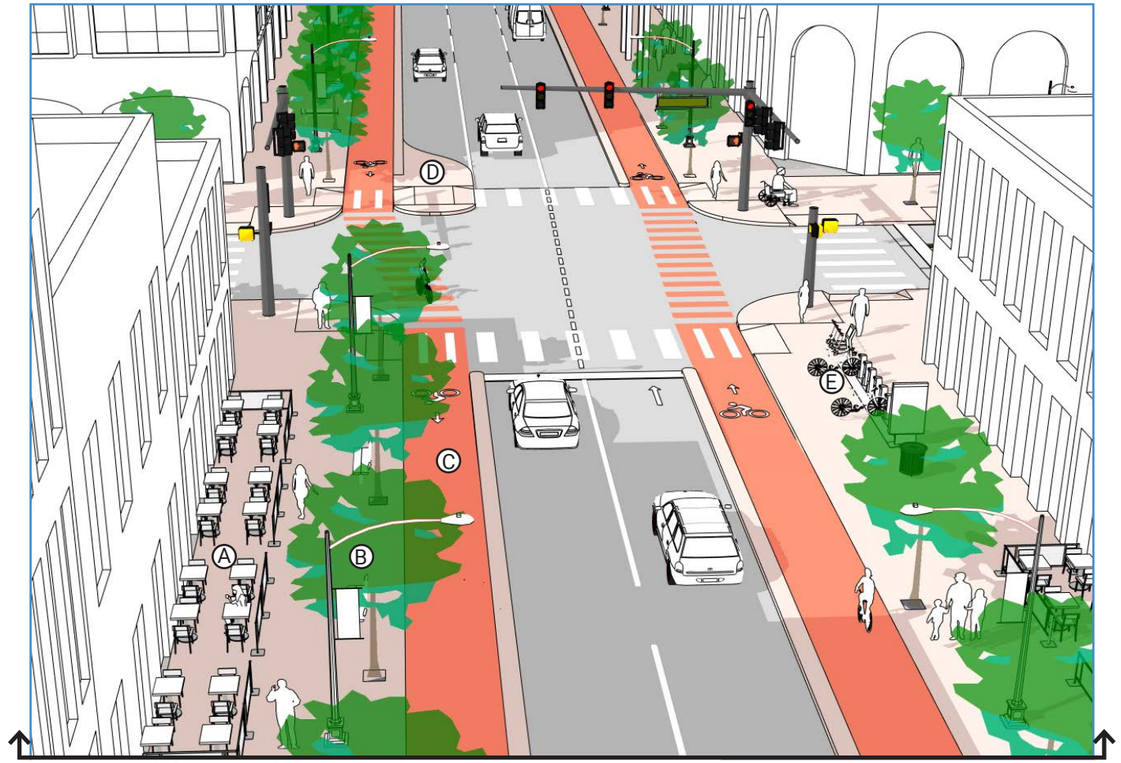


Figure 3.26 - Sixth Street Looking West at Brazos Street

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

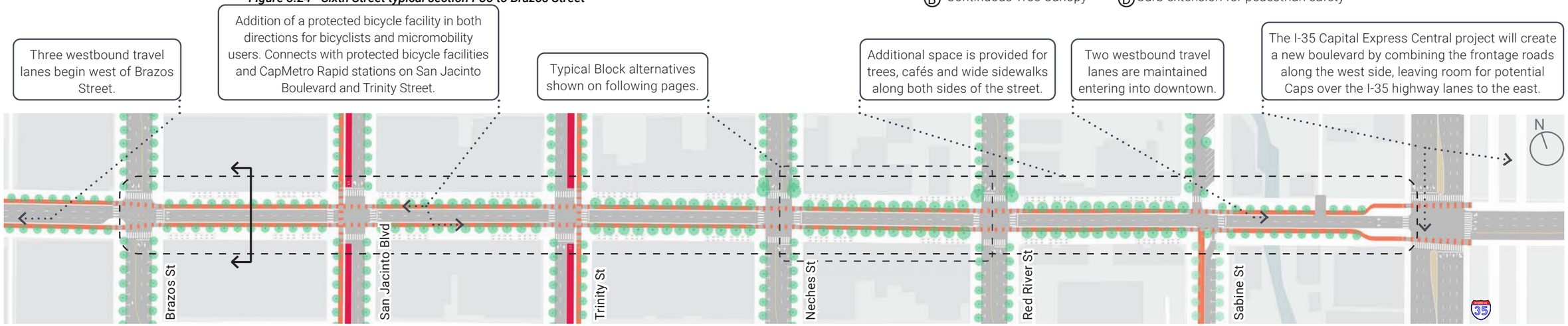


Figure 3.25 - Sixth Street schematic I-35 to Brazos Street

Priority Project: Sixth Street Alternatives

I-35 to Brazos Street

- **Two-westbound travel lanes and bicycle facilities in both directions.**
- **Valet, passenger loading/unloading, and deliveries are accommodated using an inset behind the curb instead of using adjacent north-south streets for curb access.**

Key Considerations:

Trees cannot be included along the curb inset and the cafe space is narrower in order to preserve the bicycle facility and sidewalk.

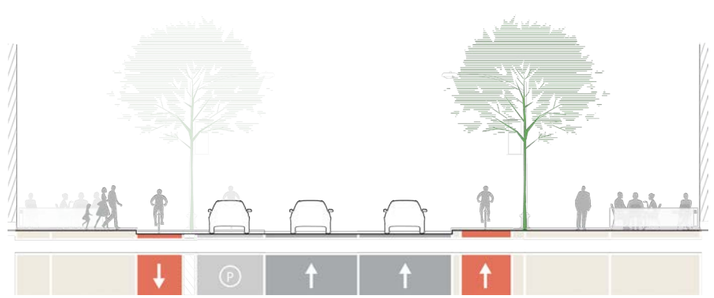


Figure 3.27 - Cross Section Alternative – Bike Lanes, Parking and Loading within curb inset

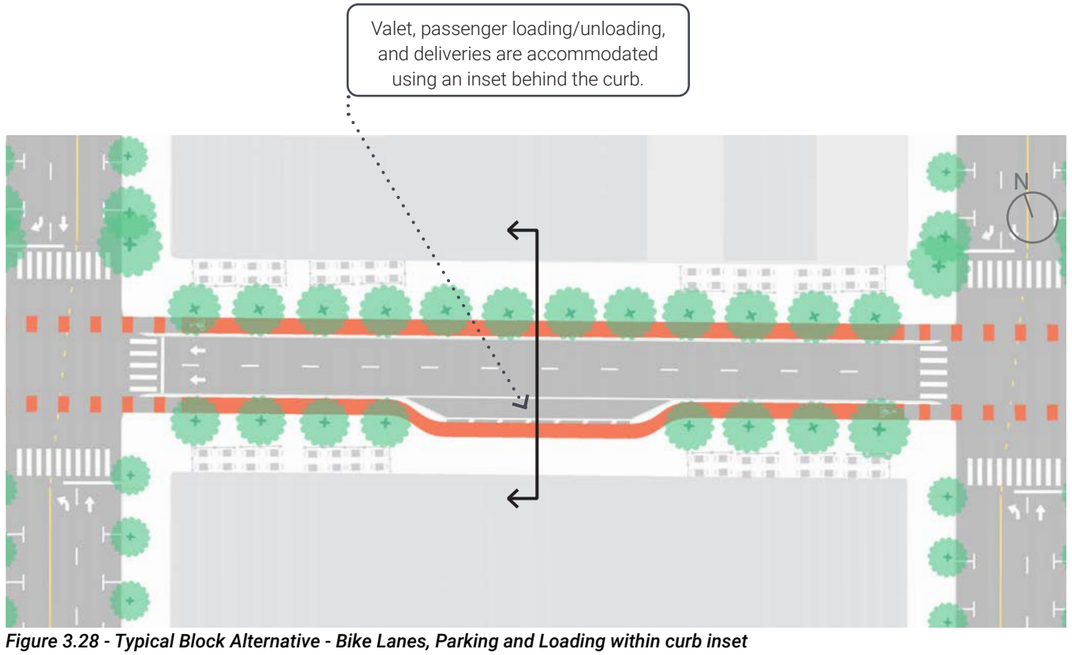


Figure 3.28 - Typical Block Alternative - Bike Lanes, Parking and Loading within curb inset

- **Two-westbound travel lanes and bicycle facilities in both directions**
- **Valet, passenger loading/unloading, and deliveries are allowed along the full length of the block by reducing the width of behind the curb elements.**

Key Considerations:

In order to accommodate bicycle facilities in both directions and a full block of curb access, the amount of space for café zones is limited. .

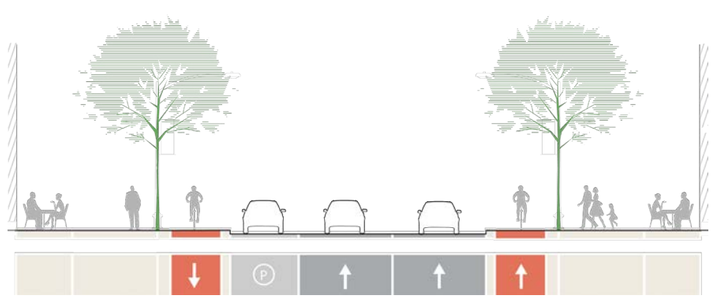


Figure 3.29 - Cross Section Alternative – Bike Lanes, Parking and Loading along full block

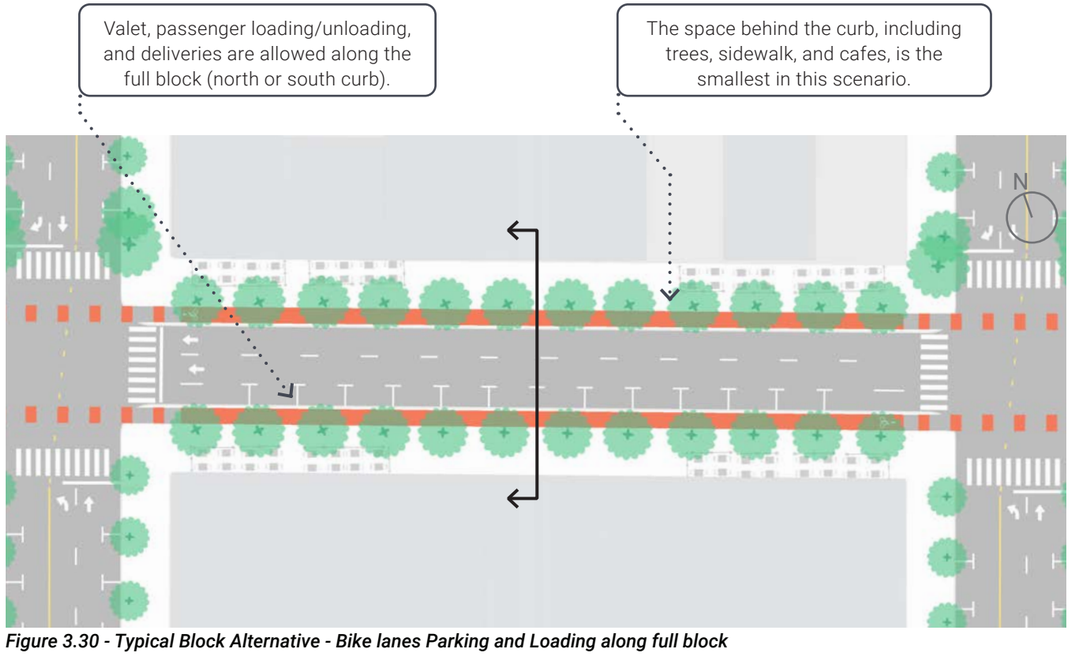


Figure 3.30 - Typical Block Alternative - Bike lanes Parking and Loading along full block

Priority Project: Sixth Street Alternatives

I-35 to Brazos Street

- **Two-westbound travel lanes and a westbound bicycle facility**
- **Valet, passenger loading/unloading, and deliveries are allowed along the full length of the block instead of an eastbound bicycle facility.**

Key Considerations:

Bicycles and micromobility users heading eastbound will need to travel along 5th Street then head north to get to destinations along 6th Street.

It is anticipated that some users will travel on the sidewalk instead, causing conflicts with pedestrians.

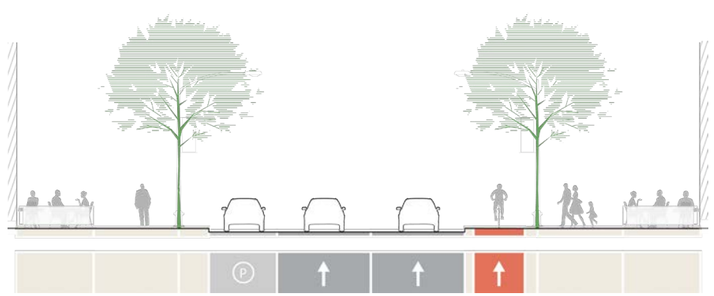


Figure 3.31 - Cross Section Alternative – Westbound Bike Lane, Parking and Loading along full block

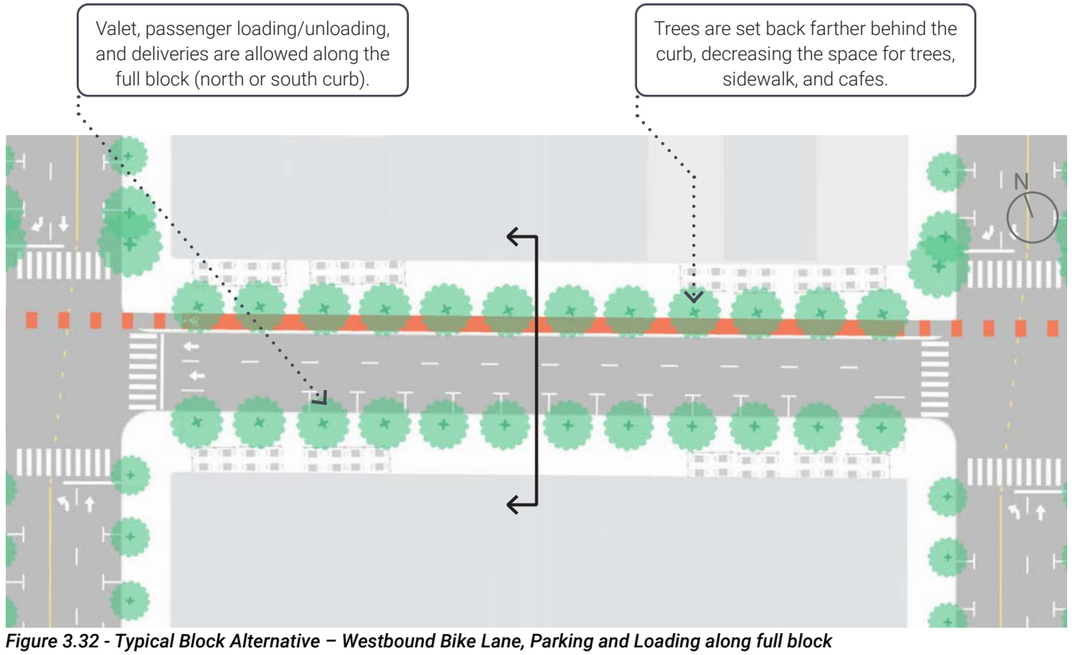


Figure 3.32 - Typical Block Alternative – Westbound Bike Lane, Parking and Loading along full block

- **Two-westbound travel lanes without bicycle facilities**
- **Valet, passenger loading/unloading, and deliveries are allowed along the full length of the block. More space is allocated to behind the curb elements instead of providing bicycle facilities in either direction.**

Key Considerations:

Bicycle and micromobility users will be required to share the travel lane with vehicles in this scenario. It is anticipated that some users will travel on the sidewalk instead, causing conflicts with pedestrians..

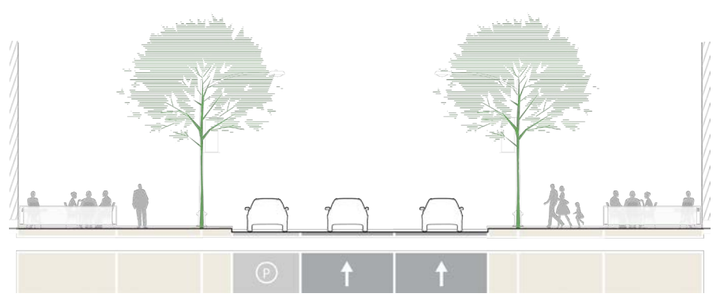


Figure 3.33 - Cross Section Alternative – No Bike Lanes, Parking and Loading along full block

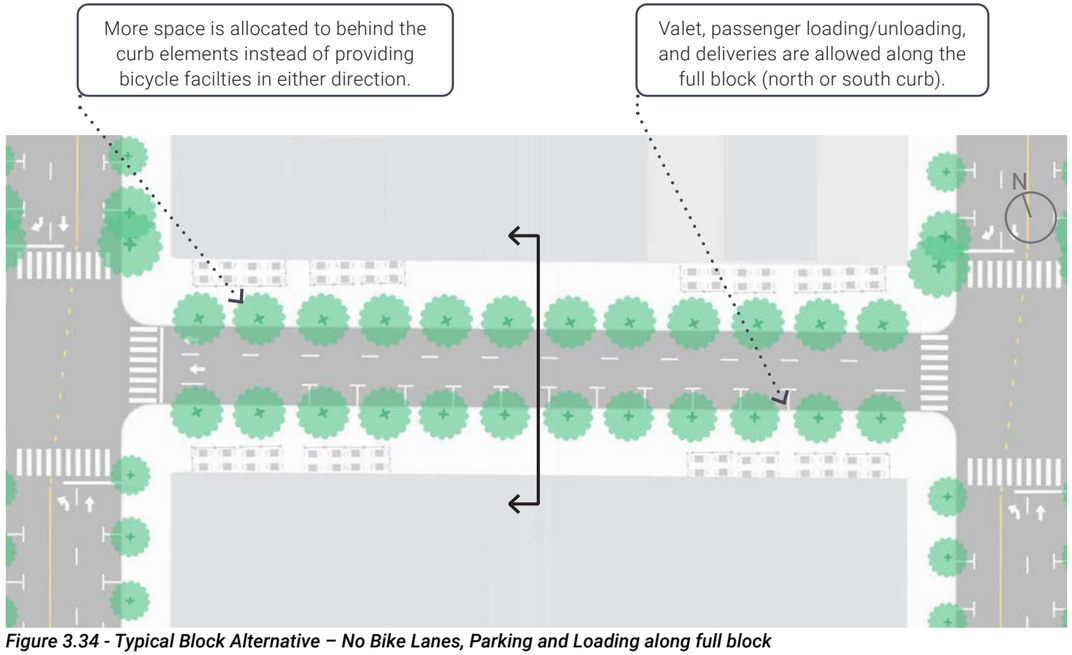


Figure 3.34 - Typical Block Alternative – No Bike Lanes, Parking and Loading along full block

Priority Project: Sixth Street Alternatives

I-35 to Brazos Street

- Two-westbound travel lanes without bicycle facilities
- Valet, passenger loading/unloading, and deliveries are allowed along the full length of the block on both sides instead of providing bicycle lanes in either direction.

Key Considerations:

Bicycle and micromobility users will be required to share the travel lane with vehicles in this scenario. It is anticipated that some users will travel on the sidewalk instead, causing conflicts with pedestrians.

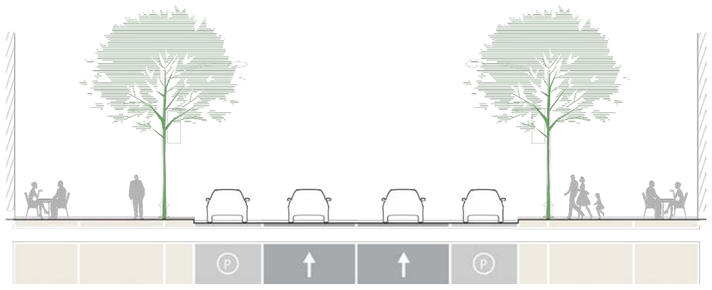


Figure 3.35 - Cross Section Alternative – No Bike Lanes, Parking and Loading along both curbs

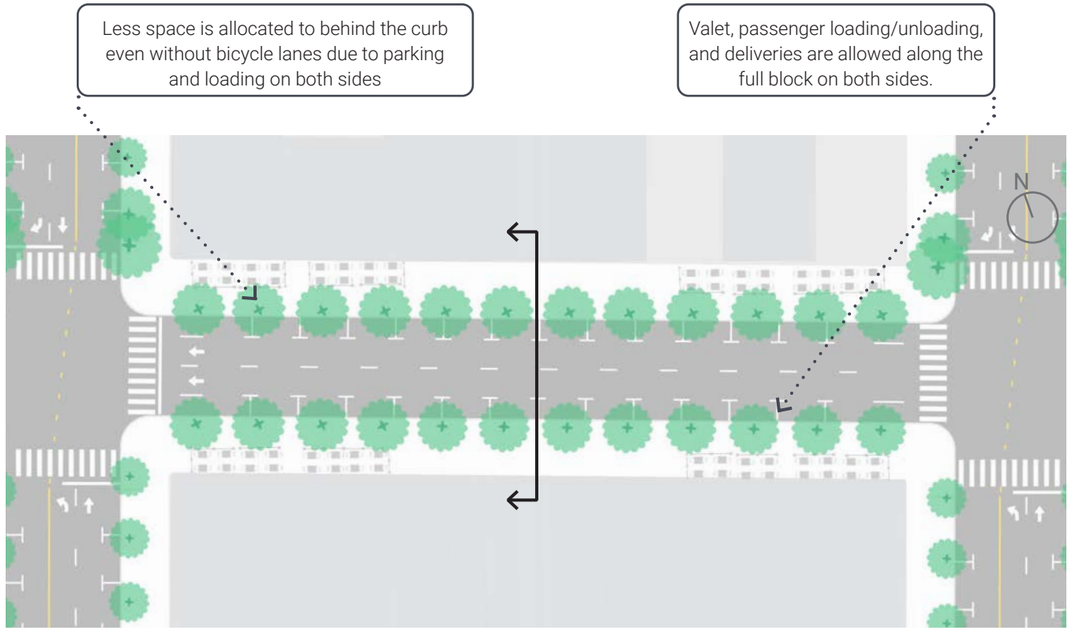


Figure 3.36 - Typical Block Alternative – No Bike Lanes, Parking and Loading along both curbs.

Two-Way Conversion Considerations

- All alternatives being considered would allow one travel lane in each direction.
- Additional space for left-turn lanes at major intersections for operational efficiencies would require trade-offs.
- Future feasibility studies should continue to evaluate these trade-offs carefully to ensure the City advances its multimodal goals while preserving safe and efficient operations for all users.

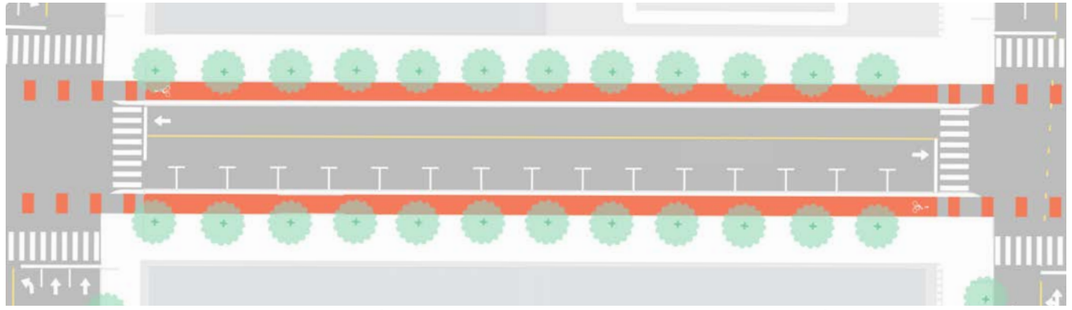


Figure 3.37 - Two-Way Alternative with no Left-Turn lane – Bike Lanes, Parking and Loading along full block

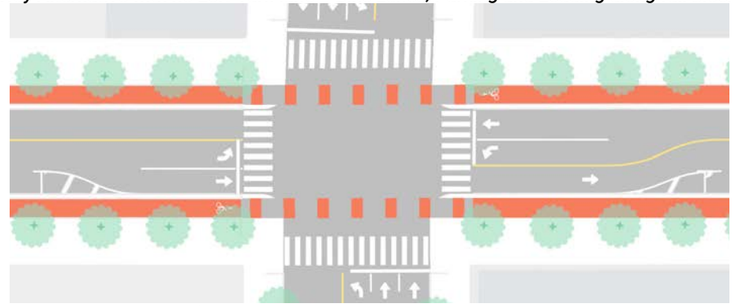


Figure 3.38 - Two-Way Alternative with Left-Turn Pockets – No Parking and Loading near intersections

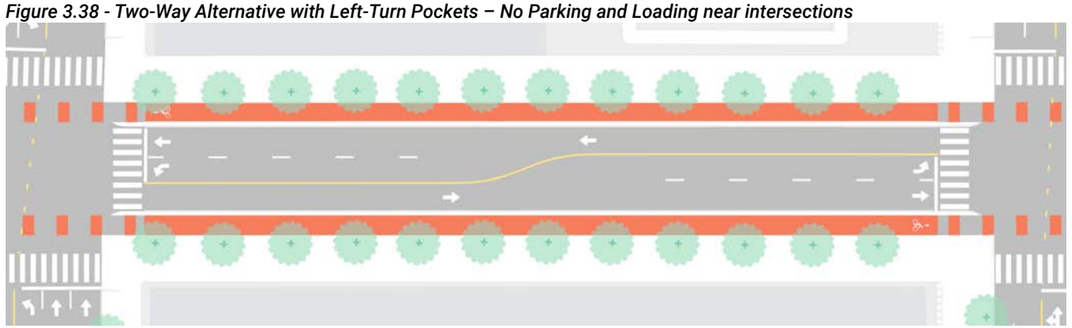
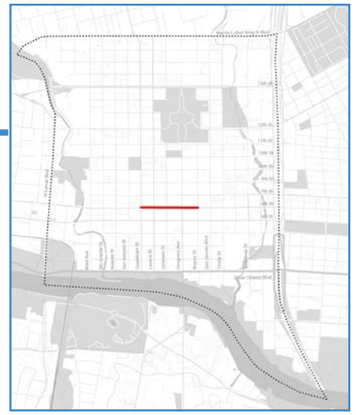


Figure 3.39 - Two-Way Alternative with Left-Turn Lanes – No Parking and Loading along full block

Priority Project: Sixth Street

Brazos Street to Guadalupe Street



- **Wide sidewalks and shade trees in each direction with shorter crossings.**
- **Protected bicycle and micromobility lanes in each direction connecting to the Congress Avenue bicycle improvements.**
- **Three westbound travel lanes to support left and right turning vehicles at Congress Avenue and Lavaca Street.**

Key Considerations:

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.

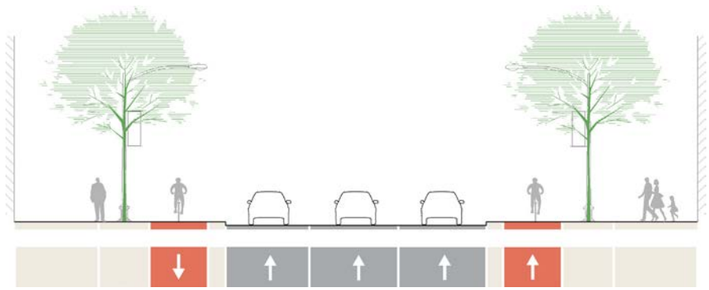
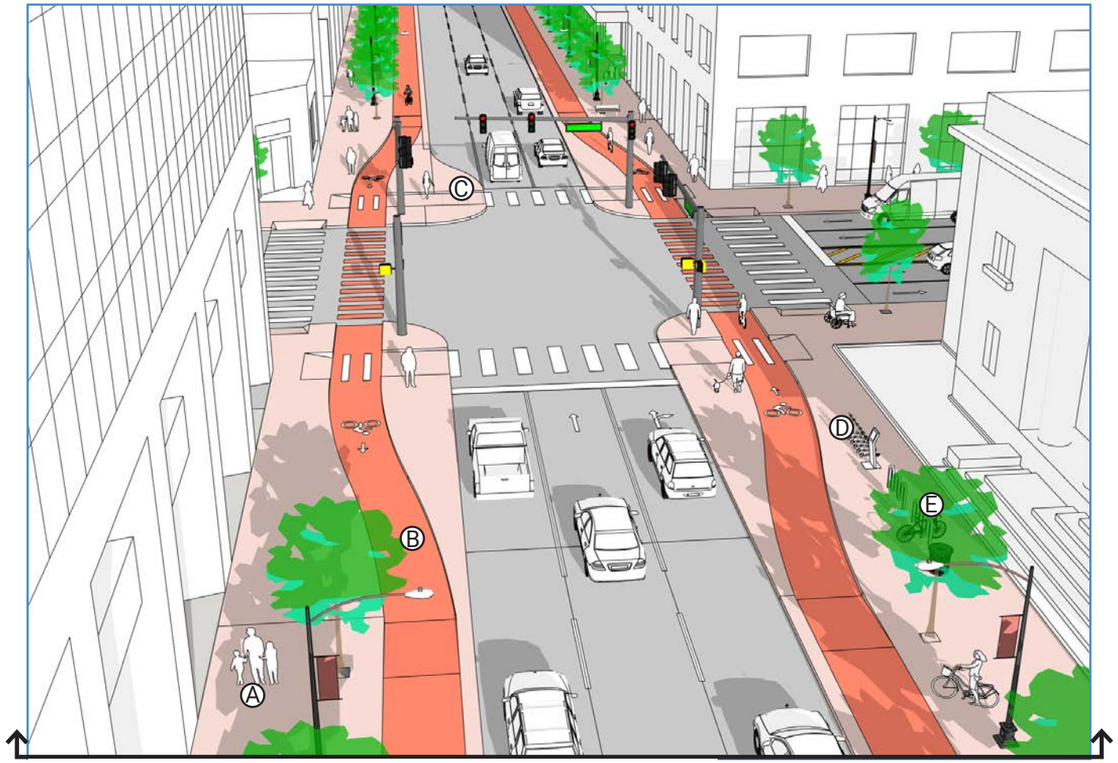


Figure 3.40 - Sixth Street typical section Brazos Street to Guadalupe Street



Ⓐ Wide Sidewalk
Ⓑ Protected Bicycle Lanes
Ⓒ Curb extension for pedestrian safety
Ⓓ CapMetro Bikeshare Station
Ⓔ Continuous Tree Canopy

Figure 3.42 - Sixth Street Looking West at Lavaca Street

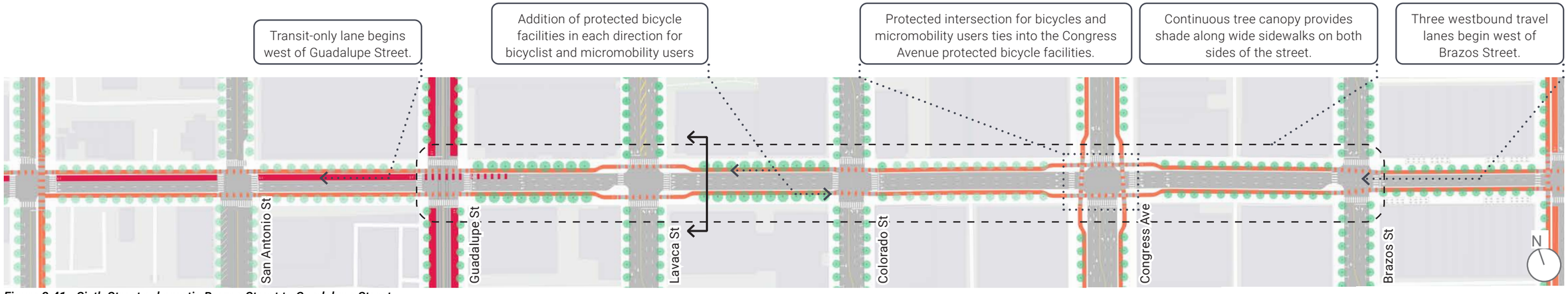


Figure 3.41 - Sixth Street schematic Brazos Street to Guadalupe Street

Priority Project: Sixth Street

Guadalupe Street to Bowie Street

- **A transit-only lane to improve transit speed and reliability for buses coming from Guadalupe Street.**
- **Protected bicycle and micromobility lanes in each direction connecting to the two-way bicycle facility at Nueces Street.**
- **The westbound bicycle lane continues past Nueces Street while on-street parking is provided along the south curb.**

Figure 3.45 - Bicycle Facilities

Key Considerations:

Future improvements are needed to prioritize these modes through the Lamar Boulevard intersection and further west, including a transit-only connection to the MoPac Managed Lanes. Currently, buses accessing the northbound MoPac Managed Lanes need to travel through Cesar Chavez Street. Establishing a direct connection from Sixth Street would help streamline access and improve transit travel time.

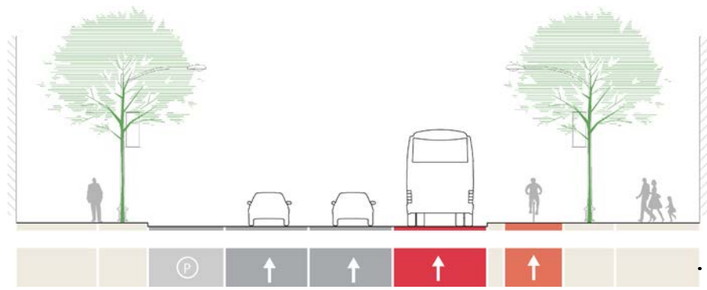


Figure 3.43 - Sixth Street typical section Nueces Street to Bowie Street

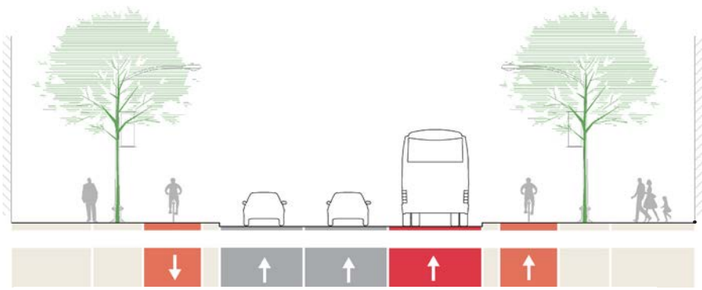


Figure 3.46 - Sixth Street typical section Guadalupe Street to Nueces Street

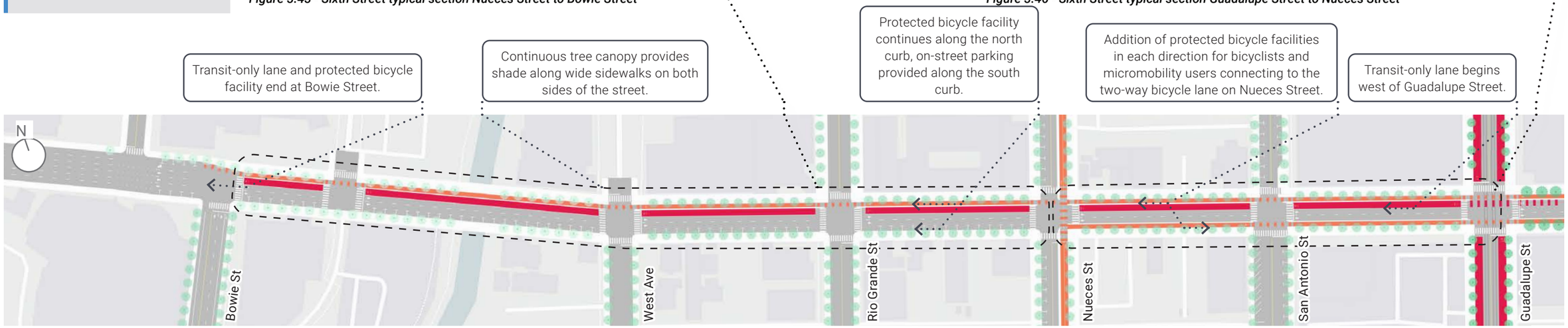


Figure 3.44 - Sixth Street schematic Guadalupe Street to Bowle Street

Priority Project: Seventh Street

I-35 to San Jacinto Boulevard

San Jacinto Boulevard to Guadalupe Street

Subprojects:

Today, Seventh Street has four eastbound travel lanes that are used heavily to access I-35 in the afternoon. Several high ridership bus routes also operate on Seventh Street between Lavaca Street and Trinity Street. Parking spaces line the street on both sides leaving enough space for narrow sidewalks but no room for bicycles and trees.

The project converts Seventh Street into a two-way roadway from I-35 to San Jacinto Boulevard and then continues westbound as one-way. The two-way conversion and change in direction are necessary to support the redesign of I-35 that will also transform Seventh Street into a safe multimodal corridor. The project includes adding a protected bicycle and micromobility facility in the westbound direction with shade trees and wide sidewalks along both sides of the street. Additionally, the project will include a transit-only lane between San Jacinto Boulevard and Guadalupe Street to improve the speed and reliability of buses coming from east of I-35 and San Jacinto Boulevard.

Benefits:

1. Vehicle access to and from I-35 will be maintained.
2. Improved transit service reliability with a transit-only lane between San Jacinto Boulevard and Guadalupe Street.
3. Protected bicycle and micromobility lane from I-35 to San Jacinto Boulevard.
4. Continuous tree canopy along both sides of the street.
5. Shorter crossings for pedestrians throughout the corridor.
6. Opportunities for public art and other placemaking installations.

Key Considerations:

Parking and loading spaces will need to be prioritized along adjacent north-south streets.

An eastbound bicycle facility from Sabine Street to I-35 will require more space or tradeoffs behind the curb.

A bus queue jump may be required at Guadalupe Street to make a left turn toward Republic Square, or buses will need to move to the southern lane.

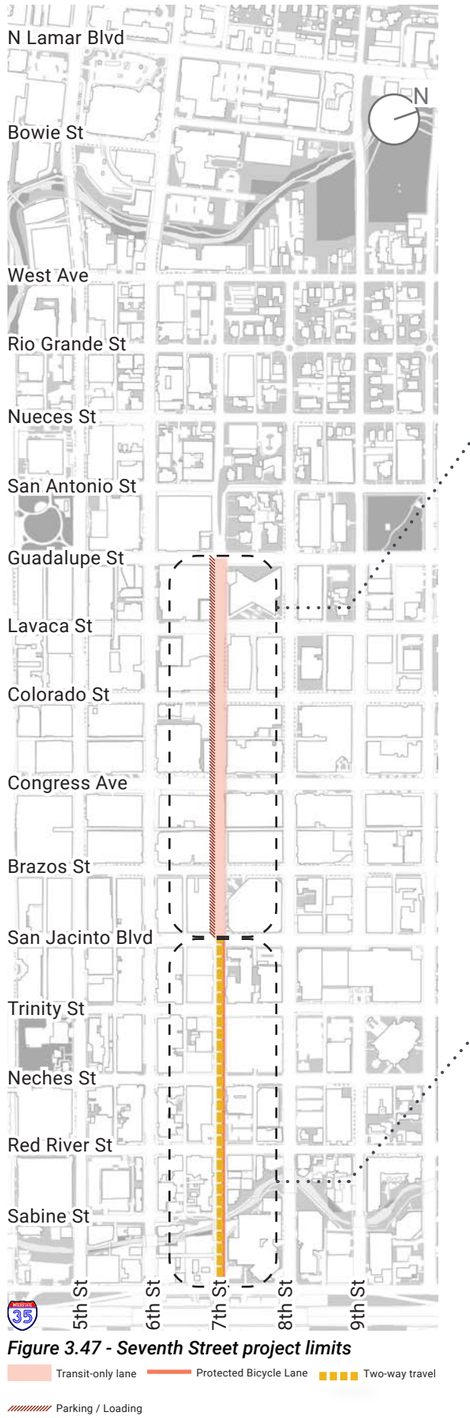


Figure 3.47 - Seventh Street project limits

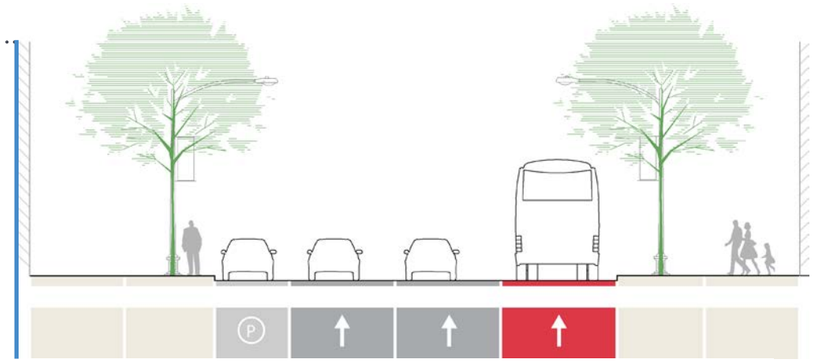
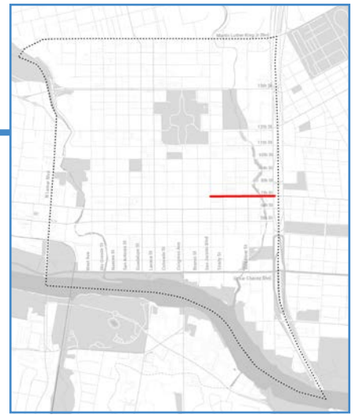


Figure 3.48 - Seventh Street typical section San Jacinto Boulevard to Guadalupe Street

Figure 3.49 - Seventh Street typical section I-35 to San Jacinto Boulevard

Priority Project: Seventh Street

I-35 to San Jacinto Boulevard



- **Converted two-way street, allows vehicle and transit access to and from I-35.**
- **Safer environment for pedestrians and micromobility users.**
- **Addition of westbound protected bicycle and micromobility facility.**
- **Wider sidewalks and continuous tree canopy.**

Key Considerations:

Parking and loading spaces will need to be prioritized along adjacent north-south streets.

An eastbound bicycle facility connecting to Waterloo Greenway and Sabine Street Promenade from Sabine Street to I-35 would require more space or tradeoffs behind the curb.

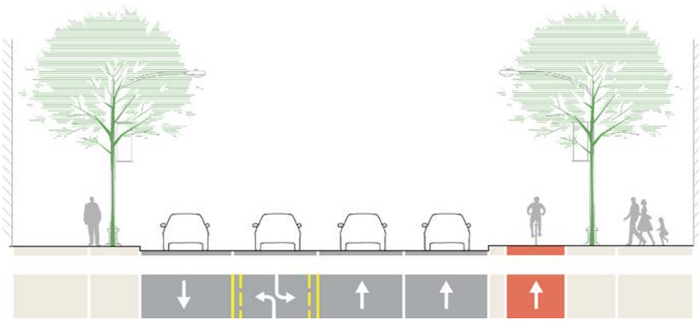


Figure 3.50 - Seventh Street typical section I-35 to San Jacinto Boulevard

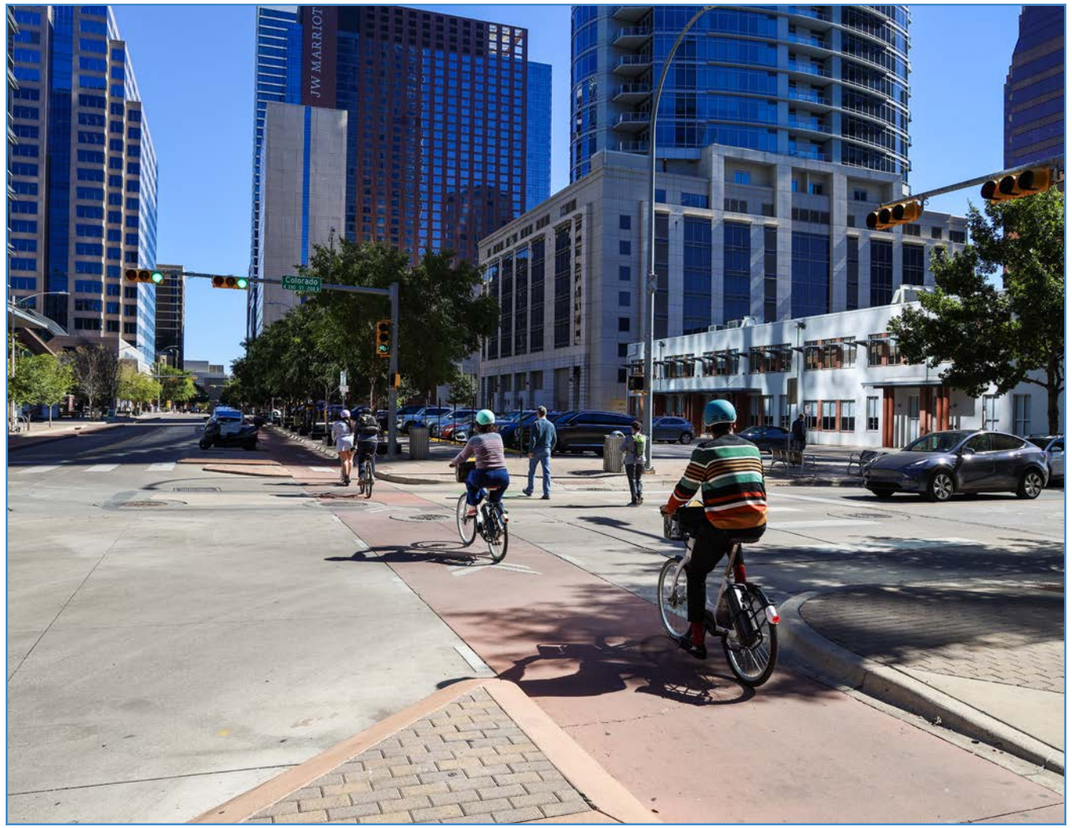


Figure 3.52 - Protected bicycle and micromobility facility

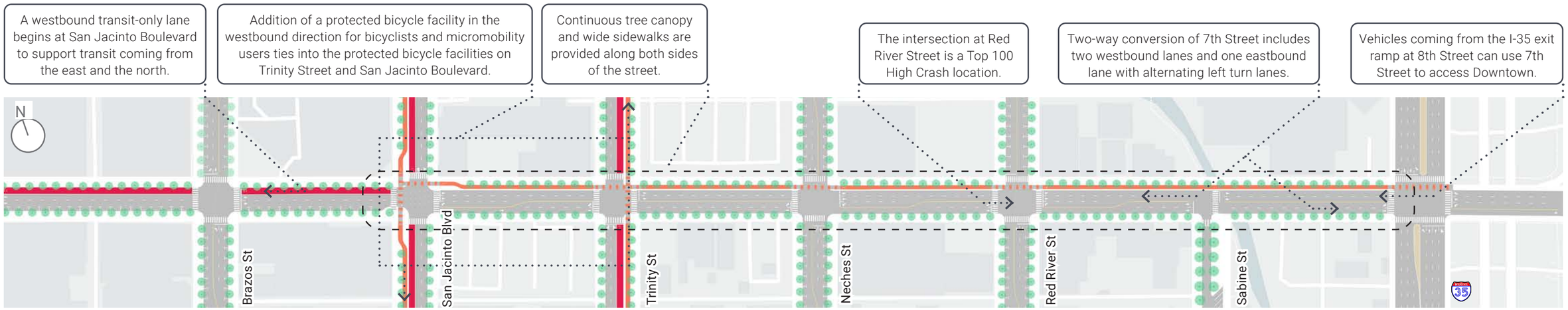
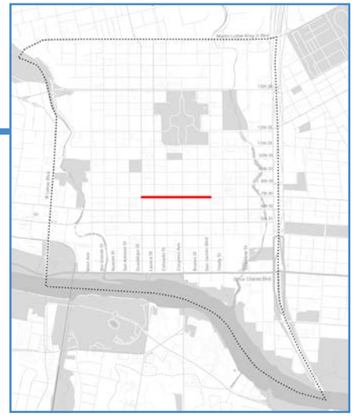


Figure 3.51 - Seventh Street schematic I-35 to San Jacinto Boulevard

Priority Project: Seventh Street

San Jacinto Boulevard to Guadalupe Street



- Converted westbound street to allow traffic from I-35.
- Addition of wide sidewalks with continuous tree canopy along both sides of the street.
- Parking and access along the south curb.
- Transit-only lane for high ridership bus routes that connect to Guadalupe St transit-only lane.

Key Considerations:

A bus queue jump may be required at Guadalupe Street to make a left turn toward Republic Square, or buses will need to move to the southern lane.

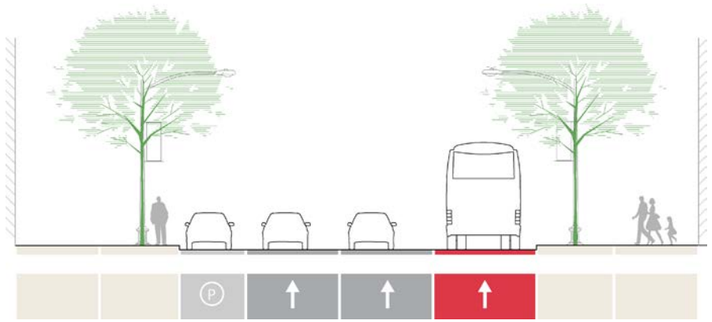


Figure 3.53 - Seventh Street typical section San Jacinto Boulevard to Guadalupe Street

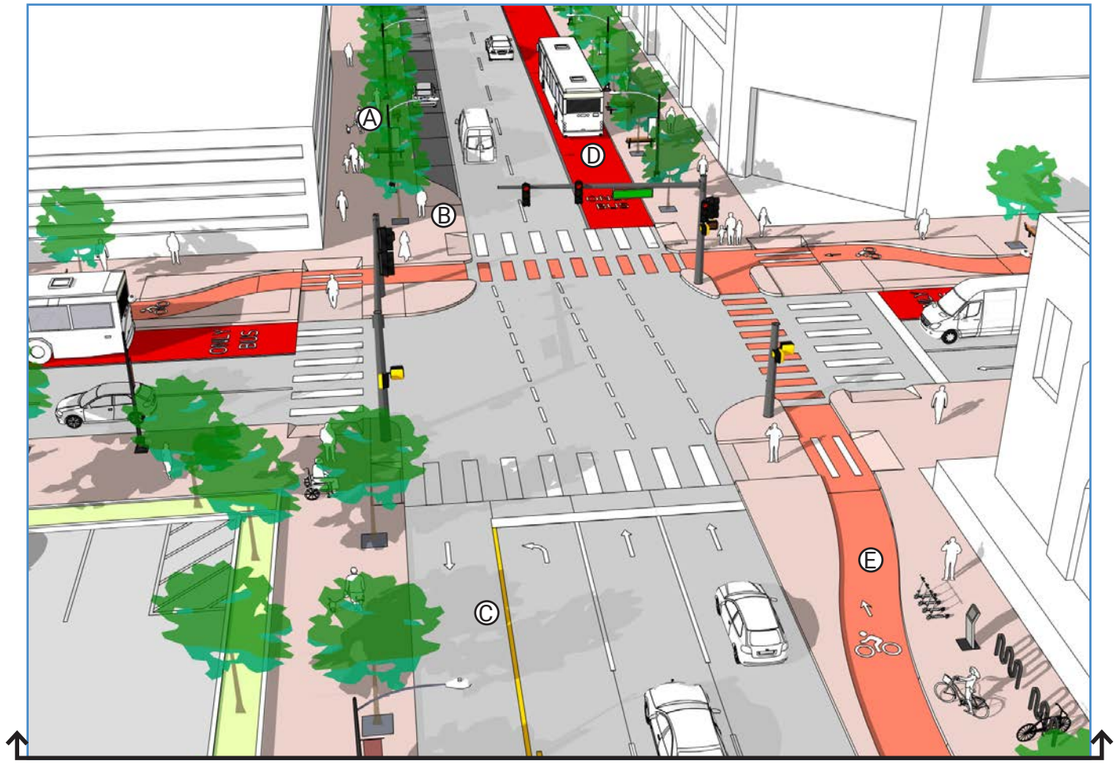


Figure 3.55 - Seventh Street Looklng West at San Jacinto Boulevard

Ⓐ Continuous Tree Canopy
Ⓑ Curb extension for pedestrian safety
Ⓒ Two-Way Travel
Ⓓ Transit-only lane
Ⓔ Protected Bicycle Lane

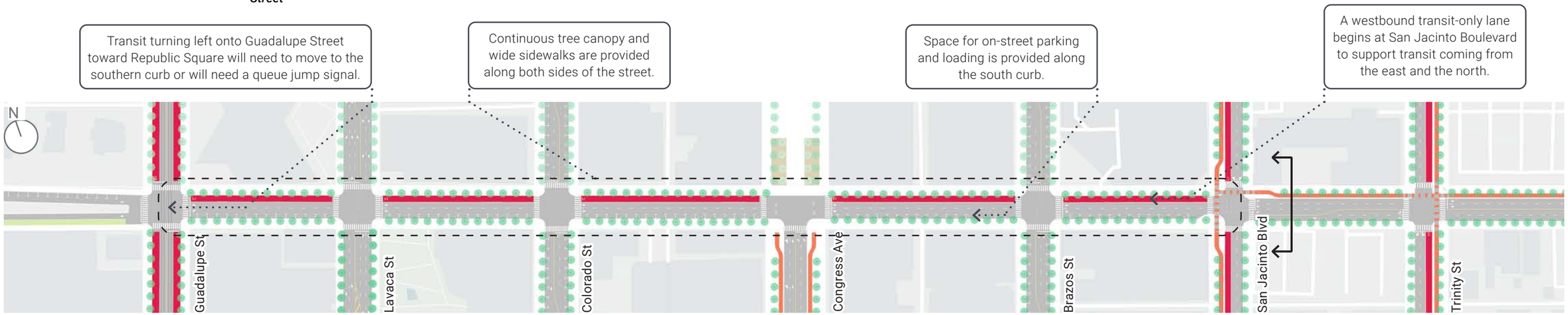


Figure 3.54 - Seventh Street schematic San Jacinto Boulevard to Guadalupe Street

Priority Project: Eighth Street

Guadalupe Street to Trinity Street
Trinity Street to I-35

Subprojects

Today, Eighth Street has three to four westbound travel lanes coming from I-35 that are primarily used to access Downtown in the morning. Several high-ridership bus routes operate on Eighth Street between San Jacinto Boulevard and Guadalupe Street. At Brazos Street, the roadway reduces to two travel lanes and parking or loading spaces line the street on both sides. Narrow sidewalks exist and there is no room for bicycles and trees.

The project changes the direction of Eighth Street to one-way eastbound from Guadalupe Street to I-35. The I-35 Capital Express Central project includes an on-ramp with two travel lanes at the intersection with Eighth Street. The project will transform Eighth Street into a safe, multimodal corridor by adding a protected bicycle and micromobility facility in the eastbound direction with trees and wide sidewalks along both sides of the street. Additionally, the project will include a transit-only lane between Guadalupe Street and Trinity Street to improve the speed and reliability of buses.

Benefits:

1. Vehicle access to I-35 will be maintained.
2. Improved transit service reliability with a transit-only lane between Guadalupe Street and Trinity Street.
3. Eastbound protected bicycle and micromobility lane.
4. Continuous tree canopy provides shade over wide sidewalks along both sides of the street.
5. Shorter crossings for pedestrians throughout the corridor.
6. Opportunities for public art and other placemaking installations.

Key Considerations:

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

The location of the transit-only lane in the northern or southern travel lane will be determined through further design and coordination with CapMetro.

Figure 3.56 - Eighth Street project limits

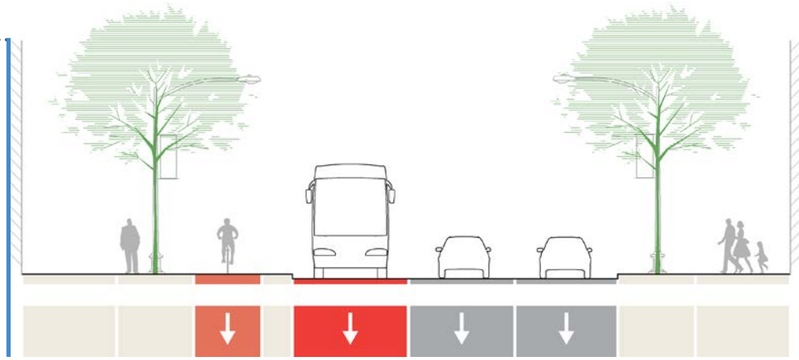


Figure 3.57 - Eighth Street typical section Guadalupe Sreet to Trinity Street

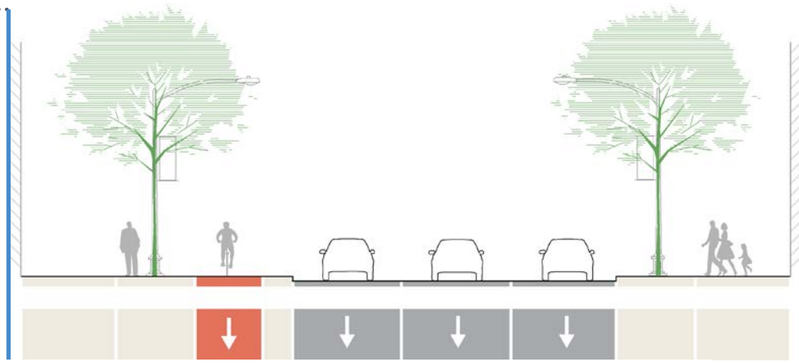
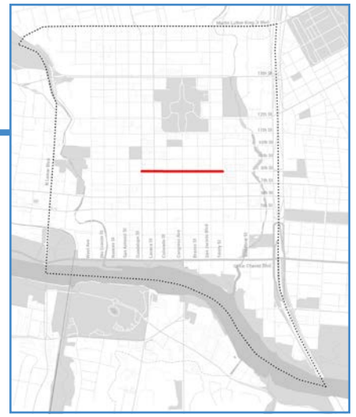


Figure 3.58 - Eighth Street typical section Trinity Street to I-35

Priority Project: Eighth Street

Guadalupe Street to Trinity Street

- **Transit-only lane for high ridership bus routes that connect to Trinity St transit-only lane.**
- **Addition of eastbound protected bicycle and micromobility facility.**
- **Wider sidewalks and shade trees along both sides of street.**



Key Considerations:

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

The location of the transit-only lane in the northern or southern travel lane will be determined through further design and coordination with CapMetro.

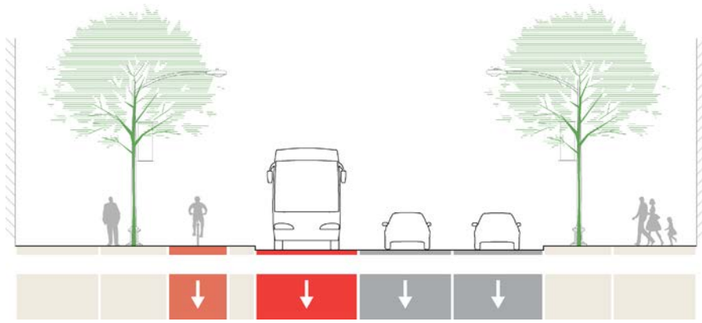


Figure 3.59 - Eighth Street typical section Guadalupe Street to Trinity Street

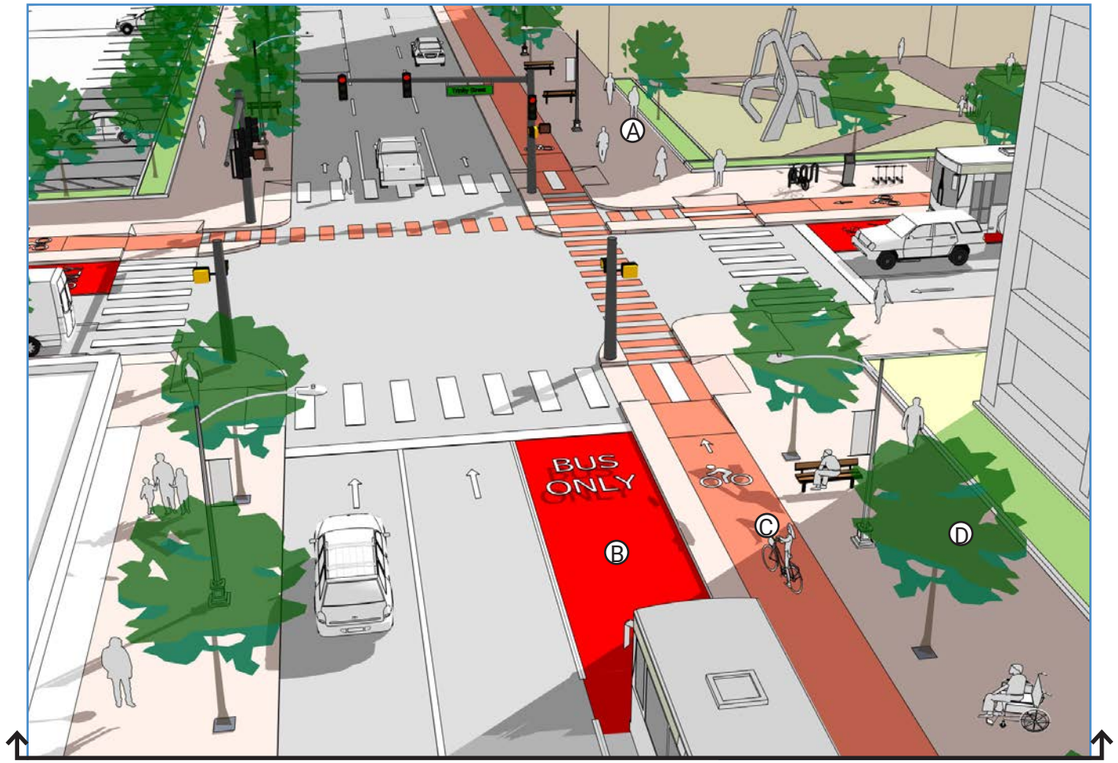


Figure 3.61 - Eighth Street Looking East at Trinity Street

Ⓐ Wide Sidewalks
Ⓑ Transit-only lane
Ⓒ Protected Bicycle Lane
Ⓓ Continuous Tree Canopy

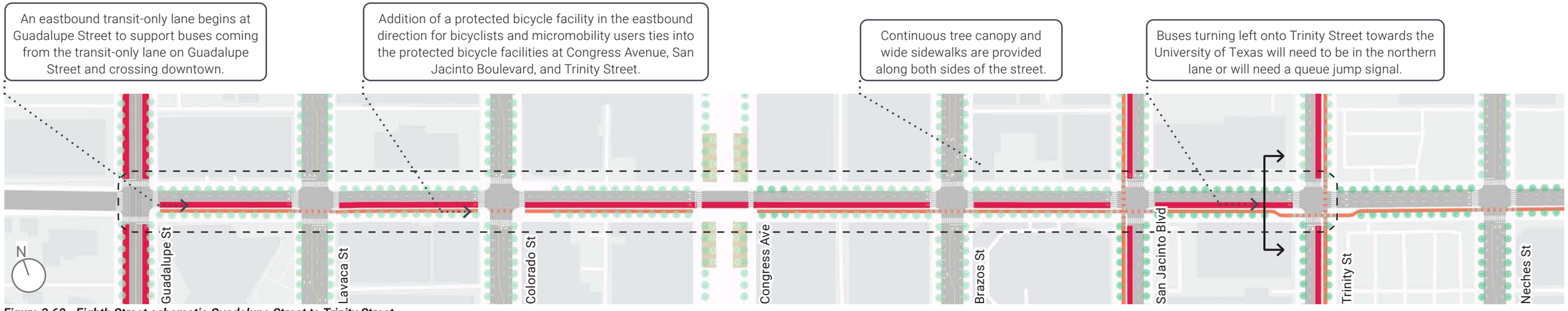


Figure 3.60 - Eighth Street schematic Guadalupe Street to Trinity Street

Priority Project: Eighth Street

Trinty Street to I-35

- **Three eastbound travel lanes to support northbound I-35 ramp.**
- **Protected bicycle and micromobility facility connects to future Waterloo Greenway trails.**
- **Wider sidewalks and shade trees along both sides of the street.**

Key Considerations:

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

One of the three travel lanes east of Trinity Street could be considered for a future transit-only lane, flexible lane or a flexible curb by time of day.

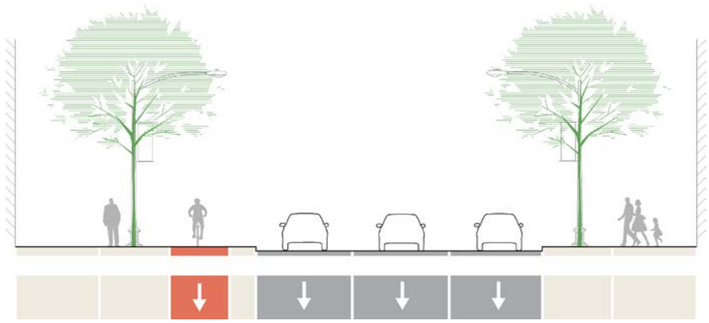


Figure 3.62 - Eighth Street typical section Trinity Street to I-35

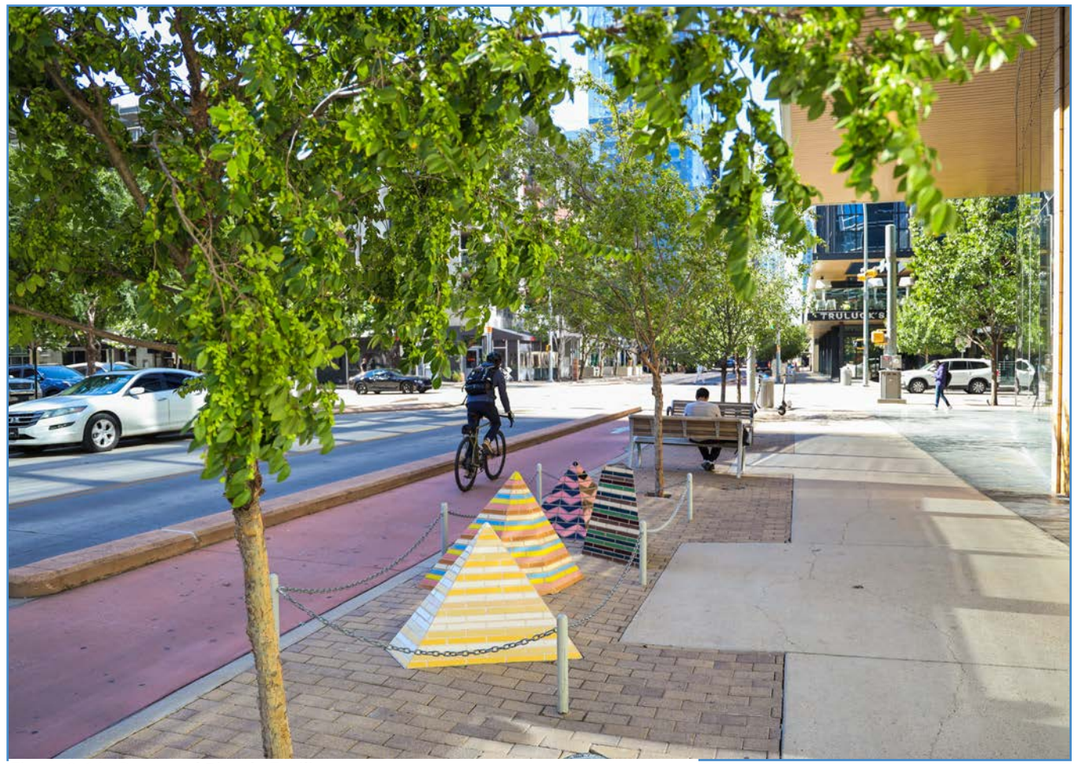


Figure 3.64 - Protected Bicycle Facility

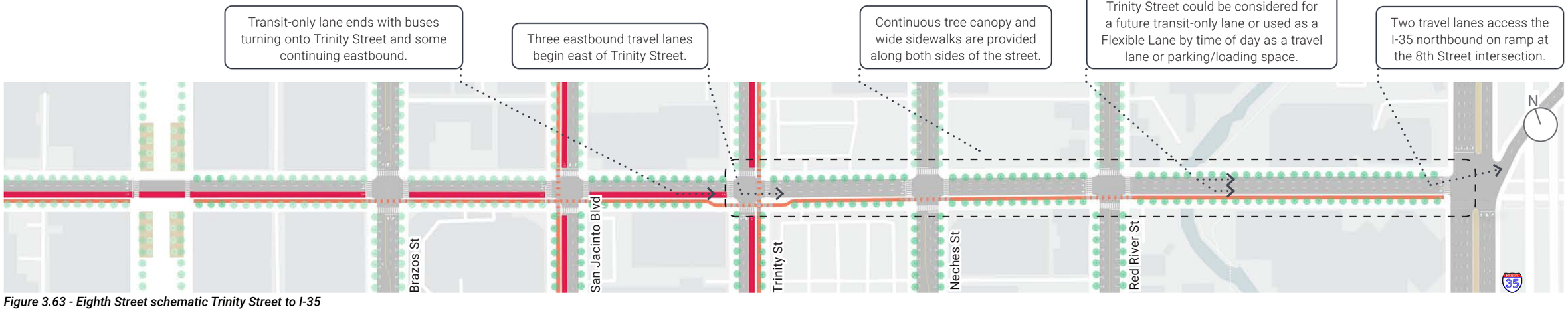


Figure 3.63 - Eighth Street schematic Trinity Street to I-35

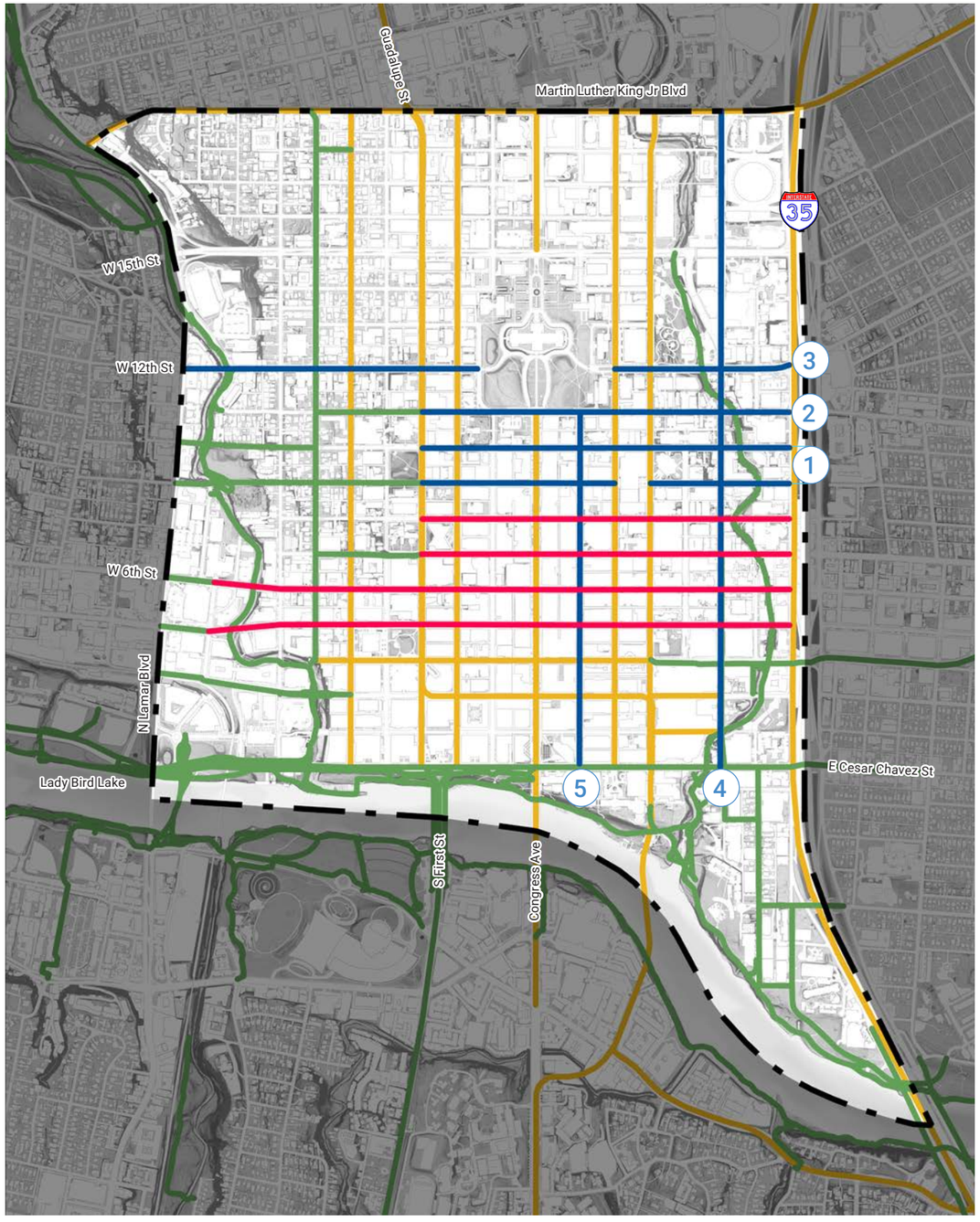


Figure 3.65 - Supporting Projects

Supporting Projects

The ACT Plan identifies Supporting Projects that complement the Priority Projects by recommending changes to nearby streets. These projects work together as one system to complete the street network Downtown.

Figure 3.66 - Ninth Street looking east at Congress Ave

Figure 3.67 - Tenth Street looking east at Congress Ave.

Figure 3.68 - Corner of Eleventh Street and Congress Ave facing north

Figure 3.69 - Twelfth Street looking west at San Jacinto Blvd

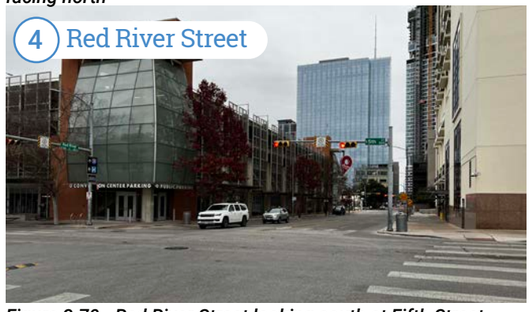


Figure 3.70 - Red River Street looking south at Fifth Street

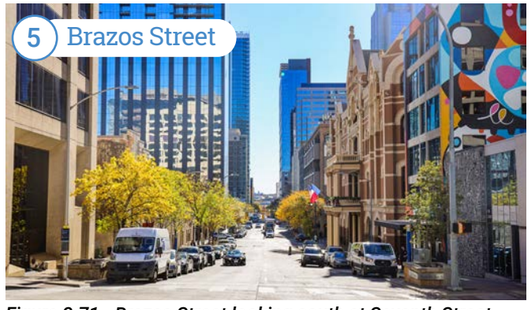


Figure 3.71 - Brazos Street looking south at Seventh Street

Supporting Projects:

Ninth & 10th Streets

- **One-way to two-way street conversion.**
- **Wide sidewalks, shade trees, parking and loading on one side of the street.**
- **Protected bicycle and micromobility lanes in both directions.**

Benefits:

1. Two-way operation provides more routing options, less driver confusion, and safer vehicular paths with lower design speeds.
2. Protected bicycle and micromobility lanes provided in both directions.
3. Continuous tree canopy provides shade on both sides of the street.
4. Shorter crossings for pedestrians.

Key Considerations:

Ninth Street is disconnected between San Jacinto Boulevard and Trinity Street, precluding it from being a major east-west corridor. Vehicle capacity is also limited at I-35 due to being right-in/right-out only.

Parking and loading spaces are provided along one side of the street. Additional parking and loading spaces will need prioritization along adjacent north-south streets or careful consideration is needed for curb insets into the bicycle facility and tree/furniture zones along the other side.

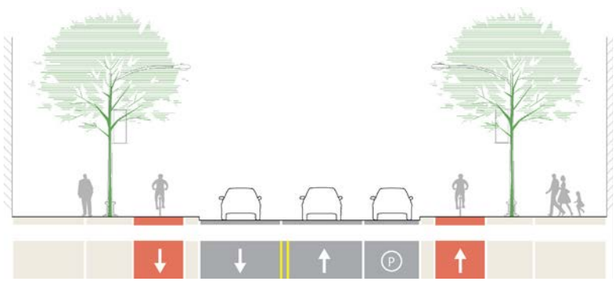


Figure 3.72 - Ninth Street and 10th Street typical section

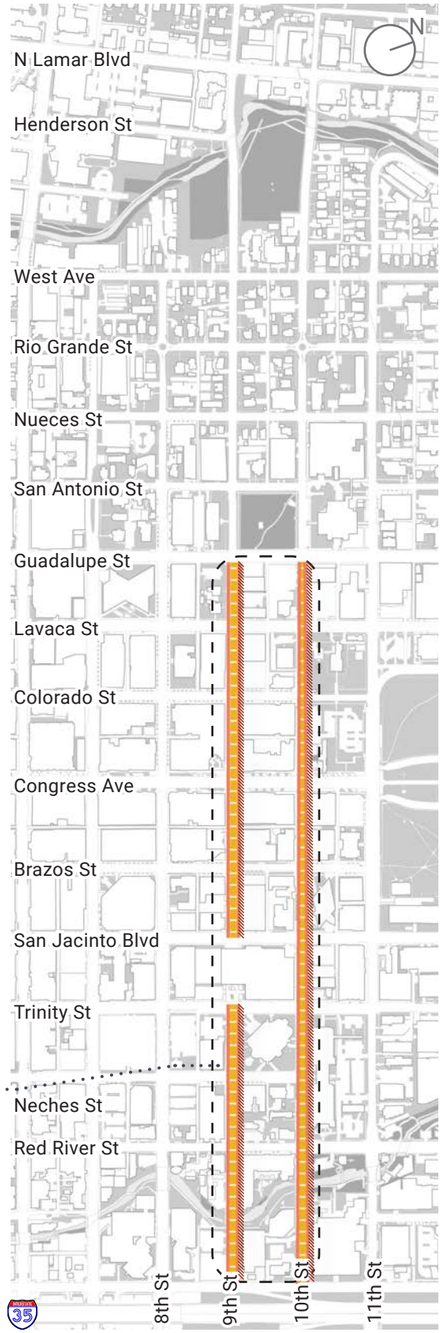


Figure 3.73 - Ninth and 10th Street project limits

Supporting Projects:

11th Street

- **Include an alternating left turn lane and one travel lane in each direction.**
- **Protected bicycle and micromobility lanes in both directions.**

Benefits:

1. Vehicle capacity into and out of downtown at I-35 is maintained.
2. Parking and loading spaces maintained or expanded through the corridor.
3. Protected bicycle and micromobility lanes in both directions.
4. Continuous tree canopy provides shade on both sides of the street.
5. Shorter crossings for pedestrians throughout the corridor.

Key Considerations:

Changes adjacent to the Capitol will require coordination with state agencies.

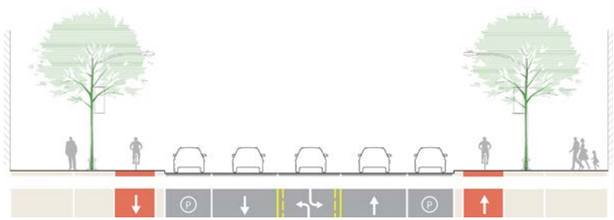


Figure 3.74 - 11th Street typical section San Jacinto Boulevard to Colorado Street

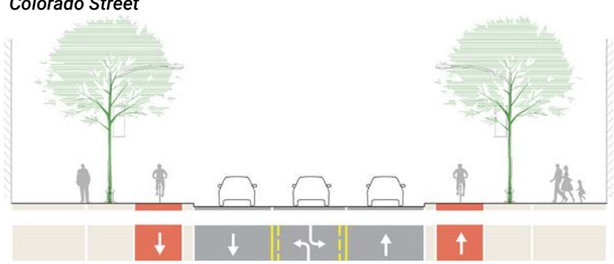


Figure 3.75 - 11th Street typical section Colorado Street to Guadalupe street & I35 to San Jacinto Boulevard

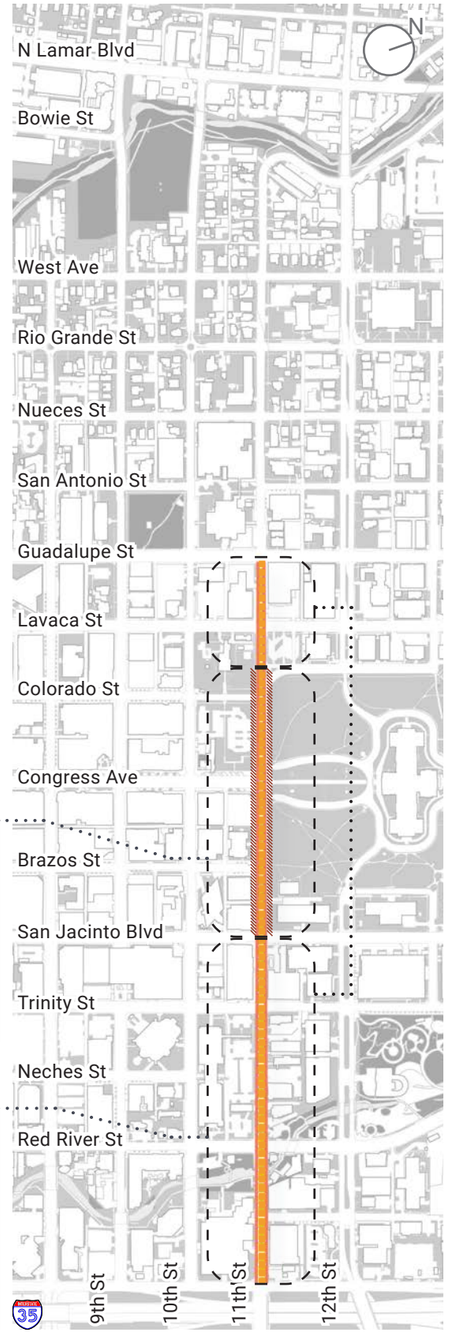


Figure 3.76 - 11th Street project limits

Supporting Projects:

12th Street

- **Protected bicycle and micromobility lanes in both directions.**
- **Include one travel lane in each direction with turn lanes maintaining capacity into and out of downtown.**

Benefits:

1. Vehicle capacity into and out of downtown is maintained.
2. Parking and loading spaces maintained or expanded throughout the corridor.
3. Continuous connection from East Austin to West Austin.
4. Continuous tree canopy along both sides of the street.

Key Considerations:

Changes adjacent to the Capitol will require coordination with state agencies.

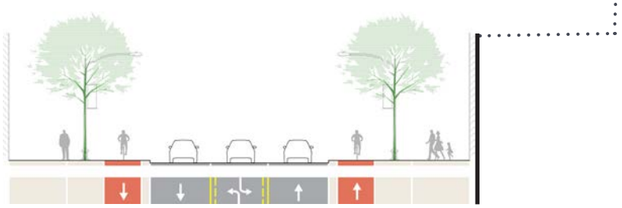


Figure 3.77 - 12th Street typical section West Avenue to Lamar Boulevard

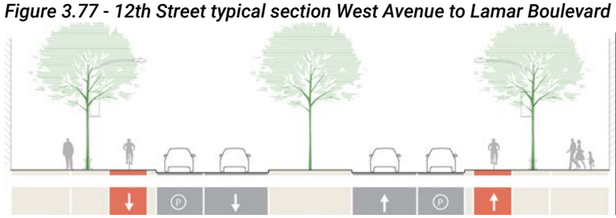


Figure 3.78 - 12th Street typical section Lavaca Street to West Avenue

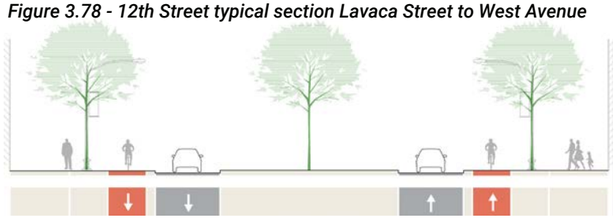


Figure 3.79 - 12th Street typical section I-35 to San Jacinto Boulevard

Figure 3.80 - 12th Street project limits

Protected Bicycle Lane · Parking / Loading · Two-way travel

Supporting Projects:

Brazos Street

- **Extend two-way conversion from Sixth Street to 11th Street**

Benefits:

1. Two-way operation provides more routing options, less driver confusion, and safer vehicular paths with lower design speeds.
2. Continued parking and loading spaces along both curbs.

Key Considerations:

Coordination with adjacent properties will be required to ensure access is maintained, such as valet zones.

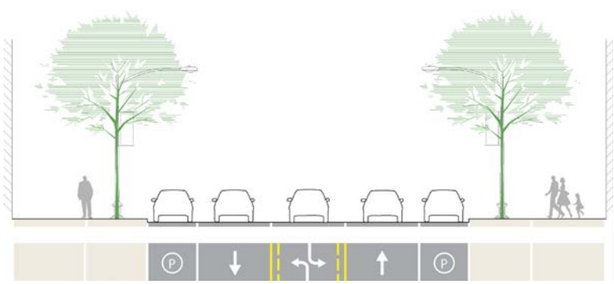


Figure 3.81 - Brazos Street typical section

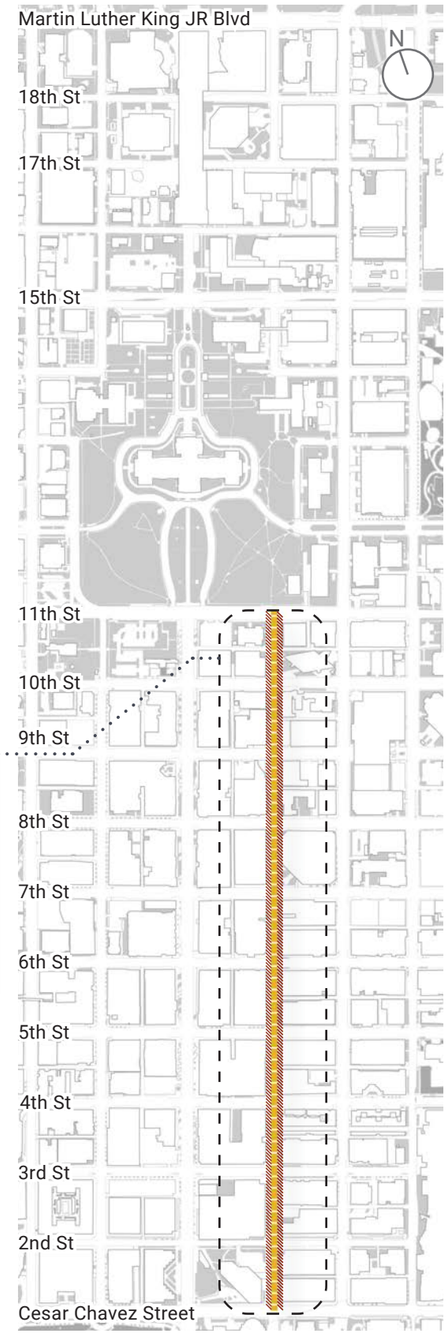


Figure 3.82 - Brazos Street project limits

Two-way travel · Parking / Loading

Supporting Projects:

Red River Street

- **Create a consistent typical section along the entire corridor.**

Benefits:

1. Vehicle capacity is maintained at key intersections (Cesar Chavez, Seventh, 11th, 12th and 15th Streets).
2. Wide sidewalks with tree and furniture improvements on both sides of the street.
3. Shorter crossings for pedestrians throughout the corridor.
4. Commercial loading spaces to support business activity.

Key Considerations:

Dynamic curb management is needed to balance the needs of the district. Red River Street is a significant destination for community members and visitors as the Red River Cultural District. It is the only two-way roadway running the full length of Downtown on the east side. As an important north-south mobility corridor connecting travelers to east-west streets, Red River Street's bicycle and micromobility lane safety is crucial.

Several segments of Red River Street have recently been reconstructed and realigned, from 12th Street to Martin Luther King Jr. Boulevard, including several blocks of pedestrian improvements along the Red River Cultural District, from Seventh to 10th Streets.

The configuration of Red River Street varies along the entire length of the corridor in the number of lanes, the presence of parking and loading spaces and bicycle lanes.

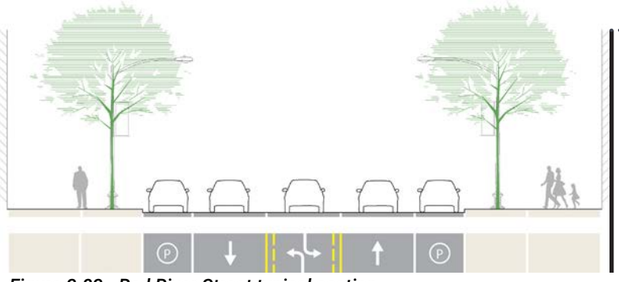


Figure 3.83 - Red River Street typical section

Figure 3.84 - Red River Street project limits

Figure 3.85 - Micromobility facility

Figure 3.86 - Transit moving to the north side curb to make left turns

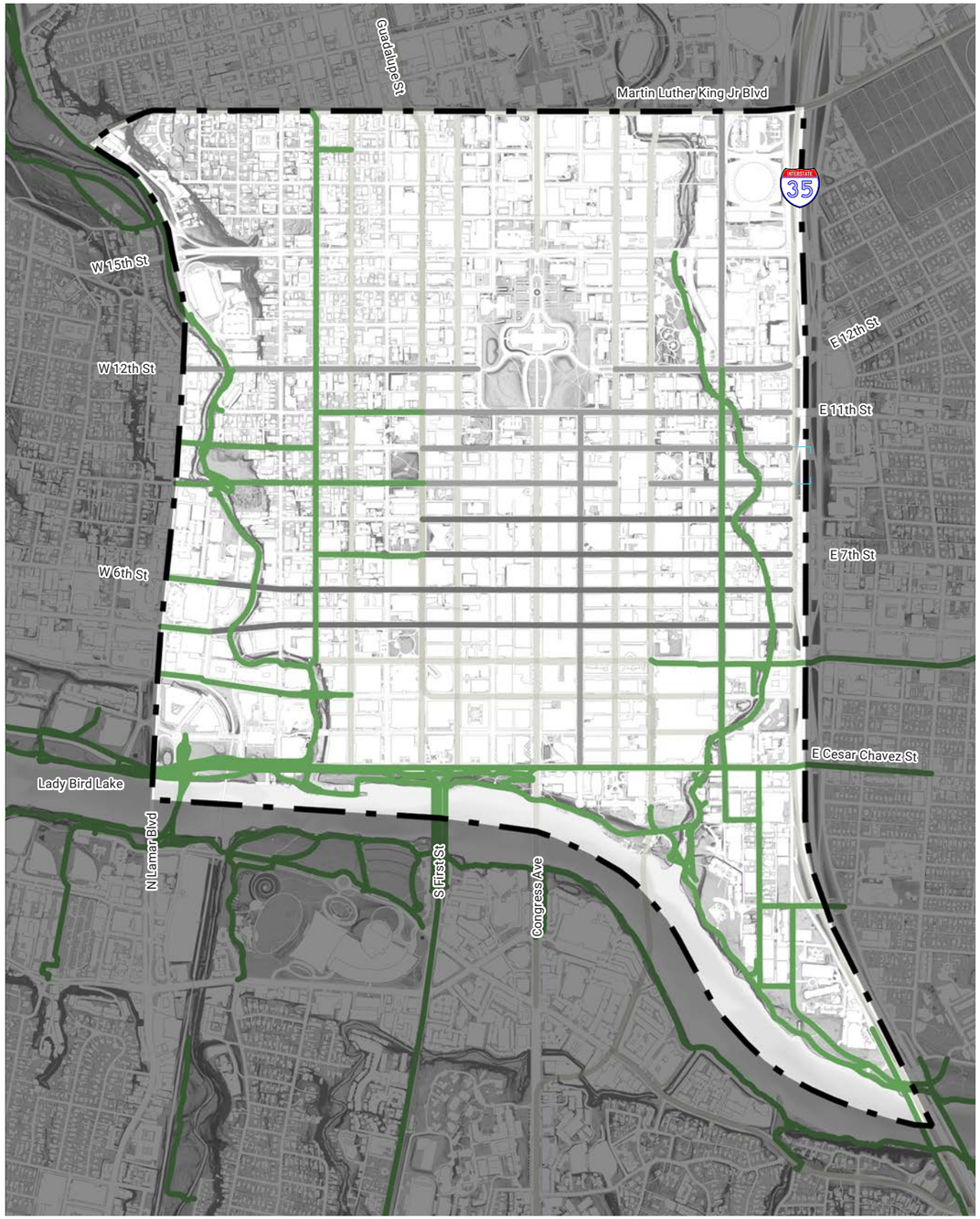


Figure 3.87 - System Improvement Map
System Improvements and Strategies

System Improvements and Strategies

In addition to the named projects identified, various street design and operational improvements could be implemented throughout Downtown Austin. A toolbox of system improvements and strategies has been identified for further consideration throughout Downtown that can be implemented programmatically.

- *Bicycle System Improvements*
- *Transit System Improvements*
- *Trail System Improvements*
- *Seaholm District*
- *Rainey District*
- *Mobility Hubs*
- *On-Street Parking and Curb Management*
- *Flexible Lane Use*
- *Sidewalks, Crossings, and Creative Crosswalks*

System Improvements and Strategies

Bicycle System Improvements

Community input during the planning process supported a complete bicycle network Downtown. Both Planned Projects and ACT Plan Projects make a significant improvement to the bicycle network Downtown. However, there are some small gaps that would pose issues for those who desire facilities for all ages and abilities. These gaps could be filled by smaller projects to complete the system.

- Continuation of the protected bicycle lanes on Ninth Street to North Lamar Boulevard.
- Completion of the Neighborhood Bikeway on Rio Grande Street to Fourth Street.
- Neighborhood Bikeway treatments and protected bicycle lanes on various streets.
- Intersection improvements to provide room for all users to interact safely.
- Bicycle signals at priority intersections.
- Expansion of the CapMetro Bikeshare system.

Key Considerations

- The bicycle network will serve as the primary network for bicycles, as well as e-bikes, scooters, e-scooters and other mobility devices that need separation from people walking, driving or riding transit. If these modes continue to increase their mode share, a flexible bicycle network will be needed to allocate more space for these users. Buildout of the network can sometimes be implemented at low cost with posts and paint. As funding becomes available and the bicycle network matures, upgrades to these facilities can be made to provide semi-permanent hard infrastructure that better protects people riding bikes from automobiles.

Figure 3.88 -Bicycle Signal

Figure 3.89 - Protected bicycle and micromobility infrastructure

Figure 3.90 - Low-cost, near-term improvements with paint and posts

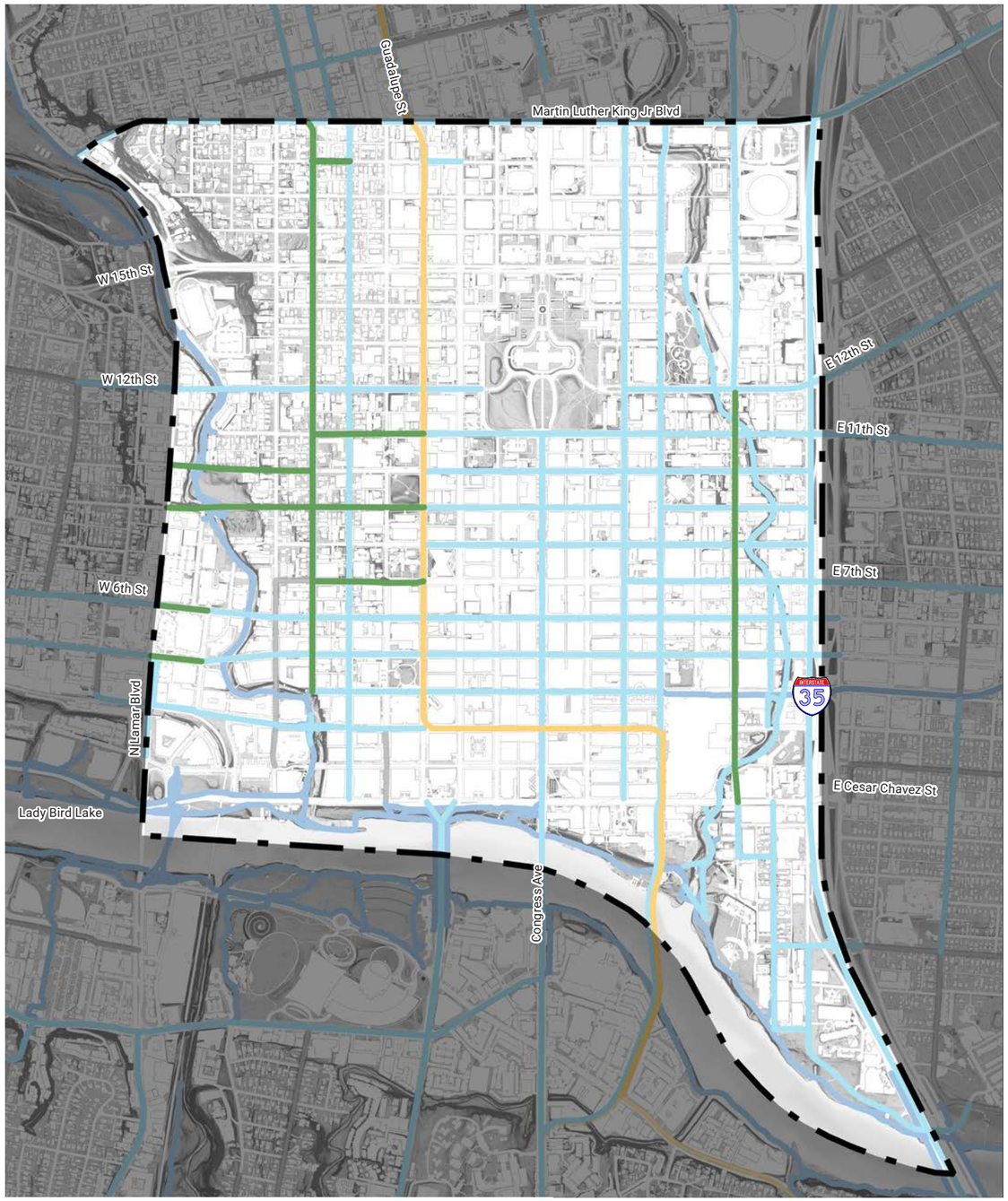


Figure 3.91 - Bicycle System Improvement Map

System Improvements and Strategies

Transit System Improvements

Public transportation connects people to jobs, education and places they enjoy. Downtown Austin serves as a major transit hub, connecting various modes of transportation, including buses, commuter rail, bicycles, micromobility and pedestrian pathways. Many bus and commuter services either start, end or pass through Downtown. CapMetro is evaluating the future transit system and underlying bus network to support light rail, but there are still many transit improvements identified in the Transit Enhancement Infrastructure Report.

- Transit-only lanes over South First Street Bridge.
- Transit speed and reliability improvements to Cesar Chavez Street.

Key Considerations

Improvements to stops and stations would increase the safety, comfort and convenience of the transit system.

Circulator shuttles serving key destinations within Downtown and adjacent districts is a potential mobility solution that should be further explored.

Figure 3.92 - Guadalupe Street

Figure 3.93 - Transit Priority Signal

Figure 3.94- Expanded bus stop

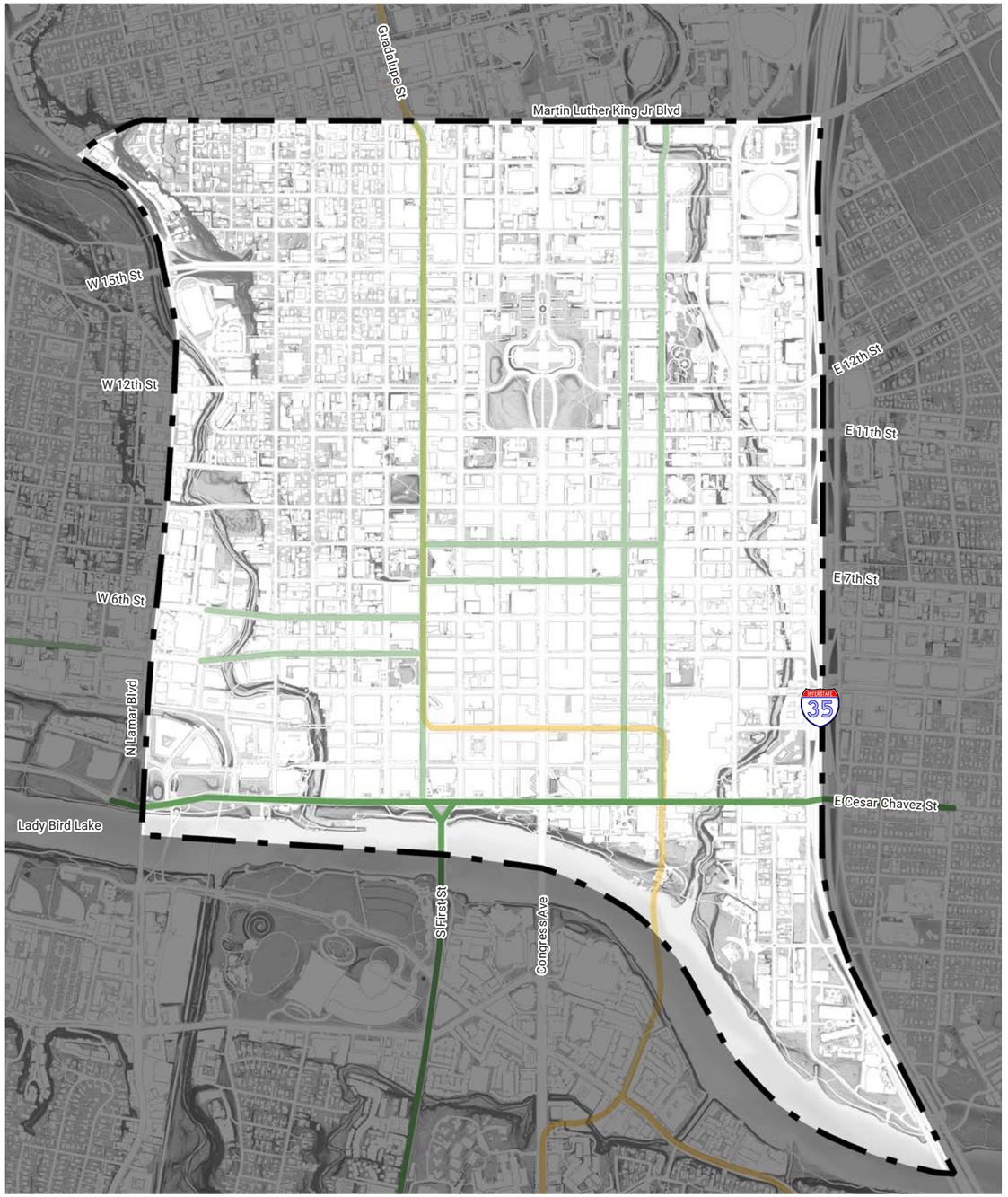


Figure 3.95 - Transit System Improvement Map

Transit System Improvements
Planned or Existing Transit-only Lane Improvements
Light Rail Route

System Improvements and Strategies

Trail System Improvements

Austin's Downtown trail system is anchored by the Ann and Roy Butler Hike-and-Bike Trail, which wraps around Lady Bird Lake as a 10-mile loop and serves as one of the city's most popular urban trails, attracting both recreational users and commuters. The trail offers numerous access points and connects to Congress Avenue, Shoal Creek Trail, Pfluger Pedestrian Bridge and the upcoming Waterloo Greenway trails.

Shoal Creek Trail is one of the oldest trail systems in Austin, providing key north-south connectivity along the western edge of Downtown to Central Austin. The trail is largely complete, but many locations do not meet urban trail standards.

Waterloo Greenway is a planned 1.5-mile universally accessible bike and pedestrian trail along Waller Creek, designed to provide an ecologically immersive experience in the heart of Downtown Austin. Once complete, the trail will connect 35 acres of green space along Downtown's eastern edge, from 15th Street to Lady Bird Lake. Notably, the trail will provide direct connections to Lance Armstrong Bikeway, Sabine Street Promenade and other east-west connections.

The Lance Armstrong Bikeway exists along 4th Street as 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.

Key Considerations

- Adding lighting, signage, and improved surfacing for better safety and user experience.
- Additional connections at street level.
- Enhancing existing street level crossings at key road intersections.
- Making sections of the Ann and Roy Butler Hike-and-Bike Trail ADA-compliant to accommodate all users.

Figure 3.96 - Ann and Roy Butler Hike-and-Bike Trail

Figure 3.97 - Shoal Creek Trail

Figure 3.98 - Waterloo Greenway trail system from the Lance Armstrong Bikeway looking South towards Third Street

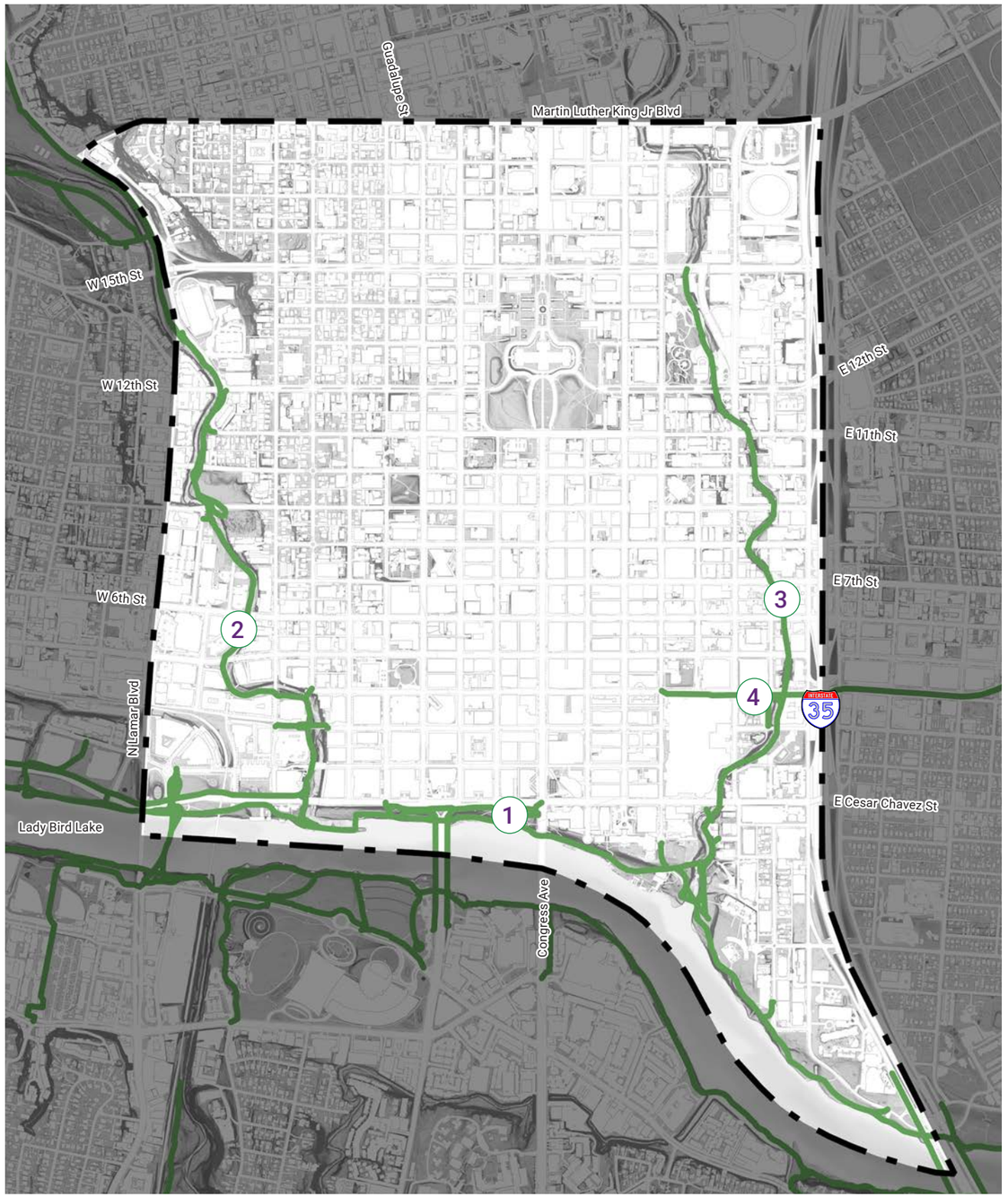


Figure 3.99 - Trail System Map

Trail System Improvement

1 Ann and Roy Butler Hike and Bike Trail

2 Shoal Creek Trail

3 Waterloo Greenway

4 Lance Armstrong Bikeway/Red Line Parkway

System Improvements and Strategies

Seaholm District Improvements

Given its popularity and its key role in providing multimodal connections to both the southwest area of Downtown and across Lady Bird Lake, the Seaholm District warrants greater focus on the design details of these connections.

Several improvements are in various stages of project development and have funding, while others are considered future project phases that will be added based on funding availability. Improved and new connections to the Hike and-Bike trail will be made in partnership with The Trail Conservancy, including a potential boardwalk section east of the train tracks. Other improvements include:

1. Realignment of the Shoal Creek Trail at Third Street to support safer north, south, east and west movements.
2. New dynamic trail crossing signs along Cesar Chavez Street at West Avenue and Walter Seaholm Drive.
3. New sidewalk along the south Curb of Cesar Chavez Street between Sandra Muraida Way and San Antonio Street.
4. Improvements to east-west trail connectivity between Walter Seaholm Drive and West Avenue.
5. Bicycle connectivity improvements on Third Street west of Walter Seaholm Drive across Lamar Boulevard.

Figure 3.100 - Pfluger Bridge

Figure 3.101 - Butterfly Bridge

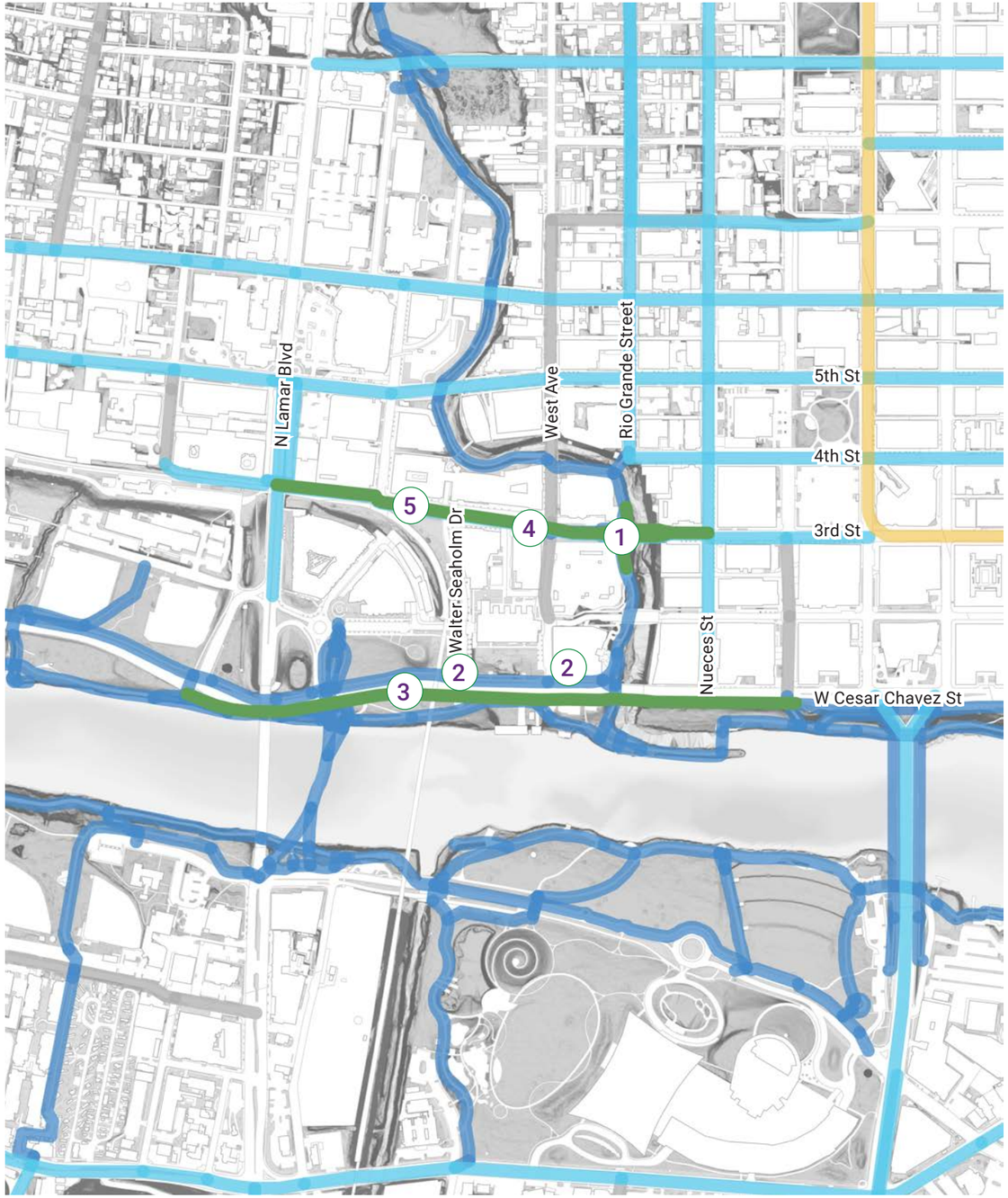


Figure 3.102 - Seaholm District Improvements Map

Seaholm Improvements
Existing Medium Comfort Bicycle Route
Light Rail Route
Existing Off-Street Paths
Existing and Proposed Bicycle Improvements

System Improvements and Strategies

Rainey Street District Improvements

The Rainey Street District, bordered by Cesar Chavez Street, I-35, Waller Creek and Lady Bird Lake, was once a predominantly Mexican American neighborhood. Today it is home to the Emma S. Barrientos Mexican American Cultural Center (MACC). The neighborhood was recognized in the National Register of Historic Places in 1985 but was rezoned in 2004 as Central Business District (CBD), transitioning the single-family residential neighborhood to a major entertainment district. Today, larger condominium towers and hotels are replacing the eclectic bars and restaurants of the entertainment district that followed. However, the added commercial and residential activity along once-residential streets has significantly diminished mobility in the district. Studies, completed by the neighborhood association in 2017 and the City in 2019, found that making major capacity improvements into and out of the neighborhood would be infeasible, which left managing existing traffic conditions in the neighborhood as the only option. An option to extend Red River Street south of Davis Street, through the MACC parking lot and connecting to River Street, was explored to provide additional north-south connectivity and relieve traffic from Rainey Street, but the project did not have support from the community. The City has made pedestrian and safety improvements at the Rainey Street / River Street traffic circle, constructed sidewalks on Driskill Street, Davis Street and Rainey Street, but the majority of major improvements continue to occur adjacent to new development, such as Great Streets sidewalks.

Other improvements that are planned include:

1. An extension of Rainey Street to Cesar Chavez Street is planned when the parking lot redevelops and will be right-in, right-out.
2. Red River Street and Davis Street two-way protected cycle track.
3. River Street bicycle lanes / shared-use paths across I-35 connecting to Holly Street.
4. Various bicycle and pedestrian improvements.

Figure 3.103 - Rainey Street at night

Figure 3.104 - Rainey Street

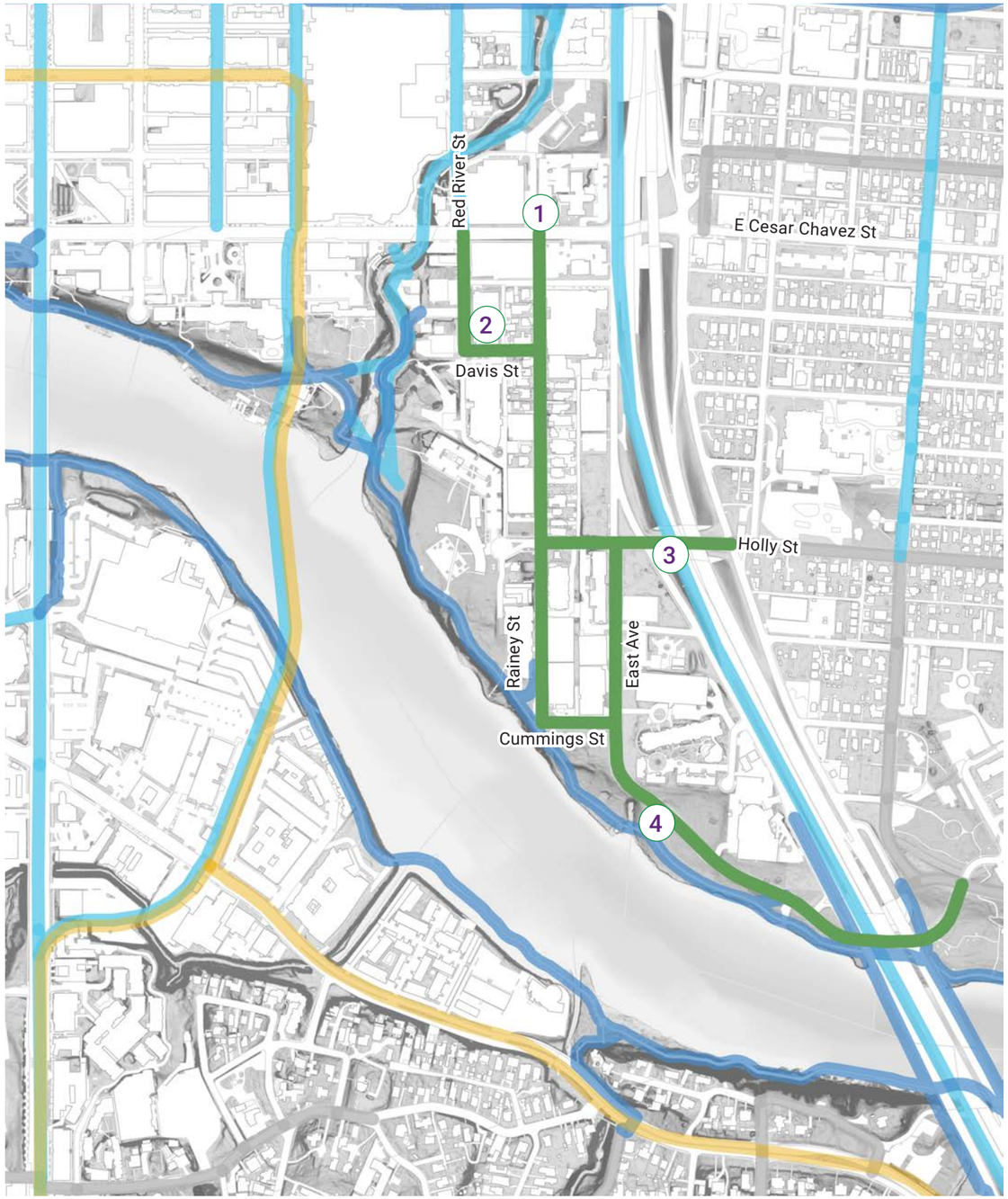


Figure 3.105 - Rainey Street District Improvement Map.

Mobility Hubs

The ASMP includes policy supporting the creation of Mobility Hubs. Mobility hubs play an important role in the Downtown setting, as they facilitate safe and easy connections between shared travel modes, provide amenities and information resources, and can create friendly community spaces. Mobility hubs can have different scales and designs. Each hub should support different modes and uses based on its individual design and location. In addition to facilitating first-mile/last-mile connections, mobility hubs can be welcoming, attractive and safe civic spaces that facilitate engagement and provide community-supportive programs.

Republic Square is an example of a mobility hub Downtown, where mobility options and civic space complement one another. People are drawn to Republic Square for its connecting transit service, ticket vending machines, signs with real-time transit information and various programming and events. It is also a popular location for dockless micromobility units.

Mobility hubs will look different and support different uses, depending on where they are located. They can include a host of mobility services, such as:

- Public transit station.
- Ticket vending machines.
- Real-time transit information.
- Dockless micromobility parking.
- CapMetro Bikeshare station.
- Bike parking.
- Carshare parking spaces.
- Rideshare/taxi pickup/drop-off spaces.
- Electric vehicle charging.
- Kiosks selling items, such as transit passes or other goods.
- Cafés.
- Programmable community space.
- Seating.
- Trees.
- Public art.
- Wayfinding.
- Public wireless network.

Figure 3.106 - Republic Square

Figure 3.107 - CapMetro Ticket Vending Machine

System Improvements and Strategies

On-Street Parking and Curb Management

The ASMP includes policy supporting dynamically managing the curb. On-street parking should be coordinated with other uses of the curb to ensure the most appropriate use for certain times of the day. Flexible curbs are managed spaces on a street's curb that support multiple uses. Historically, curbs have been designated for a single use, which is typically based on the buildings immediately adjacent to the curb. However, the current or historical use of the curb might not reflect the best use of that limited and valuable space.

The following activities are examples of how the curb can be used beyond parking:

- Passenger pickup and drop-off (taxis and transportation network companies).
- Short-term goods delivery (e.g., food drop-off).
- Longer-term goods and merchandise delivery or loading (e.g., commercial deliveries or musician loading).
- Bicycle and micromobility parking.
- Public amenities (e.g., parklets, food trucks).
- Paratransit and accessible loading and parking.
- Green infrastructure.

Curb Management

Managing the curb can be done according to use or time and can apply to different parts of the curb along the same street. Many curb uses are complementary, allowing optimal use of the space. For example, commercial deliveries are a critical part of our economic ecosystem. They often occur during the daytime and on weekdays, while the highest volume of passenger pickups and drop-offs is during the evening and weekend. A flexible curb would allow the same space to be used for commercial delivery at certain times and passenger pick-up and drop-off at other times.

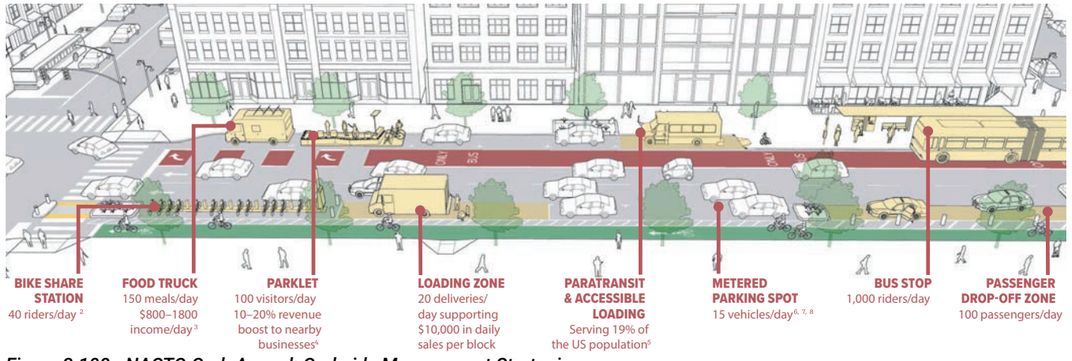


Figure 3.108 - NACTO Curb Appeal: Curbside Management Strategies

Flexible Lane Use

In addition to flexibly managing the curb space, travel lanes may be flexibly managed to serve different uses at different times of the day.

A flexible lane could be a travel lane during the weekday morning and evening peak travel times, but provide parking on the weekends, during the middle of the day, and/or at night. A flexible lane could also be dedicated to a single use, but change its operations based on the needs at a particular time. For example, a flexible lane could be designed so that the direction of the lane switches based on the changing travel demands (a.k.a., reversable lane). During peak times, vehicle traffic heading toward Downtown would be heavier than at other times, and a flexible lane would add another lane for vehicles traveling into Downtown. In the afternoon, this type of flexible lane could be switched to serve the greater number of people who would be traveling out of Downtown.

Flexible lanes can be used for more than just mobility. A lane could regularly be converted from a mobility use on certain days to community use at other times. For example, a curbside lane on some roadways could become a community gathering space in the evening with amenities such as seating, public art, programmable space and food trucks.

The specific design of a flexible lane depends on the current and future uses for the space, but flexible space can be constructed through a variety of features. Simple, cost-effective measures such as paint, signage or pylons can be used to designate flexible space. More permanent features such as retractable bollards can also be used to identify flexible space. Regardless of the ultimate design, flexible lanes are an important tool that can be used to ensure that Downtown supports safe and efficient mobility for all modes no matter the day or time.

Figure 3.109 -Transit-only lane by time of day

System Improvements and Strategies

Sidewalks, Crossings, and Creative Crosswalks

Downtown should be Austin's most walkable neighborhood. However, several areas of Downtown still do not support safe, comfortable and continuous pedestrian infrastructure. As Downtown continues to grow in population, jobs and uses, it is critical that we fill these gaps and complete our pedestrian network.

While much of Downtown has connected sidewalks, there are many areas, particularly north of the Capitol, that have never had sidewalks. Some sidewalks that do exist are in disrepair or are not compliant with the Americans with Disabilities Act. In high-pedestrian areas, the sidewalks should not only be in good condition, but should also be wide enough to support the volume of pedestrians and other pedestrian infrastructure, such as benches and trees.

Improving the pedestrian network also includes increasing the number of safe crossings. When there are not enough designed or controlled crossings, pedestrians cross wherever they need to. This creates unsafe and unpredictable conditions for all modes, especially in areas with multiple lanes, such as Downtown.

Young children, the elderly and people with mobility impairments may have an especially difficult time walking far enough to find a safe crossing. In a downtown environment, crosswalks should be available at every block as frequently as possible. Increased and improved crossings can be achieved in many ways, such as with striped crosswalks, flex posts, pedestrian islands or pedestrian hybrid beacons, depending on the street context.

Creative crosswalks are one way to increase safe crossings while also creating community identity and showcasing public art. These crosswalks use unique designs inspired by the immediate neighborhood and its culture. For example, at Fourth and Colorado Streets, a creative crosswalk showcases this area of Downtown's LGBTQIA+ history and identity. Installing creative crosswalks in other districts and neighborhoods across Downtown will help promote each area's particular history and identity.

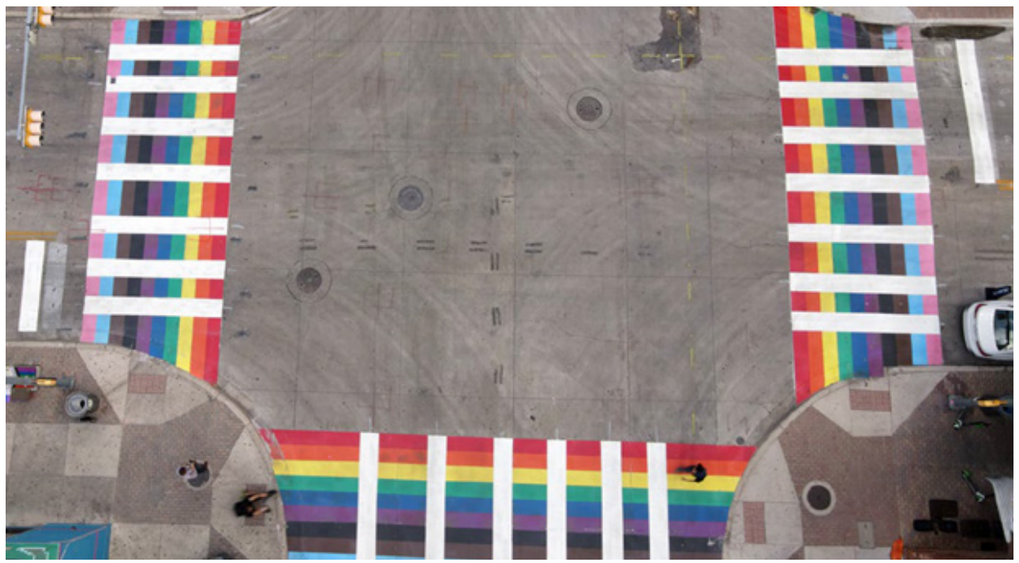
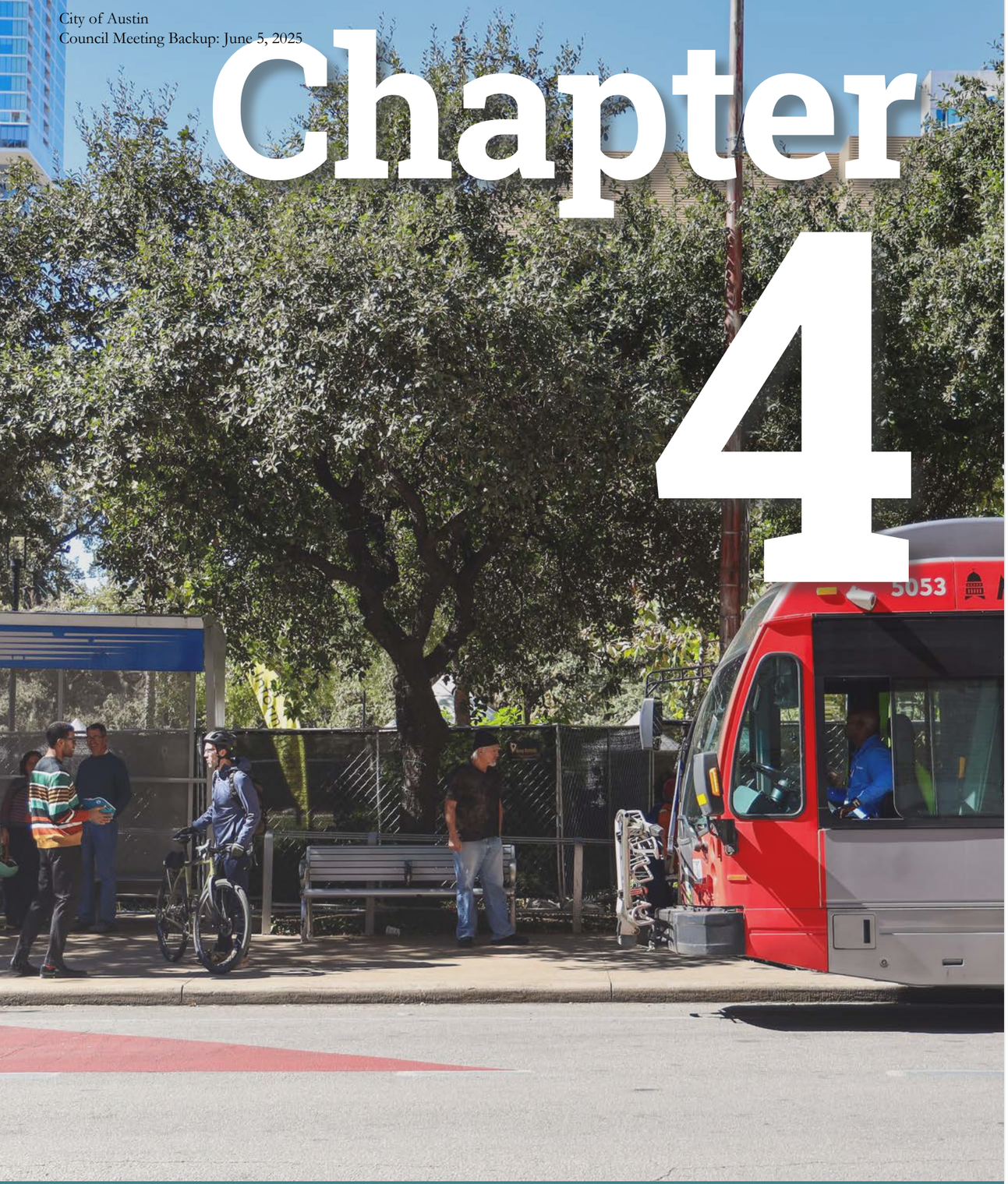


Figure 3.110 - Creative crosswalk at Fourth and Colorado Streets



Chapter 4

4 Implementation Plan

Overview

This section details the next steps envisioned to implement the plan, including cost estimates, trade-offs, phasing considerations, relevant jurisdictions and partnerships, risks and mitigation strategies as well as funding and financing mechanisms. Due to the scale of the projects, a strategic implementation approach is necessary that may take many decades to realize. The ACT Plan's recommendations are crafted to be flexible and forward-looking while remaining specific and detailed enough to support immediate preliminary engineering and financing efforts that will require drawing on diverse partnerships and funding sources over several phases.

Cost Estimates

This section provides an overview of the capital cost estimate and operational and maintenance (O&M) cost estimate associated with the implementation of projects in the ACT Plan. The capital costs are estimated using a standardized methodology that captures all elements of construction, professional services and inflation to support budgeting and funding. The O&M costs are calculated based on the expected upkeep and management requirements for infrastructure, such as roadway repairs, bus station maintenance and stormwater management. Together, these cost estimates offer a comprehensive view of the financial investment needed to construct, operate and sustain the improvements over the long term.

CAPITAL COST ESTIMATE

The capital cost estimate methodology follows the Federal Transit Administration's (FTA) Standard Cost Categories (SCC) format; for more details on the format and what is included in each category, refer to Appendix A. This methodology was selected to align with established national standards for transit project budgeting and funding. Employing this methodology supports the facilitation of federal funding applications, maintains regulatory compliance and provides stakeholders with a clear, detailed breakdown of costs, enhancing confidence in the financial projections.

The cost estimates account for street reconstruction, sidewalk reconstruction, bus shelters, public art, utility relocation, bicycle infrastructure, landscaping, traffic signals, general conditions, mobilization, contractor markups, professional services (engineering and management, surveys, inspection), contingency and inflation to the midpoint of construction.

Some key assumptions for the capital cost estimate include:

- Cost estimates for the project are based on the design standards and specifications developed in the ACT Plan and are considered Class 5 which have a wide range of accuracy (-50% to +100%).
- Base year costs are calculated in 2024 dollars.
- Labor costs are based on local Davis-Bacon prevailing wage rates.
- It is assumed that the right-of-way (ROW) required for the project is already owned by the city or a developer, with no additional ROW acquisition costs anticipated.

A full description of all capital cost estimate assumptions is included in Appendix A.

SCENARIOS FOR COST ESTIMATION

Three distinct hypothetical scenarios were developed to understand the spectrum of potential costs for all of the ACT Plan projects. Project cost estimates can change based on varying timelines and number of contracts used for implementation. The scenarios range from a single contract that delivers all projects over a shorter timeline to individual contracts for each project over a longer timeline. Given the numerous potential contracting strategies, it is likely that the final implementation approach will fall somewhere between scenarios 2 and 3, balancing efficiency, coordination and risk management with available funding.

1. **All Priority Projects and Supporting Projects in one contract:** This scenario bundles all projects into a single contract, which offers economies of scale, streamlines project management, and reduces administrative costs. This scenario doesn't account for the overall scale and complexity of all projects combined and is highly infeasible but was created to establish a baseline cost.
2. **All Priority Projects as one contract followed by all Supporting Projects as one contract:** This scenario separates the Priority and Supporting Projects into two distinct contracts. It allows for prioritized execution of the more critical or impactful projects first, followed by the Supporting Projects that complement the Priority Projects. This phased contracting approach can help manage resources and funding more effectively while still capitalizing on some of the efficiencies of larger contract groupings.
3. **All projects individually contracted, built one at a time:** This scenario involves contracting each project separately and constructing them one at a time. It offers the most flexibility in scheduling and allows for adjustments based on the progress of individual projects, budget constraints, or unforeseen challenges. Although it may result in longer overall timelines and higher construction costs, this approach minimizes the risk of overwhelming the City's resources at any given time, allowing for more streamlined management of traffic impacts and community disruptions.

The capital cost estimates for implementing the ACT Plan projects vary depending on the contracting and construction approach. Table 4.1 shows the total costs for each of the three hypothetical scenarios:

- For Scenario 1, where all Priority and Supporting Projects are combined into one contract, the estimated Base Year cost is **$713 million** and a Year of Expenditure (YOE) total cost of **$835 million**, based on a hypothetical construction timeline from 2027 to 2030
- For Scenario 2, where all Priority Projects are bundled into one contract followed by all Supporting Projects as another contract, the Base Year cost increases to **$749 million** and the YOE total increases to **$969 million**, with hypothetical construction timelines from 2027 to 2031 for Priority Projects and from 2031 to 2034 for Supporting Projects
- For Scenario 3, where individual contracts are procured and project timelines do not overlap, the estimated Base Year cost is **$753 million** and the YOE total cost is **$1.13 billion,** with a hypothetical construction schedule extending from 2027 to 2042.

Implementation Scenarios	Base Year Total (Year 2024 $)	YOE Total (Year of Expenditure)	Timeline
Scenario 1: All Priority and Supporting Projects combined as one contract:	**$713 million**	**$835 million**	**Constructed 2027 to 2030**
Scenario 2: All Priority Projects as one contract followed by all Supporting Projects as one contract	**$749 million**	**$969 million**	**Priority Projects constructed 2027 to 2031, followed by Supporting Projects constructed 2031 to 2034**
All Priority Projects as one contract	$379 million	$462 million	
All Supporting Projects as one contract	$370 million	$507 million	
Scenario 3. All projects individually contracted and built one at a time	**$753 million**	**$1.13 billion**	**Constructed 2027 to 2042**
Priority Projects individually contracted:			
5th Street priority project	$116 million	$136 million	Assumes each project has a two-year construction duration unless noted otherwise.
6th Street priority project	$114 million	$145 million	Assumes construction starts after Fifth Street is completed.
7th Street and 8th Street priority project	$150 million	$210 million	Assumes construction starts after Sixth Street is completed and assumes 3 years for construction. As Seventh Street and Eighth Street function as transit couplets, they will be constructed at the same time.
Total Priority Projects as Separate Contracts	$380 million	$491 million	
Supporting Projects individually contracted:			
9th and 10th Streets as two-way conversions supporting project	$126, million	$194 million	Assumes construction starts after the last priority project is completed.
11th Street supporting project	$85 million	$142 million	Assumes construction starts after Ninth and 10th Streets are completed.
12th Street Supporting Projects	$97 million	$175 million	Assumes construction starts after 11th Street is completed.
Red River Street Supporting Projects	$48 million	$94 million	Assumes construction starts after 12th Street is completed.
Brazos Street Supporting Projects	$17 million	$34 million	Assumes construction starts after Red River Street is completed; assumes a one-year construction period.
Total Supporting Projects as Separate Contracts	$373 million	$639 million	

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

Table 4.2 below details the cost breakdown for each scenario, including construction cost, markups, professional services, contingency, and inflation to the midpoint of construction.

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

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

OPERATIONS AND MAINTENANCE COSTS

The O&M costs for ACT Plan projects align with standard infrastructure maintenance expenses and do not include any unique or additional expenditures. O&M costs were estimated solely for Scenario 1, where all projects are built under a single contract and these expenses will vary depending on how projects are implemented in the future.

The O&M cost is estimated at $8.5 million per year (approximately $1.1 million per mile per year). This estimate is in 2024 base year dollars and does not include life cycle replacement costs.

The annual O&M cost is based on the following assumptions:

- The bus concrete roadway and general-purpose vehicle concrete roadway will require maintenance, including concrete pavement repairs, curb maintenance and pavement striping
- Bus stations and mobility hubs will need ongoing repairs, painting and coverage for electrical consumption
- Streetlights will require luminaire replacement and will incur electrical consumption costs
- Sidewalks and bike lanes will require regular maintenance
- Landscaping trees will include inspections, soil testing, irrigation and pruning
- Stormwater management systems will require maintenance
- Traffic signals will need maintenance for LED traffic lights, including cleaning, replacing parts, re-programming and electricity consumption
- Communications systems will require maintenance of fiber optic lines, station signs and central control, with no change in the number of control room operators
- Fare collection systems will require maintenance.

EVALUATION OF SCENARIOS

Table 4.3 lists the trade-offs for each of the three scenarios. When comparing all scenarios comprehensively, City staff view Scenario 1 as the least preferred due to its potential for significant disruptions from simultaneous construction across all projects, higher complexity in coordination, and the substantial upfront funding required, which may outweigh the benefits of economies of scale and faster completion.

A combination of Scenario 2 and Scenario 3 offers a balanced approach by leveraging the phased, prioritized execution of Scenario 2 and the flexibility of individual contracts in Scenario 3. This hybrid strategy allows for effective resource management, minimizes immediate disruptions and provides flexibility for scope adjustments. The next section will describe the phasing approach and considerations for implementing this combined strategy.

Criteria	Scenario 1: All Priority and Supporting Projects combined as one contract	Scenario 2: All Priority Projects as one contract followed by all Supporting Projects as one contract	Scenario 3: All Projects individually contracted, built one at a time
Securing Funding	Simplifies funding with one large contract; however, substantial upfront investment is required.	Allows for phased funding, easing the initial financial burden, but requires ongoing investments.	Requires continual funding for each contract, complicating financing.
Timeline for Completion	Potentially fastest completion due to simultaneous work but may face delays.	Provides extended timeline with phased execution; if Priority Projects are conducted first.	The longest timeline, as each project is built individually.
Administrative Complexity	Lower complexity with a single contract but still requires extensive coordination.	Complexity is moderate, with separate contracts for phases.	The highest complexity, due to multiple contracts and schedules.
Risk Management	Higher risk if issues arise, affecting all projects simultaneously.	Has manageable risks through a phased approach; issues can be addressed between phases.	Overall risk increases due to the extended timeline but has a lower risk per project.
Flexibility in Project Scope	Limited flexibility once underway.	Provides some flexibility between phases to adjust scope.	Provides maximum flexibility, as adjustments are possible for each project.
Economic Impact from Job Creation From Construction Activities And Enhanced Business Opportunities	Immediate large-scale economic impact from simultaneous construction.	Has phased economic impact; provides immediate benefits from Priority Projects, followed by additional impacts.	A gradual economic impact is spread over a longer period.
Maintaining Access for Residents and Businesses	Potential for significant disruptions due to simultaneous construction projects across downtown.	Reduced disruptions due to a phased approach; focuses on high-visibility areas first.	Minimizes immediate disruptions but could prolong overall impact. due to the extended timeline, which may result in prolonged construction activities and extended periods of partial or full access restrictions for each project area.
Coordination with Other Construction Projects	High potential for conflicts and scheduling issues with other ongoing projects.	Moderate potential for coordination challenges, with phases allowing for better alignment.	Individual projects can be scheduled to avoid overlaps, there is a lower potential for conflicts.
Lifetime and Replacement Schedule for Roadway Infrastructure	Single contract allows for a coordinated, long-term maintenance schedule, but simultaneous aging of all infrastructure could require future large-scale replacement.	Phased contracts allow for staggered maintenance and replacement schedules, improving financial sustainability.	Individual contracts offer the most tailored maintenance and replacement schedules, allowing for ongoing adjustments based on condition and usage.
Environmental Impact from Air and Noise Pollution and Disturbance to Local Ecosystems and Habitats	There is a higher overall environmental impact due to the intensity of concurrent construction activities. It could lead to increased air and noise pollution, greater disruption to local ecosystems, and higher energy consumption. However, because all construction is completed in a single phase, the duration of these impacts is shorter, which may allow for more efficient and comprehensive mitigation strategies.	With a phased approach, the immediate environmental impact is reduced as construction activities are spread over two phases. While this reduces the peak levels of pollution and disturbance, it still requires ongoing mitigation efforts over an extended period. This scenario balances the environmental impacts by allowing for adaptive management strategies that can be adjusted as each phase progresses.	Lowest immediate environmental impact, as construction activities are isolated to individual projects one at a time. However, the extended duration of construction increases the overall period during which environmental disturbances, such as noise, dust, and emissions, could affect surrounding communities and ecosystems. The prolonged timeline may also necessitate sustained mitigation measures and result in cumulative environmental impacts over time.
Regulatory Compliance	Simplified regulatory oversight with a single contract but may face complex approvals.	Separate contracts may complicate regulatory compliance but allow for phased approvals.	Each project is managed separately, potentially simplifying regulatory compliance but increases administrative procedures.
Cost-Benefit Analysis	Higher upfront costs with potential economies of scale and faster returns.	Moderate costs with phased benefits; potential for some economies of scale.	Lower initial costs but potentially higher overall costs due to extended timelines and inflation.

Table 4.3 - Benefits and Trade-offs Between Different Scenarios (Source: AECOM)

Phasing and Coordination

Implementing the projects outlined in the ACT Plan requires an approach that aligns ACT Plan projects and other Downtown projects and includes risk mitigation strategies. An implementation approach will need to consider project timelines for other Downtown projects, ACT Plan project extents and utility upgrade zones. A key aspect of this process is the integration of projects into the Construction Partnership Program (CPP) during project implementation. The CPP consolidates information across partners—TxDOT, City of Austin (COA), ATP, CapMetro, Capital Area Metropolitan Planning Organization (CAMPO) and Travis County—whose goal is to meet and ensure coordination and communication among all the major construction projects.

The hypothetical implementation timeline assumes that, by 2026, detailed schematic drawings and engineering studies can be completed and funding for construction can be identified. Construction would be able to start as early as 2027 if everything falls into place and it is assumed to be the case for cost estimating purposes.

Figure 4.1 illustrates a conceptual construction schedule for a scenario where all work is performed under one contract. While the City may not procure projects in the ACT Plan under one contract, this example illustrates the typical breakdown of construction-related activities that are required and the shortest potential timeline following plan adoption. It comprises of four main phases: engineering, securing funding, procurement and construction. Phases one and two include finalizing design and engineering drawings and securing necessary funding, followed by procuring contracts for project delivery.

CONSIDERATIONS FOR PHASED IMPLEMENTATION

Phased implementation of the projects in the ACT Plan requires a multifaceted approach that considers both short-term and long-term objectives. Short-term improvements might include quick, cost-effective solutions such as converting travel lanes and parking spaces into pedestrian and bicycle facilities using temporary materials. These measures enhance safety and functionality while deferring more extensive reconstruction. Long-term planning involves aligning these improvements with the ultimate vision for the area, ensuring that temporary solutions can be seamlessly integrated into more permanent structures as development progresses. Public involvement is vital for projects to reflect the needs and priorities of the community. Engaging community members through workshops, surveys and collaborative design sessions will help strengthen projects and foster a sense of ownership and support for these public investments.

There are a multitude of factors to consider as the City refines an implementation approach. Coordinating with other entities on major transportation projects, private development and utility upgrades will avoid conflicts and optimize resource use. Pilot projects and project packages can be explored to deliver incremental benefits and cost savings, respectively. The impact of special events and the timing of funding sources also play crucial roles in shaping an effective implementation strategy. The following section discusses considerations and actions that can help coordinate an efficient execution of the projects in the ACT Plan.

Project Packages: Consider implementing projects in packages to achieve potential cost and time savings. For example, explore options such as transit couplets or simultaneous one and two-way conversions, such as the Seventh Street and Eighth Street couplets, to enhance multimodal crossings before completing the full project.

Major Transportation Construction Projects: Evaluate how major redevelopment projects and studies that have extensive scopes and longer timelines, like Project Connect, I-35 and MoPac, are coordinated. Scrutinize the interactions between these large concurrent projects and the proposed ACT Plan improvements.

Timing Considerations: Analyze how the ACT Plan improvements on W 12th Street, E 11th Street, and E 12th Street intersect with the timing of the Texas biennial legislative sessions. Aim to minimize disruption by closely examining the relationship between ACT Plan improvements and the Capitol Complex redevelopment. Consider developing a detailed timeline to organize and sequence all future projects within the ACT Plan study area effectively. This timeline may outline key milestones, dependencies and deadlines to have cohesive execution and efficient use of resources.

Private Development: Review the significant redevelopment opportunities in the ACT Plan study area. Coordinate with private developments and planned investments, particularly along Sixth Street, to avoid conflicts and reduce duplicative work. Streamline communication of construction work to the community by coordinating project timelines.

Utilities: Assess the need for utility grid upgrades and consider deploying these upgrades at a zonal level rather than block by block. Potential upgrades may include internet services, power, drainage systems and multi-duct fiber. Implement communication strategies to manage the impacts of ground disturbances on varied underground infrastructure. Timely identification and scheduling of utility improvements are essential for successful adjacent redevelopment projects.

Pilot Projects: Explore the scope and scale of potential pilot projects. Favor shovel-ready projects that are tactical in scale and offer short-term improvements, such as converting travel lanes and parking spaces into bicycle facilities or transit-only lanes, adjusting signage and striping, upgrading signals and using temporary materials. Consider current parking areas as potential sites for parklets or other uses.

Leverage Other Construction: Identify opportunities to leverage other construction projects, such as I-35 and Project Connect, to rebuild certain roadways or intersections in the ACT Plan where they overlap. Ensure they can proceed with minimal changes in both the short and long term. This will allow for the immediate initiation of high-impact projects while developing the full extent of the projects.

Funding: Investigate the dynamics between the timeline and availability of funding sources. Different funding mechanisms, including grants, private sector contributions and revenue-generating options, have varying availability and spending requirements. Funding must align with the phased approach to maintain financial feasibility.

Integration with the Construction Partnership Program: Explore the potential benefits of integrating the ACT Plan with the Construction Partnership Program, covering TxDOT, Austin Transit Partnership, CapMetro and City of Austin projects that will be under construction through 2032. This integration will centralize information and enhance coordination across multiple partner agencies. It will also streamline community communication during construction and engage business, industry and community groups in the effort to manage and reduce traffic demand during critical periods.

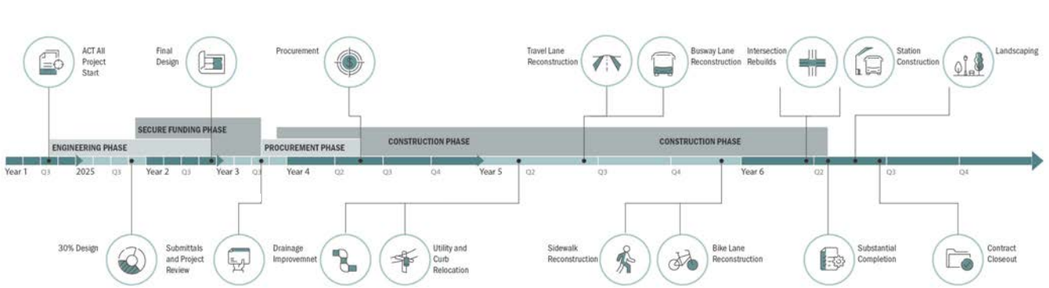


Figure 4.1 - Conceptual construction schedule

RISKS AND MITIGATION STRATEGIES

The risks and mitigation strategies presented in Table 4.4 outline potential obstacles that could impact the successful implementation of the ACT Plan. These include financial uncertainties, legal constraints, and logistical challenges that require careful planning and strategic mitigation. Understanding these risks is essential for developing a robust implementation strategy that leads to a timely and efficient project completion.

Risks		Mitigation Strategies
Competing projects and priorities	**There are overlapping efforts in the Downtown area, which can lead to conflicts in scheduling and resource allocation.** For example, different projects may require access to the same roadways, utilities or community spaces, creating bottlenecks and competition for limited resources such as labor, materials, and equipment. Additionally, if these projects are not well coordinated, they can interfere with each other's timelines, causing delays and escalating costs. The cumulative impact of these disruptions can be significant, potentially leading to community frustration, extended periods of inconvenience and reduced efficiency in project execution.	**Develop a prioritization framework to assess and rank projects based on their impact, urgency and resource requirements.** Plan comprehensively by involving all relevant stakeholders in the prioritization process. Coordinate timelines among stakeholders to avoid conflicts and optimize resource allocation. Implement ongoing monitoring and be flexible so that plans can be adjusted as new projects or issues arise. Regular communication and updates can prevent scheduling overlaps**.**
Funding	**Financial risks are a common challenge to implementing a large-scale project like the ACT Plan projects.** Inflation can drive up the costs of materials, labor, and other resources. Additionally, there is a risk of underfunding, where the project does not receive adequate financial support from public or private sources. Overreliance on a limited number of funding sources could further jeopardize the project if these sources fail to fully materialize.	**Secure gap funding or multiple funding streams, such as federal, state and local grants, to reduce risk.** Diversify funding sources to prevent overreliance on any single funding source or a limited number of sources, which may not materialize or may not fully meet the project's financial needs. Explore private sector contributions to share costs and resources. Regular financial reviews and adjustments can help mitigate risks due to inflation and underfunding. Implement long-term financial planning to address potential unexpected costs that could impact the project's financial stability.
Legal limitations	**Legal constraints can pose significant risks,** especially if there are changes in zoning codes, regulations or processes. Such changes can impact project timelines and require modifications to plans.	**Identify potential legal constraints early in the planning process and stay updated on changes in zoning codes, regulations or ordinances.** Use existing frameworks, such as the Great Street Design Standards for density bonuses, to streamline the approval process and minimize delays. Proactively review and adapt project plans as necessary to address evolving legal requirements.
Infrastructure needs	**Upgrading existing infrastructure, particularly in older, established areas of the city, is essential.** The current infrastructure, including water, wastewater and stormwater drainage systems, may not be sufficient to meet future needs, and this insufficiency could lead to potential risks if not adequately addressed.	**Coordinate utility upgrades and other critical infrastructure work to avoid delays.** Incorporate resiliency planning to create infrastructure that can withstand future growth and environmental changes. Collaborate with the agencies responsible for water, wastewater and stormwater management to address current inadequacies. Engage in proactive planning to anticipate future infrastructure needs and avoid last-minute adjustments.
Right-of-way constraints	**Right-of-way constraints pose a challenge to the building out of ideal street sections.** Existing buildings, utilities and other infrastructure limit the available space for new street sections or expansions of existing streets. These constraints may necessitate compromises that may affect the overall functionality, safety and aesthetics of the final product.	**Conduct advanced land acquisition, voluntary acquisition and block-by-block negotiations to secure necessary rights-of-way or easements early in the planning process,** if necessary. Engage early with stakeholders and property owners to identify and address right-of-way issues before they become significant bottlenecks. Develop alternative designs that can adapt to limited space, such as narrower street sections or creative uses of available space, to minimize impacts on functionality and aesthetics.
Traffic congestion and disruption	**Traffic congestion and disruption are significant risks during construction, especially in densely populated urban areas like Downtown Austin.** Road closures, lane reductions and detours necessary for construction activities can severely impact traffic flow, leading to increased travel times, bottlenecks and frustration for commuters.	**Implement phased construction schedules to minimize traffic disruptions and allow for smooth transitions between construction phases.** Establish well-planned alternative routes and a comprehensive Traffic Control Plan (TCP). Engage with the CPP to plan and mitigate potential congestion issues. Continuously monitor traffic patterns and adjust plans as necessary to address emerging congestion issues and maintain efficient traffic flow.
Access to business and residence due to construction	**Construction projects often require road closures, rerouting and restricted access, which can directly impact local businesses and residents.** Businesses may suffer from reduced foot traffic, making it difficult for customers and suppliers to reach them. Residents may face difficulties accessing their homes, particularly if alternate routes or parking areas are inconvenient or unsafe.	**Develop a comprehensive traffic management plan, monitor progress and update as needed.** Communicate clearly with businesses and residents about construction timelines and access plans. Implement temporary access routes and ensure they are well marked and regularly maintained. Maintain regular updates with stakeholders to address concerns and adjust plans as needed. Detail the methods for communication and the process for handling feedback from businesses and residents.
Impact on downtown events and activities	The City of Austin hosts several world-class events throughout the year. Some of these events are within the ACT Plan study area, such as South by Southwest (SXSW), Bat Fest, Austin Food & Wine Festival, Pecan Street Festival, Austin Marathon, and various Downtown events. **Construction projects can disrupt these events by occupying spaces typically used for community events or by creating noise and dust that detract from the event experience.** Construction timelines that overlap with major events can lead to cancellations, relocations or reduced attendance, impacting the economy and community morale.	**Coordinate construction schedules to avoid conflicts with major Downtown events.** Develop a communications plan to keep event organizers informed of construction timelines. Explore options for event relocation if necessary and work with event planners to minimize disruptions. It is essential that transportation infrastructure remains unobstructed for first responders during events.

	Risks	Mitigation Strategies
Vibration and noise impact to residents and businesses due to construction 	**Construction activities typically generate significant noise and vibration, which can be disruptive to nearby residents and businesses.** The constant noise from heavy machinery, drilling and demolition can be particularly disturbing in residential areas, affecting the quality of life, including sleep and mental well-being. Vibration from construction can also cause physical damage to nearby buildings, especially in older structures that may not be designed to withstand prolonged vibration.	**Implement noise and vibration control measures such as sound barriers or restricted working hours during sensitive periods.** Provide residents and businesses with advance notice of particularly disruptive activities and outline the specific measures being taken to mitigate impacts. Monitor noise and vibration levels regularly to ensure they stay within acceptable limits. Detail the plan for ongoing monitoring and reporting, including frequency and methods of assessment. Additionally, a phased approach to construction can help limit the blocks impacted at any given time.
Innovative solutions for monitoring and management 	**Traditional methods for monitoring construction impacts, such as traffic flow and environmental disturbances, may lack real-time data accuracy and responsiveness,** leading to slower adjustments and increased community frustration.	**Integrate cutting-edge technology to enhance monitoring and management.** Deploy smart sensors and Internet of Things (IoT) devices to continuously monitor noise levels, vibration and air quality, providing real-time data that helps manage construction impacts and keep them within acceptable limits. Utilize advanced tools and technologies to predict traffic patterns and potential congestion based on real-time data and historical trends to enable proactive adjustments to traffic management plans. Employ appropriate technologies for aerial surveillance of construction sites to monitor progress, assess impacts and identify potential issues quickly. Leverage existing capabilities from CPP to learn about their monitoring and feedback mechanisms, allowing coordination and avoiding duplication of efforts.

Table 4.4 - Potential Risks and Mitigation Strategies

Funding and Financing Mechanisms

Implementing all, or even a portion, of the projects or changes outlined in the ACT Plan require the City to seek funding from a variety of sources. The City may consider pursuing multiple funding and financing mechanisms to extend the impact of possible future bond funding and provide multiple pathways to implementation. This includes leveraging existing programs like the Great Streets Fund and Street Impact Fee Program as a funding source for projects.

Considerations for developing a consolidated funding and financing strategy include:

- **Timing**: The amount of time needed to secure the funding source relative to each project's schedule. This is critical as the City and its partners aim to design and implement Priority and Supporting Projects in the near term.
- **Feasibility:** The likelihood of the funding or financing mechanism being feasible to execute, whether it be feasible to receive funding from competitive grant programs or to receive necessary approvals for revenue generating mechanisms.
- **Administrative Complexity:** The degree to which funding and financing mechanisms may be implemented within the City's existing resources. This includes resources needed to oversee grant applications and administration, as well as resources needed to implement and provide ongoing support for revenue generating mechanisms.
- **Funding Amount or Revenue-Generating Potential**: The range of funds or revenue (e.g. fees) that each funding source could generate and the funding source's volatility, considering the near-term nature of projects.
- **Funding Flexibility:** The requirements and restrictions associated with the funding opportunity.

SECURING FUNDING AND FINANCING OPPORTUNITIES

In addition to possible future bond referendums, the City may consider a number of funding and financing opportunities to implement the ACT Plan, namely federal and state grant funding, private sector contributions and revenue-generating mechanisms, such as fees.

Grant Programs

The City and its partner agencies may pursue federal and state grant programs to supplement the costs of Priority and Supporting Projects. Table 7 lists grant programs that are applicable to the planning, design and construction of complete streets, micromobility initiatives, trails, pedestrian paths and recreational areas along the public right-of-way, all of which are represented in Priority and Supporting Projects. Table 7 also provides relevant details, including estimated award ranges and local match requirements, though they are subject to federal reauthorization.

Federal agencies offer two types of grant programs: competitive and formula grant programs. Competitive grants require that applicants submit proposals for specific projects. Eligible applicants tend to include state and local government agencies. For the competitive grant programs detailed in Table 7, both the City and CapMetro may serve as eligible applicants, depending on the type of project under consideration. Formula grant programs, on the other hand, distribute funds to all states based on a calculation that considers state population and other parameters set by Congress. Specifically, formula funds from the Federal Highway Administration (FHWA) are distributed to state departments of transportation (in this case, TxDOT) based on the urbanized area's population, highway lane miles and other criteria specific by Congress. TxDOT then distributes funds to MPOs (i.e., CAMPO), which may allocate funds to local government agencies through a competitive Call for Projects.

Administering Organization	Program Name	Grant Type	Description	Eligible Applicants / Receiving Entities*	Estimated Award Range	Local Match Requirement	Funded Activity
Federal Highway Administration (FHWA)	**Active Transportation Infrastructure Investment Program (ATIIP)**	Competitive	Funding for bicycle and pedestrian infrastructure, greenways, and recreation areas.	**COA**, CapMetro	$100K - $2M (Planning & Design) $7.5M - $15M (Construction)	20%	Planning & Design, Construction
FHWA	**Carbon Reduction Program (CRP)**	Formula	Funding for public transportation facilities, pedestrian facilities, bicycle facilities, shared or pooled vehicle trips, traffic monitoring and management, and the deployment of advanced transportation and congestion management technologies.	CAMPO, COA	$500K - $5M	20%	Planning & Design, Construction
FHWA	**Surface Transportation Block Grant (STBG) Program**	Formula	Funding to improve the conditions and performance of surface transportation infrastructure, including highways, bridges, public transportation, pedestrian and bicycle infrastructure, and other multi-modal transportation initiatives.	CAMPO, COA	$5M - $15M	20%	Planning & Design, Construction
Federal Transit Administration (FTA)	**Grants for Buses and Bus Facilities Program**	Competitive	Funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.	COA, **CapMetro**, Nonprofit Organizations	$100K - $50M	20%	Construction
FTA	**Pilot Program for Transit-Oriented Development Planning**	Competitive	Funding for fixed guideway or core capacity transit capital investments, including multimodal connectivity and accessibility projects and transit access for pedestrian and bicycle traffic.	COA, **CapMetro**	$200K - $2M	20%	Planning & Design
US Department of Transportation (US DOT)	**Rebuilding American Infrastructure with Sustainability & Equity (RAISE) Grant Program**	Competitive	Funding for surface transportation projects, including micromobility, bus facilities, recreational areas and trails, and complete streets.	**COA**, CapMetro	$5M - $25M	20%	Construction
US DOT	**Reconnecting Communities Pilot Grant Program**	Competitive	Funding for the removal, retrofitting, or replacement of highways, viaducts, and principal arterial facilities to reconnect communities.	**COA**, CapMetro, Nonprofit Organizations	$100K - $2M (Planning & Design) $10M - $90M (Construction)	20% (Planning & Design), 50% (Construction)	Planning & Design, Construction
US DOT	**Safe Streets and Roads for All (SS4A) Grant Program**	Competitive	Funding for projects that prevent injury on roads and streets, specifically for pedestrians, bicyclists, and users of public transportation and micromobility.	**COA**, CapMetro	$100K - $10M (Planning & Design) $2.5M - $25M (Construction)	20%	Planning & Design, Construction
TxDOT	**Transportation Alternatives (TA) Set-Aside Program**	Formula	Funding to support active transportation projects, such as locally sponsored bicycle and pedestrian infrastructure initiatives, in communities across Texas.	CAMPO, COA, CapMetro	$100K - $20M	20%	Planning & Design, Construction

Table 4.5 - Federal and State Grant Programs for Priority and Supporting Projects
Note: * For competitive grant programs, primary eligible applicants are bolded, indicating the agency to be submitting applications.
Source: FHWA, FTA, US Department of Agriculture, US DOT

Most federal grant programs listed typically require a 20% match. To fulfill local match requirements, the City and CapMetro may use Transportation Development Credits (TDCs) instead of cash, which are earned when states use revenue from toll receipts and related transactions to fund capital improvements. Otherwise, it is important to secure local match funding before applying for grant funding.

Finally, some competitive grant programs require or encourage government partnership with nonprofit organizations, including community-based organizations. These grant programs often encourage lead applicants to develop a community advisory board, community participation plan or mention a community organization as a co-applicant.

Private Sector Contributions

Given the pace of development within the Downtown area, the City may consider partnering with private developers to help implement streetscape improvements adjacent to commercial and residential construction projects. Numerous private developers have collaborated with municipal governments nationwide to finance pedestrian rights-of-way adjacent to commercial or residential development, including zoning, design review or other mechanisms. To fund Priority and Supporting Projects, the Downtown Density Bonus Program may provide a mechanism for facilitating developers' investments in the public right-of-way.

Other Revenue-Generating Mechanisms

Beyond funding from potential future bond referendums and grants, additional revenue-generating tools may be needed. These tools could include earmarking future funds from existing revenue sources or levying a new use fee. Given that the ACT Plan aligns with the objectives outlined in the Great Streets Master Plan, the City may prioritize earmarking future Great Streets Parking Meter Fund and eligible Street Impact Fee (SIF) revenue for Priority and Supporting Projects. Notably, the Great Streets Parking Meter Fund sets aside 30% of the revenues collected from Downtown parking meters and generates approximately $728,000 per year. A portion of these annual funds may be allocated to Priority and Supporting Projects. The same is true for the SIF. The Street Impact Fee Roadway Capacity Plan has identified more than 1,100 eligible projects from the 2019 Austin Strategic Mobility Plan. In preparation for a potential 2026 bond referendum, the City may prioritize SIF funds to eligible Priority and Supporting Projects to leverage funding.

NEXT STEPS

Developing a successful funding and financing strategy requires thorough consideration of the existing funding landscape, political opportunities, administrative capacity and relative project priority between Priority and Supporting Projects.

In the near term, the City may consider the following in the development of its strategy:

- Engage local stakeholders and the community to prepare for the passage of new bond packages and create transparency when earmarking projects within existing revenue sources.
- Assess the scale of funding and timeline of associated projects and prioritize projects accordingly.
- Understand current funding sources and identify opportunities to include Priority and Supporting Projects within existing sources of revenue.
- Match projects with current federal and state grant opportunities; develop partnerships and conduct initial studies, as needed, to support applications. Identify local match funding, as needed.
- Identify projects that may be supported by local partners, including ATP, CapMetro, TxDOT, and community-based organizations; collaborate with local partners to incorporate these strategies into their planning efforts and source funding.

Figure 4.2 - Congress Avenue bicycle safety improvements

Conclusion

In conclusion, the ACT Plan provides a strategic and adaptable framework for upgrading Downtown Austin's transportation infrastructure. By focusing on partnerships and diverse funding sources, the plan aims to enhance community well-being, economic growth and a more dynamic urban environment.

Although the ACT Plan is not yet in the financing phase, it offers a comprehensive blueprint for future action. Its success depends on a strategic, phased approach that balances efficiency, cost, risk and community impact. The plan presents several hypothetical implementation scenarios to understand the potential cost ranges based on varying timelines and number of contracts used for implementation.

- **Scenario 1** combined all Priority and Supporting Projects into a hypothetical single contract to develop an estimated Base Year cost of $713 million and a Year of Expenditure (YOE) total of $835 million for all ACT Plan projects.
- **Scenario 2** separates Priority and Supporting Projects into distinct contracts, increasing the Base Year cost to $749 million and the YOE total to $969 million, based on hypothetical construction timelines from 2027 to 2031 for Priority Projects and from 2031 to 2034 for Supporting Projects.
- **Scenario 3** involves individual contracts for each project, resulting in a Base Year cost of $753 million and a YOE total of $1.13 billion, based on hypothetical construction timelines extending from 2027 to 2042.

A hybrid approach, blending phased execution with flexible contracting, offers a feasible path forward, allowing for the prioritization of critical projects while remaining adaptable to funding availability and community needs. Engaging the community through workshops, surveys, and design sessions will be crucial for aligning projects with local priorities and fostering a sense of ownership.

Successful implementation will require coordination with relevant jurisdictions, organizations and private entities to address funding complexities, regulatory requirements and community engagement. By utilizing a variety of funding mechanisms—including federal and state grants, private sector contributions and revenue-generating tools—the City can secure the resources necessary to advance the ACT Plan.

In summary, the ACT Plan outlines a comprehensive strategy for transforming Austin's Downtown transportation network into a more inclusive, sustainable and resilient system. The implementation strategies discussed are designed to be flexible and responsive, ensuring that the City can adapt to changing needs and opportunities while maintaining focus on its transportation vision.

List Of Appendices

A. Implementation Plan

B. Maps

C. Glossary

D. Reference / Bibliography

E. Acknowledgement

1. Capital Costing Methodology

The capital cost estimate conforms with the Federal Transit Administration's (FTA) Standard Cost Categories (SCC) format shown in Table A-1. This format and the scope of work in each category is further described in the sections following the table.

Unit costs were developed for the scope of work items based on other similar project experience in the Austin, TX area. Allowances and percentage-based items are also used and intended to capture elements known to be a part of this type of project, but not known and/or defined at the time the estimate was prepared (utility relocations, mobilization, traffic control, contractor indirect costs).

General Conditions: The estimate's bottom-up calculation includes allowances and lump sum items for general requirements. This includes, but may not be limited to, field offices, mobilization, maintenance of traffic, and temporary construction barriers.

FTA SCC Category	Description
10	Guideway, BRT Bus Only Lanes
20	Stations, Stops, Terminals
30	Support/Maintenance Facilities, N/A for this project
40	Sitework & Special Conditions – Demolition, utilities, general-purpose roadway lanes, pedestrian and bicycle accommodations, landscaping, and contractor temporary and support costs
50	Systems, Traffic Signals
60	Right-of-Way, N/A for this project
70	Vehicles, N/A for this project
80	Professional Services
90	Unallocated Contingency
100	Finance Charges, N/A for this project

BRT = Bus Rapid Transit N/A = Not Applicable

Table A-1. FTA SCC Category and Description
Source: FTA

Contractor Markups: Contractor Overhead and Profit is included in the estimate as 20% of the construction cost. Subcontracting Markup is included at 5% of the construction cost, assuming 30% is subcontracted out.

Sales Tax: It is assumed that the project is sales tax exempt and that the City of Austin will provide a tax-exempt letter for the contractor to use for material and equipment vendors.

Wage Rates: The estimate assumes all skilled labor rates and benefits to be the current 2024 local prevailing Davis-Bacon wage rates for Austin, Texas.

Contingencies: In accordance with the FTA SCC, there are two levels of contingency: Allocated and Unallocated.

The Allocated Contingency is included for each SCC cost category to address risk, scope, and quantity definition relative to the level of design. The amount of the Allocated Contingency is based on each of the estimate items per their respective costs, perceived risk, and estimator judgment. An Allocated Contingency was assigned to each SCC category in consideration of these factors. For example, SCC 10 guideway has an Allocated Contingency of 30% versus 40% for SCC 40.02 Utilities due to the complexity and risk of underground utility work. The Allocated Contingency assigned to each SCC category is shown in Table A-2.

SCC Sub-Subcategory	Percentage
10.02 Guideway: At-Grade Semi-Exclusive 10.02 Guideway: At-Grade Semi-Exclusive	30%
20.01 At-Grade Station, Stop, Shelter, Mall, Terminal, Platform	30%
40.01 Demolition, Clearing, Earthwork	30%
40.02 Site Utilities, Utility Relocation	40%
40.03 hazardous Material, Contaminated Soil Removal/Mitigation, Ground Water Treatments	30%
40.04 Environmental Mitigation, E.G., Wetlands, Historic/Archeologic, Parks	30%
40.05 Site Structures Including Retaining Walls (pedestrian Tunnels, Stairs, And ramps)	30%
40.06 Pedestrian / Bike Access and Accommodation, Landscaping	30%
40.07 Automobile, Bus, Van Accessways, Including Roads, Parking Lots	30%
40.08 Temporary Facilities And Other Indirect Costs During Construction	15%
50.02 Traffic Signals and Crossing Protection	30%
50.05 Communications	30%
50.06 Fare Collection System and Equipment	30%
50.07 Central Control	30%
80.01 Project Development	10%
80.02 Engineering (Included Above In 80.01)	10%
80.03 Project Management for Design and Construction	10%
80.04 Construction Administration And Management	10%
80.05 Professional Liability and Other Non-Construction Insurance	10%
80.06 Legal; Permits; Review Fees by Other Agencies, Cities, Etc.	10%
80.07 Surveys, Testing, Investigation, Inspection	10%
80.08 Start-Up	10%

Table A-2. Allocated Contingency by: SCC Sub-Subcategory
Source: AECOM

The Unallocated Contingency is applied to the total project cost as per FTA SCC guidelines. This contingency is designed to represent the costs of changes in scope and uncertainty in the present design, including political events, labor strife, weather, variable commodity pricing, unfavorable market conditions, bid risk, and changed conditions that occur during construction for all SCC line items. A 10% Unallocated Contingency was used.

The total contingency as a percentage of Base Year Dollars without contingency is 32%. This is in line with FTA guidance.

The contingency levels will generally decrease as design progresses due to increased detail in the estimate. Allocated and Unallocated Contingency rates will be determined by the Estimator's best practice judgment. The amount of contingency depends on each item's complexity and stage of engineering completion.

General Assumptions:

- Based on final build-out and does not include interim/pilot projects
- All Base Year Costs are in 2024 dollars
- Normal Texas area weather
- Cooperation between all stakeholders
- No unanticipated work stoppages
- Four or more competitive bids
- Available skilled workforce sufficient to perform the work
- Straight-time work labor rates
- Availability of all materials specified

Inflation: The capital cost estimate assumes construction begins in 2027. An annual escalation rate of 4% is used to escalate the project cost to midpoint of construction or YOE (Year of Expenditure). This differs based on each project and is further described in the Summary section.

2. Description of Standard Cost Categories

The capital cost estimate uses the FTA SCC categories. These categories will include all the foundational construction elements up to and including the pavement, bike lanes, pavement markings, and curbs. Each SCC category is further described below.

1.1. Guideway (SCC 10.0): Guideway elements used in the cost estimate include BRT Bus Only lanes and are included in SCC 10.02. Assumes Fully Reconstructed Red Dyed Concrete for BRT Bus Only Lanes.

1.2. Stations, Stops, Terminals, Intermodal (SCC 20.0): SCC 20.01 At-grade bus station, stop, shelter, mall, terminal, platform

- Generally, all the station cost estimates consist of the following:
  - Platform
  - Shelter
  - Foundations
  - Furnishings/amenities such as wind screen, benches, maps, waste receptacles, curbside landscaping, trees, and bike racks
  - Wayfinding and signage
  - Architectural finishes of all station elements, e.g., finishes for the station platform, canopies/ weather protection
  - Lighting/electrical
- Art in public places is also included. The capital cost estimate assumes 2% of the total City-funded portion of the construction cost for the City's construction project (assumes all construction for now).

1.3. Support Facilities; Yard, Shops, Administration Buildings (SCC 30.00): No maintenance facility is included in the cost estimate.

1.4. Sitework and Special Conditions (SCC 40.00)

This includes the following SCC subcategories:

- SCC 40.01 Demolition, Clearing, Earthwork – This includes project clearing and grubbing, miscellaneous demolition, and general grading.
- SCC 40.02 Utilities – Includes a stormwater management allowance, street lighting replacement and utility relocations costs. Utility relocations and street light modifications are assumed to be part of this project where there is reconstruction of roadway curbs. Design will strive to minimize private utility relocation costs, but those costs will be a burden for the private utility owners.
- SCC 40.03 Hazardous Material, Contaminated Soil Removal/Mitigation, and Ground Water Treatments - Hazardous material, contaminated soil mitigation and ground water treatment costs are included in this section at 1% of the total cost of SCC 10 through SCC 50.
- SCC 40.04 Environmental Mitigation, e.g., Wetlands, Historic/Archeological, Parks - Special environmental mitigation costs, such as potential archeological mitigation, noise or vibration control, and related items, are included in this category at 1% of the total cost of SCC 40.
- SCC 40.06 Pedestrian/Bike Access and Accommodation, Landscaping – This item includes landscaping, pedestrian sidewalks and bike lanes for this project as well as mobility hubs. All bike paths are new and are assumed to be Terracotta color dyed concrete pavement. Paver sidewalks are assumed. Landscaping assumes trees are planted every 22 ft with paver grates. No metal grates are included. For areas where the tree zone in our typical section is less than 8 feet wide, structural soil cells are included. If the tree zone is 8 feet or wider, structural soil cells are not necessary.
- SCC 40.07 Automobile, Bus, Van Accessways Including Roads, Parking Lots – This item includes the full depth concrete reconstruction of general-purpose vehicle lanes, curb and gutter, median, pavement markings, and signage.
- SCC 40.08 Temporary Facilities and Other Indirect Costs During Construction – This item includes general requirements and conditions such as field offices, mobilization, maintenance of traffic, temporary construction barriers, and contractor markups. Contractor Overhead and Profit is included in the estimate as 20% of the construction cost. Subcontracting Mark Up is included at 5% of the construction cost, assuming 30% is subcontracted out.

1.5. Systems (SCC 50.00)

This includes the following SCC subcategories:

- SCC 50.02 Traffic Signals and Crossing Protection – Assumes new traffic signals at each intersection and also includes pedestrian signals and bike signals.
- SCC 50.05 Communications – This includes fiber-optic cable for the project length where there is work related to the BRT busway and/or traffic signals.
- SCC 50.06 Fare Collection System and Equipment – This includes the ticket vending machines and fare validators at each BRT station. It is assumed that each station will have one of each.
- SCC 50.07 Central Control – Assumes there is an existing control center that can be utilized. This includes an allowance to add to the existing control center to account for additional routes, and also includes the backbone technology infrastructure, central control server, and other technology elements.

1.6. Right-of-Way, Land, Existing Improvements (SCC 60.00)

- Right-of-way acquisition costs are not included. It is assumed that any right-of-way needed is owned by the City of Austin or the developer.

1.7. Vehicles (SCC 70.00)

- It is assumed that fleet vehicles are not included as part of the project.

1.8. Professional Services (SCC 80.0)

- These allowances are computed by applying a percentage to the total construction cost estimated (SCC 10-50). Table A-3 lists the percentage multipliers applied to the total construction costs to cover these items. This is in line with standard FTA guidance.

SCC 80 Professional Services Soft Costs	Percentage
Project Development	15%
Project Management for Design and Construction	7%
Construction Administration and Management	10%
Professional Liability and other non-Construction Insurance	2%
Legal; Permits; Review Fees by Other Agencies and Cities	2%
Surveys, Testing, Investigation, Inspection	1%
Start-up* (Safety Certification and Activation)	1%

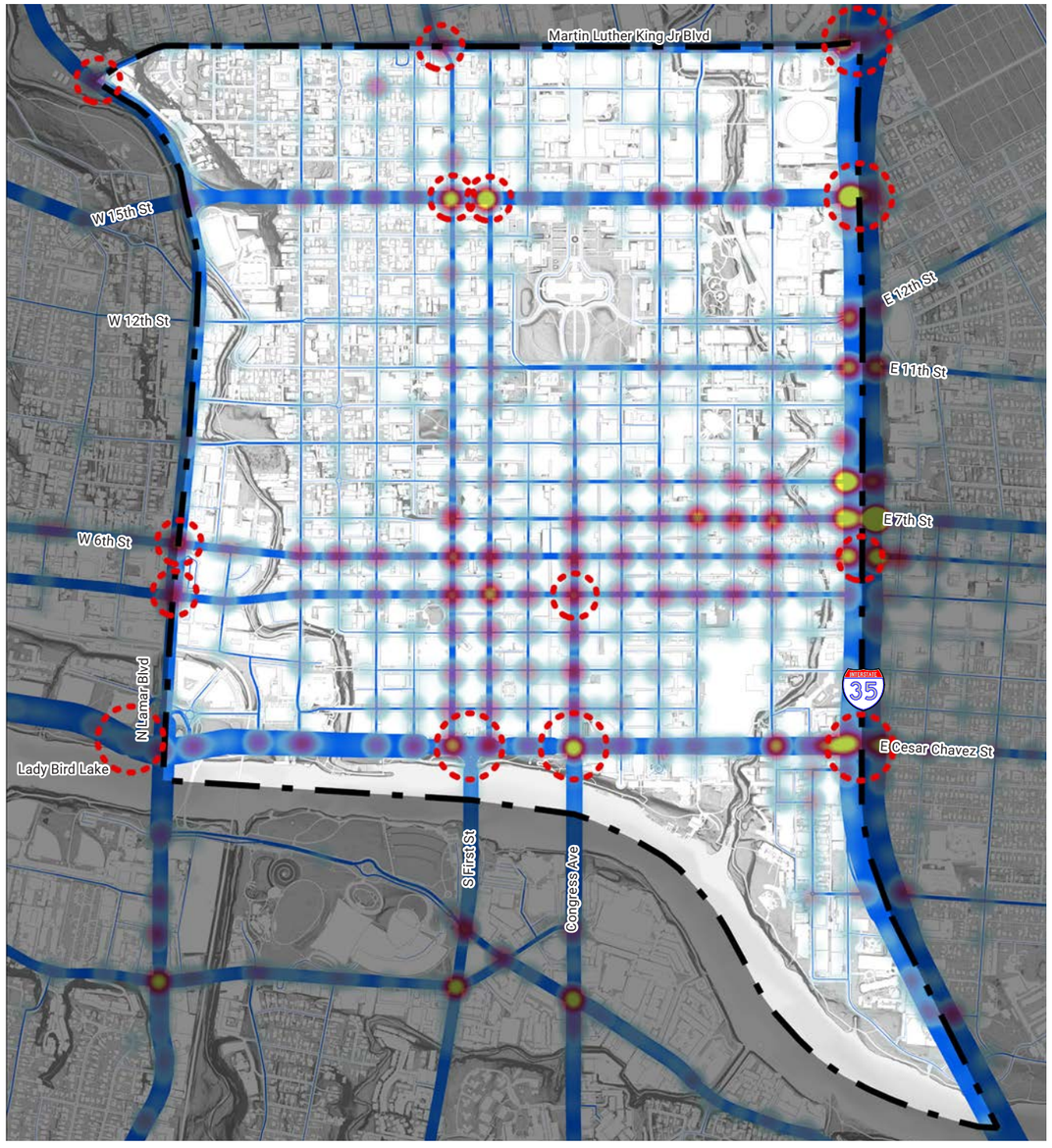
*Includes only the training and start-up for agency personnel. Contractor-related costs are included in their respective line-item estimates.

Table A-3. SCC 80 Professional Services Soft Costs and Percentage
Source: AECOM

The cost estimate has been calculated based on the Association for the Advancement of Cost Engineering (AACE) Class 5 estimate standards. An AACE Class 5 estimate is typically used in the early stages of a project when the project definition is conceptual. Table A-4 below details the characteristics of each estimate class per AACE. The

	Primary Characteristic		Secondary Characteristic	
Estimate Class	**Maturity Level of Project Definition Deliverables**	**End Usage**	**Methodology**	**Expected Accuracy Range**
	(Expressed as % of complete definition)	**(Typical purpose of estimate)**	**(Typical estimating method)**	**(Typical variation in low and high ranges)**
Class 5	0% to 2%	Concept screening	Capacity factored, parametric models, judgment, or analogy	L: -20% to -50% H: +30% to +100%
Class 4	1% to 15%	Study or feasibility	Equipment factored or parametric models	L: -15% to -30% H: +20% to +50%
Class 3	10% to 40%	Budget authorization or control	Semi-detailed unit costs with assembly level line items	L: -10% to -20% H: +10% to +30%
Class 2	30% to 75%	Control or bid/tender	Detailed unit cost with forced detailed take-off	L: -5% to -15% H: +5% to +20%
Class 1	65% to 100%	Check estimate or bid/tender	Detailed unit cost with detailed take-off	L: -3% to -10% H: +3% to +15%

Table A-4. Total Costs for Three Options
Source: AECOM

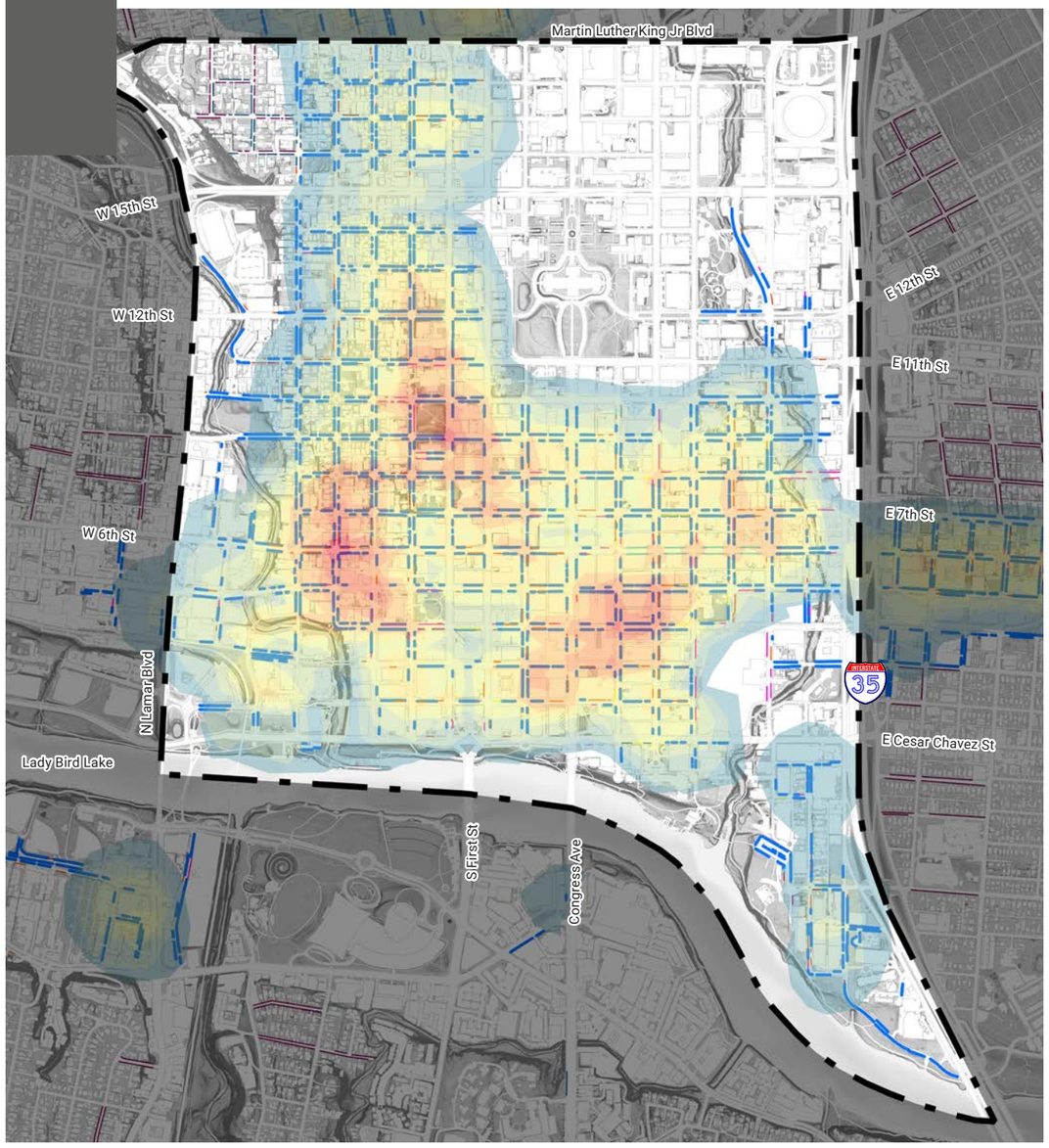


Low Crash Density

High Crash Density

Congested Intersections

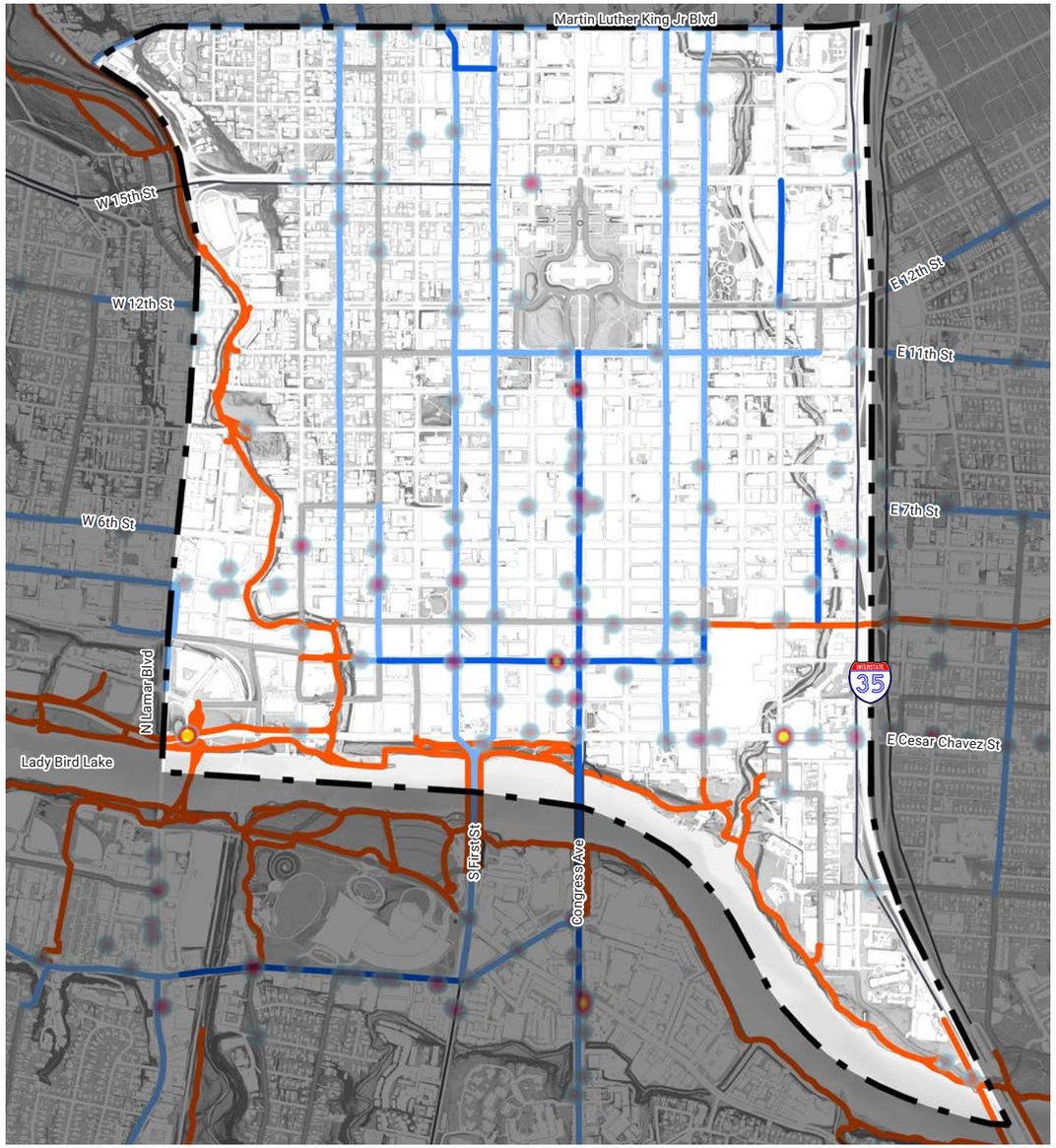
Low-High Traffic Volume

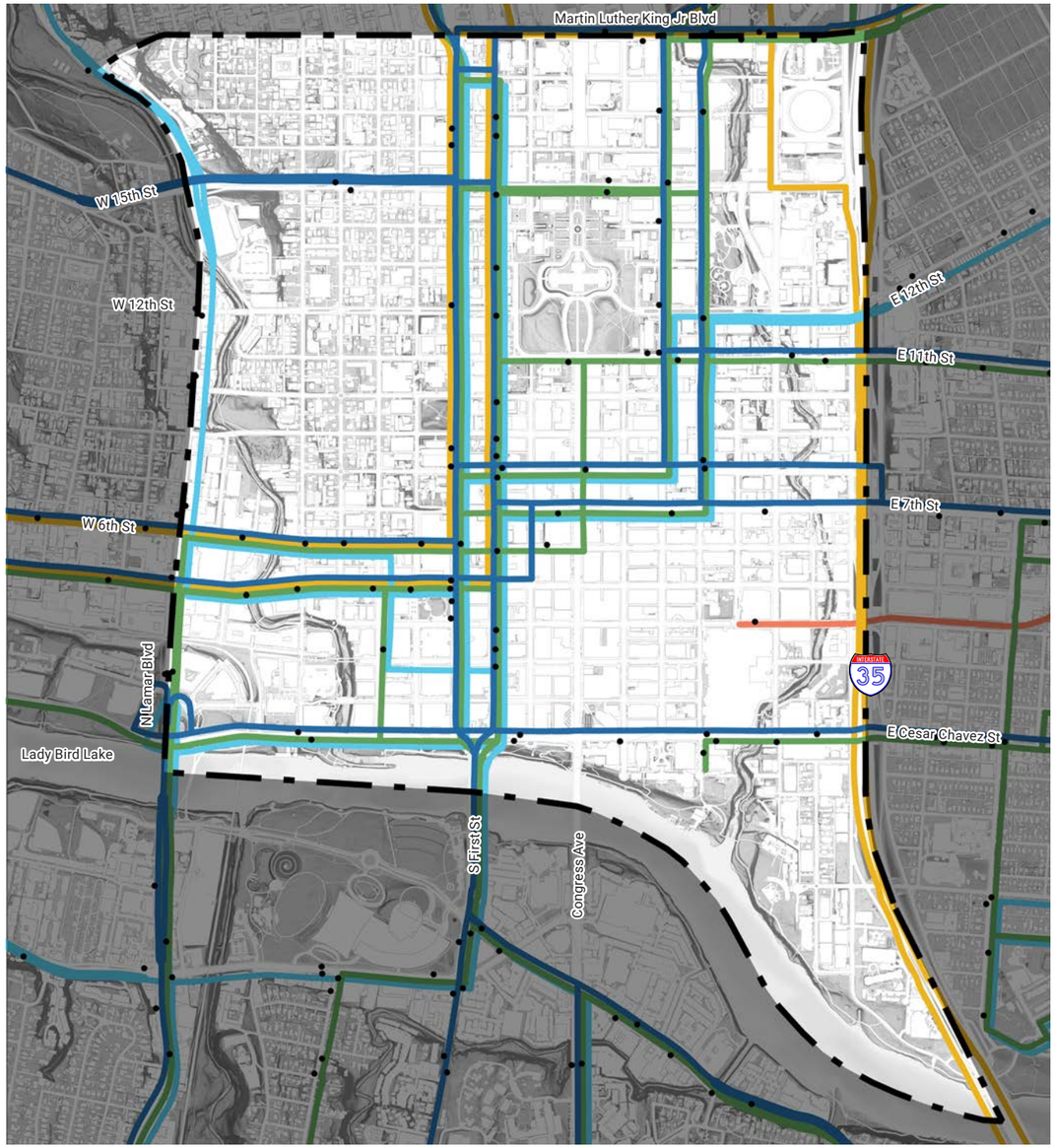


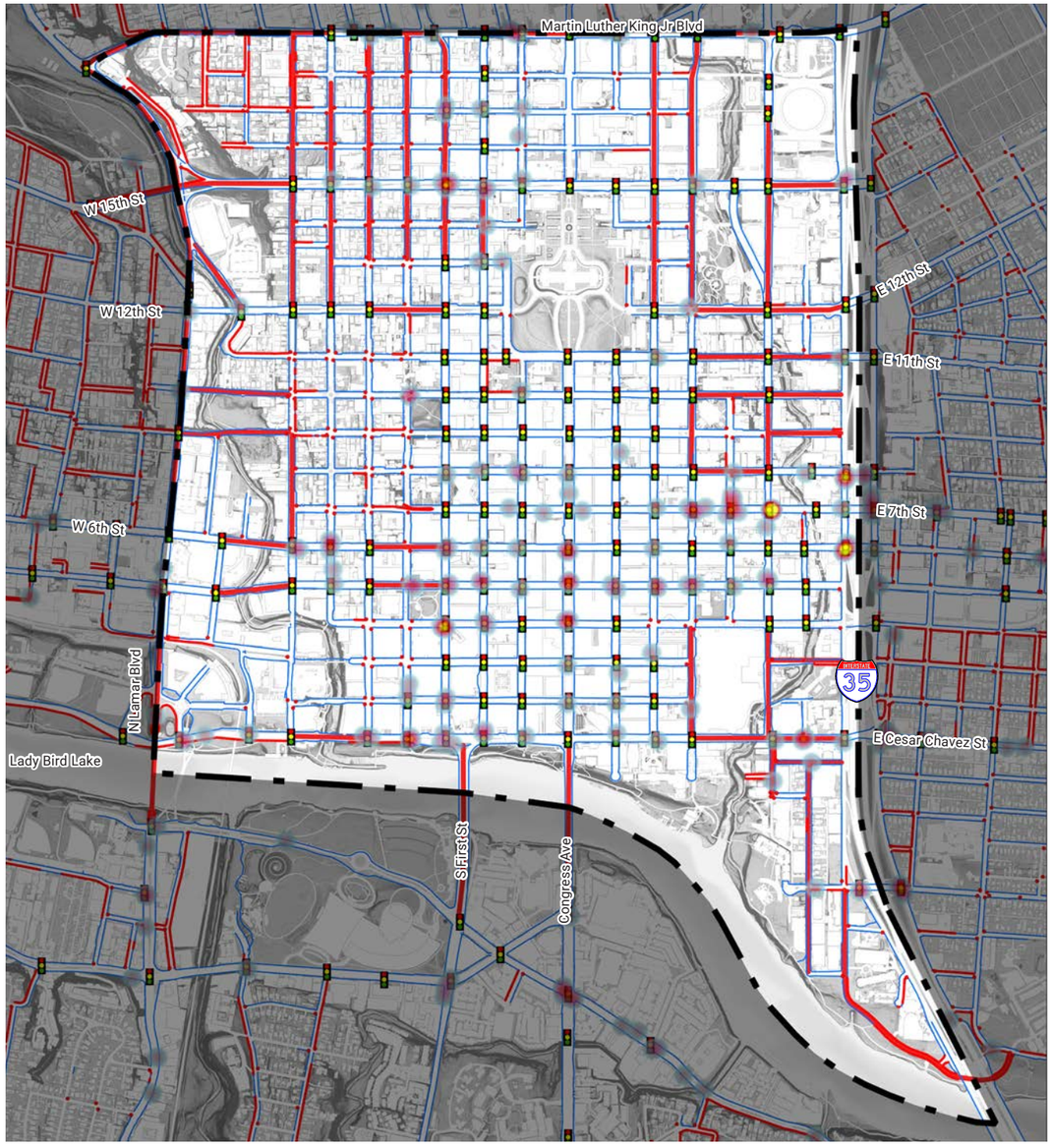
Low Parking Transactions

High Parking Transactions

Paid Parking Zone


Martin Luther King Jr Blvd
W 15th St
W 12th St
W 6th St
E 12th St
E 11th St
E 7th St
N Lamar Blvd
Lady Bird Lake
S First St
Congress Ave
E Cesar Chavez St
35
Low Crash Density
High Crash Density
Medium Comfort Street
Unprotected Bicycle Lanes
Off-Street Paths
Protected Bicycle Lanes

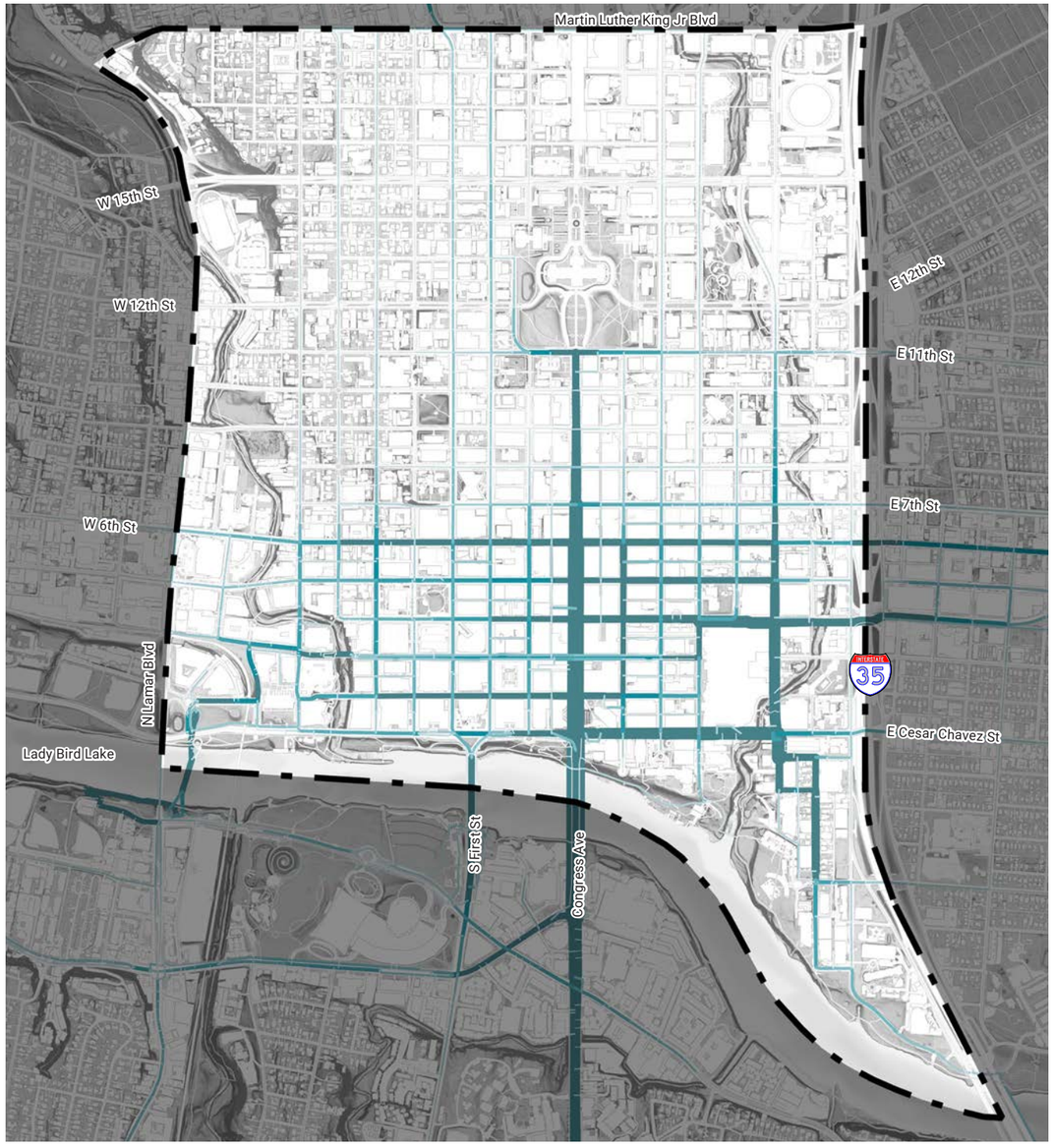

Martin Luther King Jr Blvd
W 15th St
W 12th St
W 6th St
E 12th St
E 11th St
E 7th St
N Lamar Blvd
Lady Bird Lake
S First St
Congress Ave
E Cesar Chavez St
35
High Frequency Service
Express and Limited Stop Service
Local and Crosstown Service
Commuter Rail
UT Shuttle Service
Stops/Stations



Missing Sidewalk
Existing Sidewalk
Pedestrian Crossing Gaps
Stops Signs
Traffic Signal

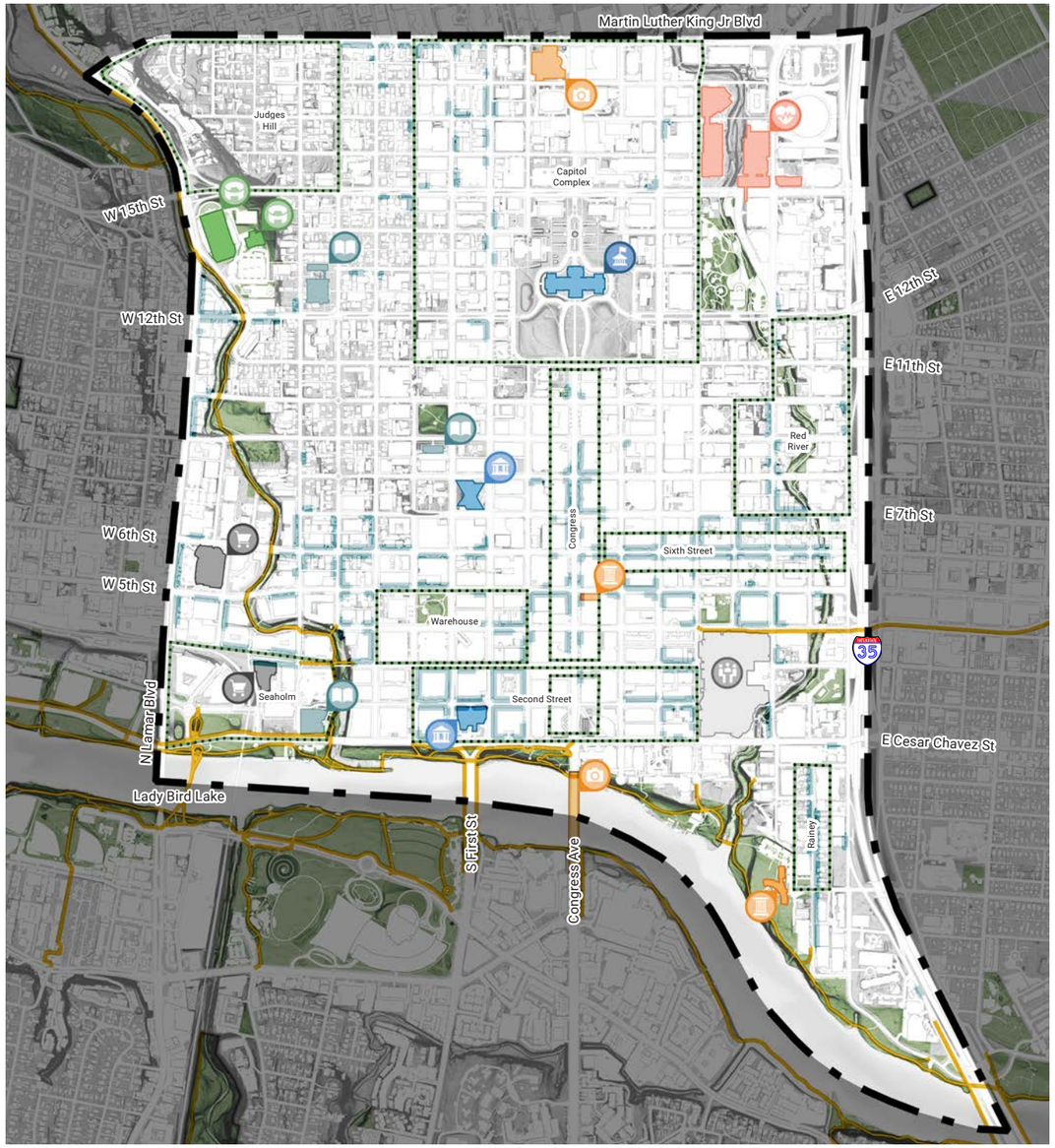
Low Crash Density

High Crash Density



Low Volume Trips

High Volume Trips



Glossary

AACE	Association for the Advancement of Cost Engineering
ACT Plan	Austin Core Transportation Plan
ADA	Americans with Disabilities Act
ALR	Austin Light Rail
ASMP	Austin Strategic Mobility Plan
ATD	Austin Transportation Department
ATP	Austin Transit Partnership
BRT	Bus Rapid Transit
CAUDI	Congress Avenue Urban Design Initiative
CAMPO	Capital Area Metropolitan Planning Organization
CBD	Central Business District
CPP	Construction Partnership Program
COA	City Of Austin
DAA	Downtown Austin Alliance
DAMP	Downtown and Austin Mobility Plan
DAP	Downtown Austin Plan
DOT	Department of Transportation
FHWA	Federal Highway Administration
FM 969	Farm to Market Road 969
FTA	Federal Transit Administration
GSMP	Great Streets Master Plan
HOV	High Occupancy Vehicle
IAP2	International Association for Public Participation
IoT	Internet of Things
LAB	Lance Armstrong Bikeway
LPI	Leading Pedestrian Interval
mph	Miles Per Hour
O&M	Operation and Maintenance
ROW	Right of Way
SCC	Standard Cost Categories
SH	State Highway
SIF	Street Impact Fee
SOV	Single-Occupancy Vehicle
SXSW	South by South West
TCM	Transportation Criteria Manual
TCP	Traffic Control Plan
TDCs	Transportation Development Credits
TFP	Transportation Framework Plan
TNC	Transportation Network Company
TxDOT	Texas Department of Transportation
UDI	Urban Design Initiative
US	United States
UT	University of Texas
YOE	Year of Expenditure

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Figure 1.13 Source: 2018 Cordon Line Study

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Alison Alter (District 10)

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Joint Sustainability Committee
Urban Transportation Commission
Design Commission
Small Area Planning Joint Committee
Comprehensive Plan Joint Committee
Planning Commission

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Red River Cultural District
Shoal Creek Conservancy
Texas Department of Transportation
Texas Facilities Commission
Texas State Preservation Board
The Trail Foundation
University of Texas at Austin
Waterloo Greenway

TRANSPORTATION
PUBLIC WORKS