



Austin Core Transportation (ACT) Plan

Small Area Mobility Plan of the ASMP: Downtown Austin

Austin City Council – June 5, 2025



DRAFT

Austin Core Transportation Plan

Small Area Mobility Plan of the ASMP:
Downtown Austin

Adopted Month Day, Year

Agenda

- ACT Plan Purpose and Background
- Planning Process
- ACT Plan Project Recommendations
- Updates to Final Draft Addressing Boards and Commissions' Comments
- Implementation
- Request for Council Action



ACT Plan Purpose

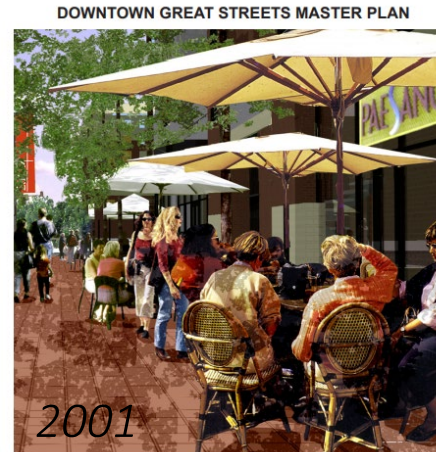
- *The ACT Plan is a Small Area Mobility Plan covering Downtown Austin and will be adopted by Council as an attachment to the ASMP.*
- *It is an update to previous transportation focused efforts Downtown – dating back to 2000.*
- *Why are we updating the transportation plan for Downtown?*
 - *changes in transit and bicycle planning,*
 - *changes in highway improvements serving Downtown,*
 - *changes in national best practices on urban street design, and*
 - *disruptions to traditional mobility.*
- *The ACT Plan will create a unified vision for transportation Downtown and align the many projects and initiatives under one actionable plan to help accomplish the goals in the Austin Strategic Mobility Plan.*

Background



TRANSPORTATION PUBLIC WORKS

- Great Streets Master Plan, 2001
 - *The goal of the Great Streets program is to pursue the vision of streets for people*
- Downtown Access and Mobility Plan, 2002
 - *The emphasis of the access and mobility study was on modeling and simulating intersection traffic operations and determining existing and future levels-of-service and operational needs*
- Downtown Transportation Framework, 2008
 - *The Downtown Transportation Framework Plan builds on the Great Streets Master Plan, further developing the system of “priority streets by mode”, and developing more detailed streetscape cross sections of all of the different street types and variations*
- Downtown Austin Plan, 2011
 - *Established the vision to develop a multimodal transportation system that improves access to and mobility within Downtown*



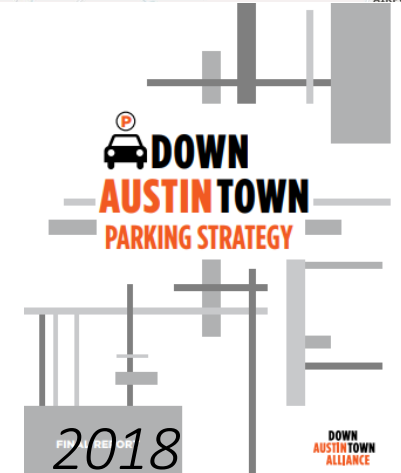
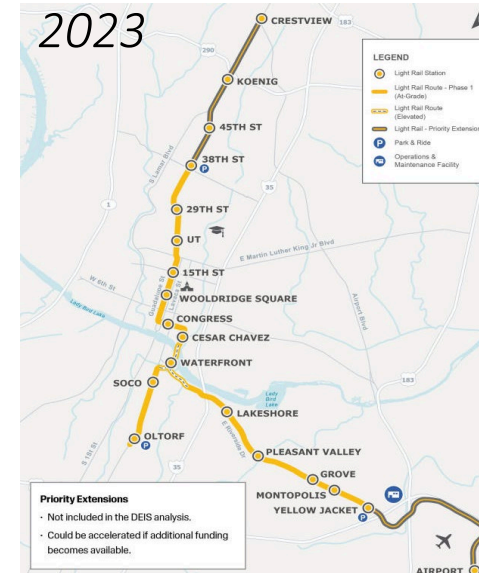
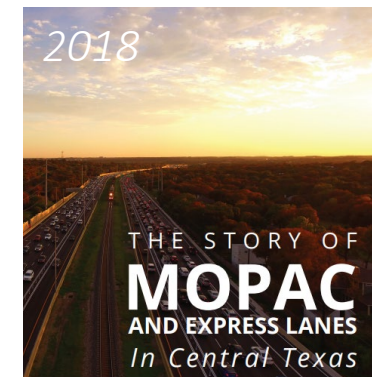
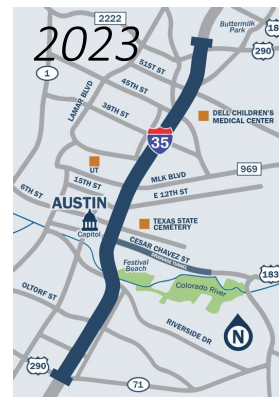
Background

- New policy
 - *The Austin Strategic Mobility Plan (ASMP) aspires to achieve a 50/50 mode share where 50% of commuters use means other than driving alone to get to work in 2039*
- Transit planning
 - *The **Project Connect** Long Term Vision Plan established a High-Capacity Transit System – an initial investment was funded in 2020*
- Managing demand
 - *Transportation Demand Management programming, Parking Policy, and **Curb Management** are becoming critical strategies to manage congestion*
- New street design
 - *The **Congress Avenue Urban Design Initiative** shows how to reimagine the allocation of space*
- Many new projects serving downtown
 - *Mobility Bonds, **Convention Center**, **Project Connect**, **CapMetro Rapid transit**, **I-35 Capital Express**, **Cap & Stitch**, New Developments*

Austin Strategic Mobility Plan



Adopted April 11, 2019



ACT Plan Process



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- Phase 1 started in 2018 with a data collection effort
- Phase 2 began in late 2019 to develop the plan
- Planning was put on hold in mid-2020 and restarted in early 2022
 - *Data Review – Early 2022*
 - *Public Engagement Phase 1 – August-October 2022*
 - *Project Development – September 2022-December 2023*
 - *Public Engagement Phase 2 – November 2022-March 2023*
 - *Plan Development – December 2023-December 2024*
 - *Draft Plan Review – February-May 2025*
- Boards & Commissions, Council Mobility Committee – February-April 2025
- **City Council public hearing and adoption – June 5, 2025**



ACT Plan Process - Public Engagement

- Worked with Downtown Austin Alliance to form a Working Group
- Identified more than 80 Downtown stakeholders
- Held public events, pop-ups, community meetings, and online surveys throughout downtown and outside of downtown
- Integrated with other Downtown focused projects and programs (e.g., Palm District, Project Connect, etc.)
- Identified more than 20 different focus populations to ensure diverse feedback





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Public Engagement – August-October 2022

Phase 1 Survey

Mobility Preferences Survey

- Helped staff learn more about the different transportation elements people would like to see in downtown streets, how they travel to and within downtown, and how they would like to do so in the future.

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



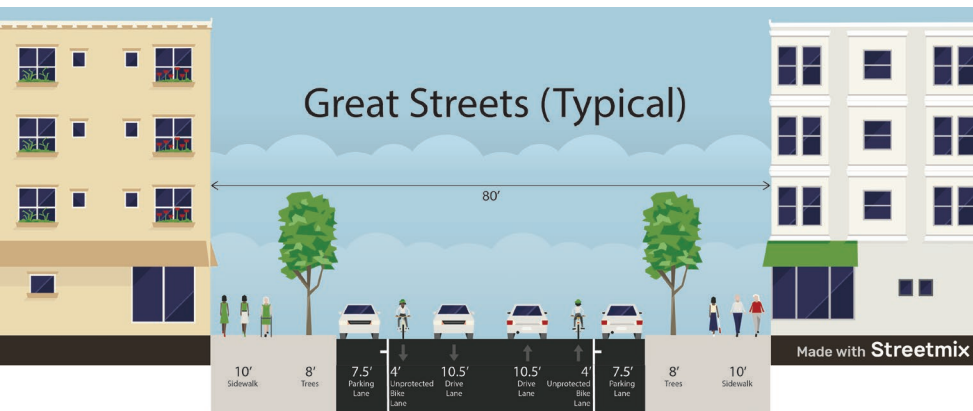


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Public Engagement – November 2022-March 2023 Phase 2 Survey

Street Cross-Sections and Tradeoffs Survey

- Built off preferences expressed in Phase 1.
- Presented options about potential tradeoffs of downtown street space in order to potentially accommodate protected bicycle/micromobility lanes and transit-priority lanes.
- Asked for opinions on converting one-way streets to two-way.



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



Public Engagement – February 2025-May 2025

Phase 3 Draft Plan Review

Published Draft Plan for public comments and Boards and Commissions Recommendations

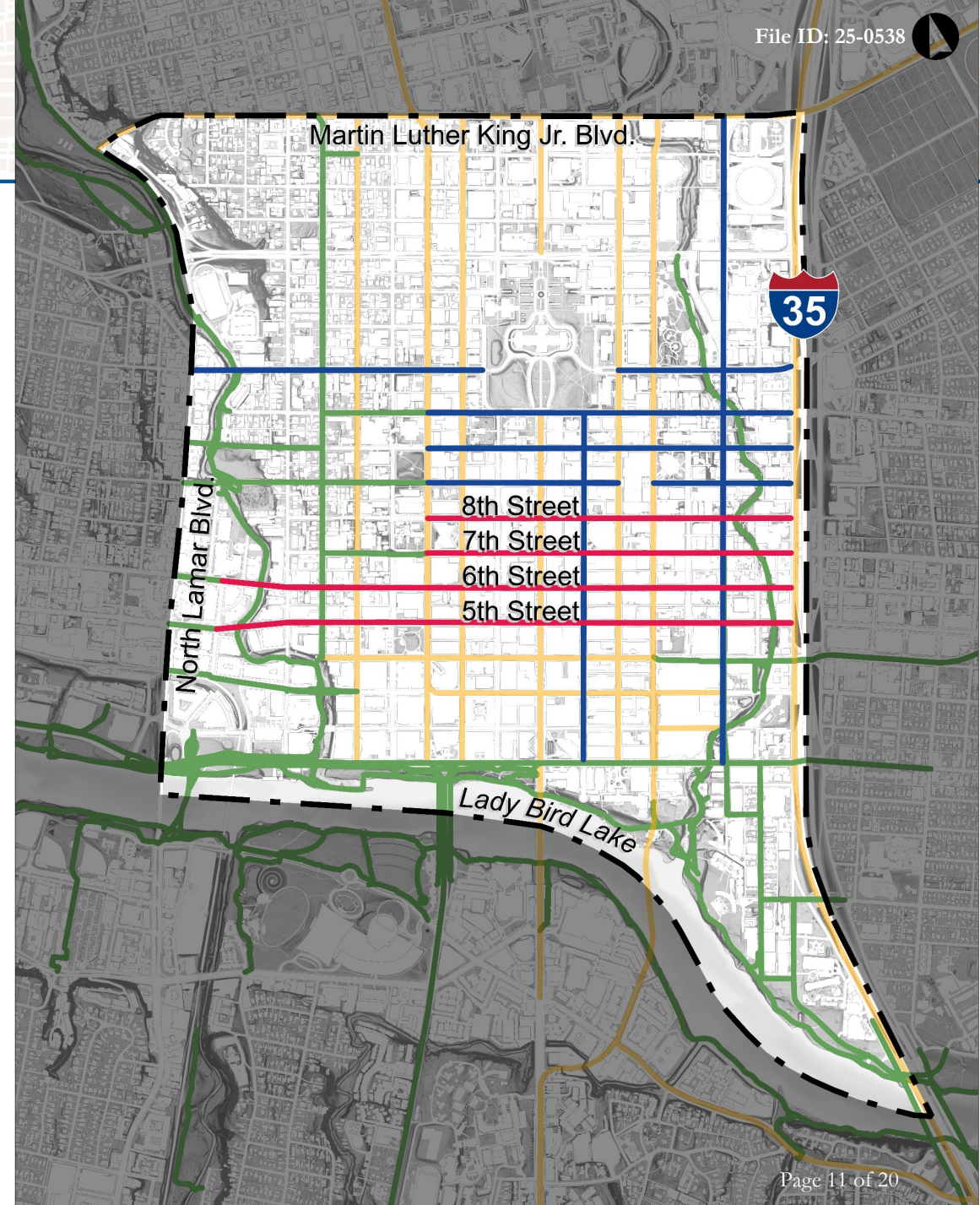
- Presentations to Boards & Commissions and stakeholder meetings
- Recommendations from Design Commission, Urban Transportation Commission, Joint Sustainability Committee, and Planning Commission
- Received public comments online and in person

Summary of Feedback

- Support for protected bike lanes on every street, in both directions
- Support for pedestrian-first, human-centered design elements
- Support for current and future transit-priority lanes
- Support for quick build options at lower cost for more facilities in the short term
- Requests to convert more streets to two-way
- Concerns with leaving gaps on 5th and 6th at Lamar Blvd for bicycle and transit
- Requests to evaluate alternatives for 6th Street from I-35 to Brazos St

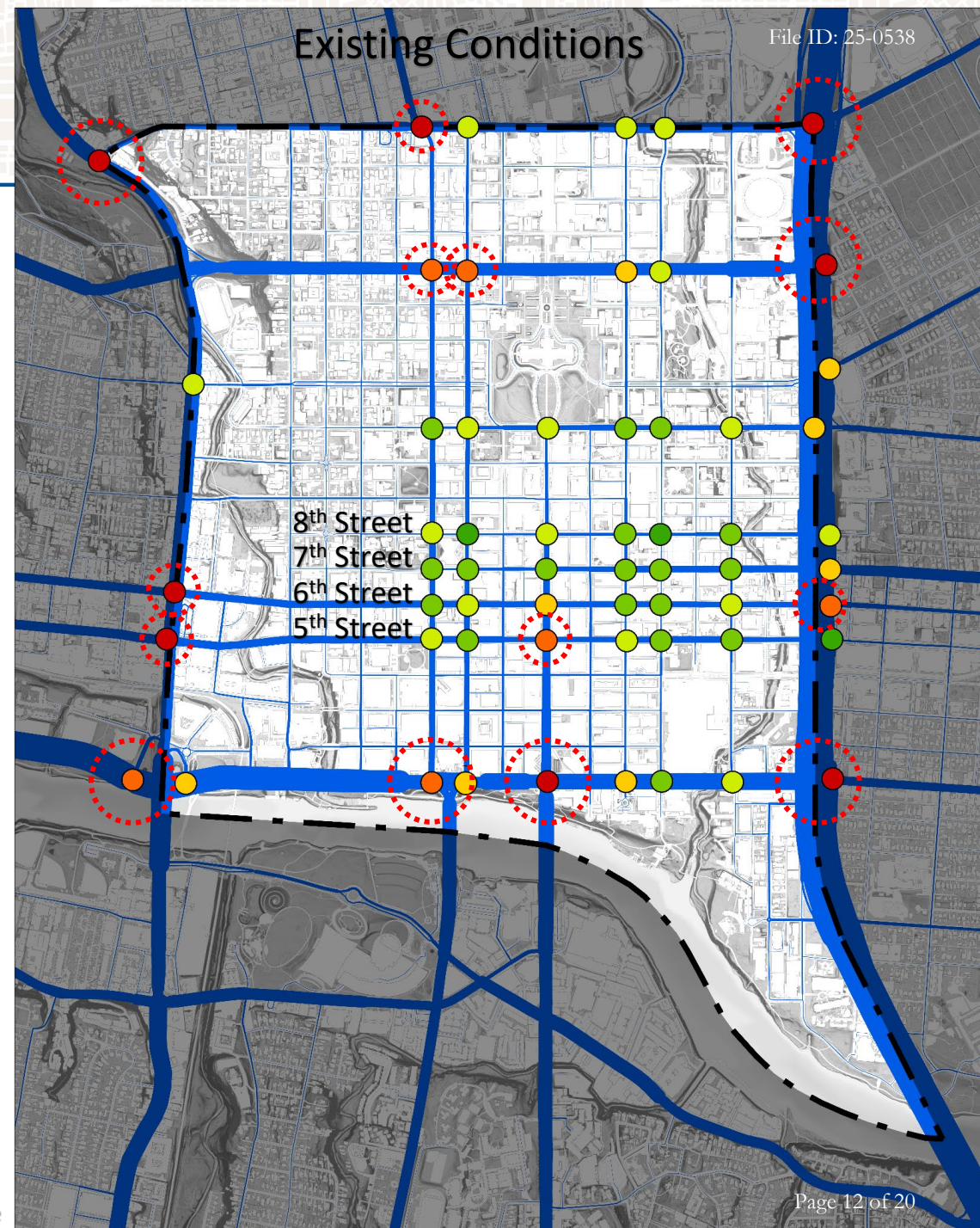
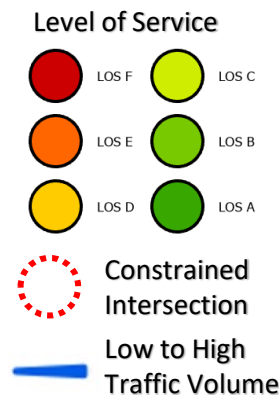
ACT Plan Project Recommendations

- Address ASMP goals and major outcomes
 - Manage Growth & Increased Demand
 - Coordinate with Major Transportation Improvements
 - Support Emerging Transportation Options
 - Prioritize Safety, Climate, and Mode Share Goals
- Integrated with **Planned Projects** (I-35 Capital Express, Project Connect, Congress Avenue, Convention Center, and Cap & Stitch)
- **Priority Projects**, **Supporting Projects**, and **System Improvements and Strategies**



ACT Plan Project Recommendations

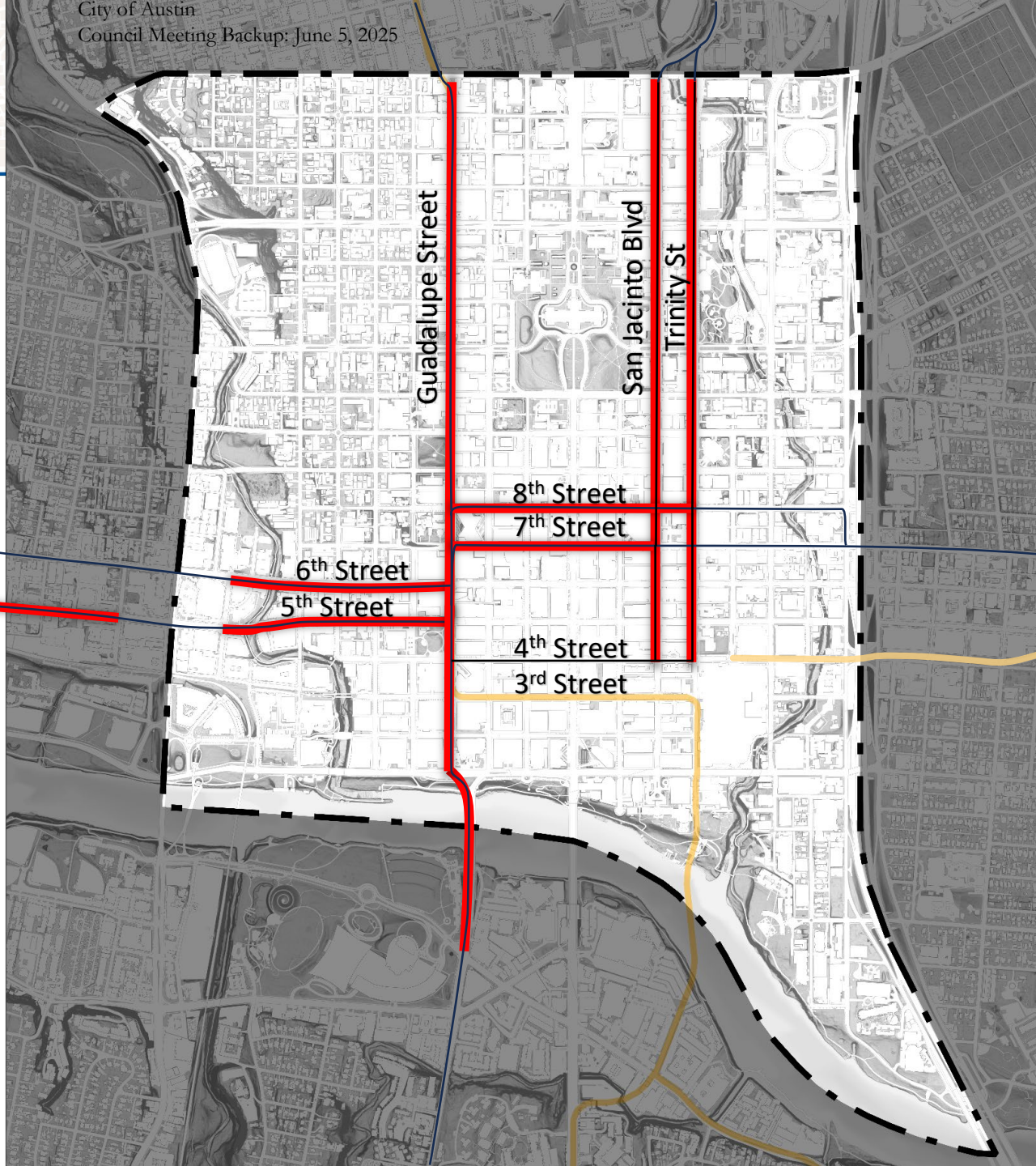
- Based on analysis of Modal Networks
 - Analysis identified vehicle capacity constraints occur at the gateways
 - Projects maintain capacity at constrained gateways
 - Space is allocated to more efficient modes in between the constraints
 - Allows for complete bicycle and transit networks





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- Priority Projects connect north-south transit only lanes with east-west transit only lanes

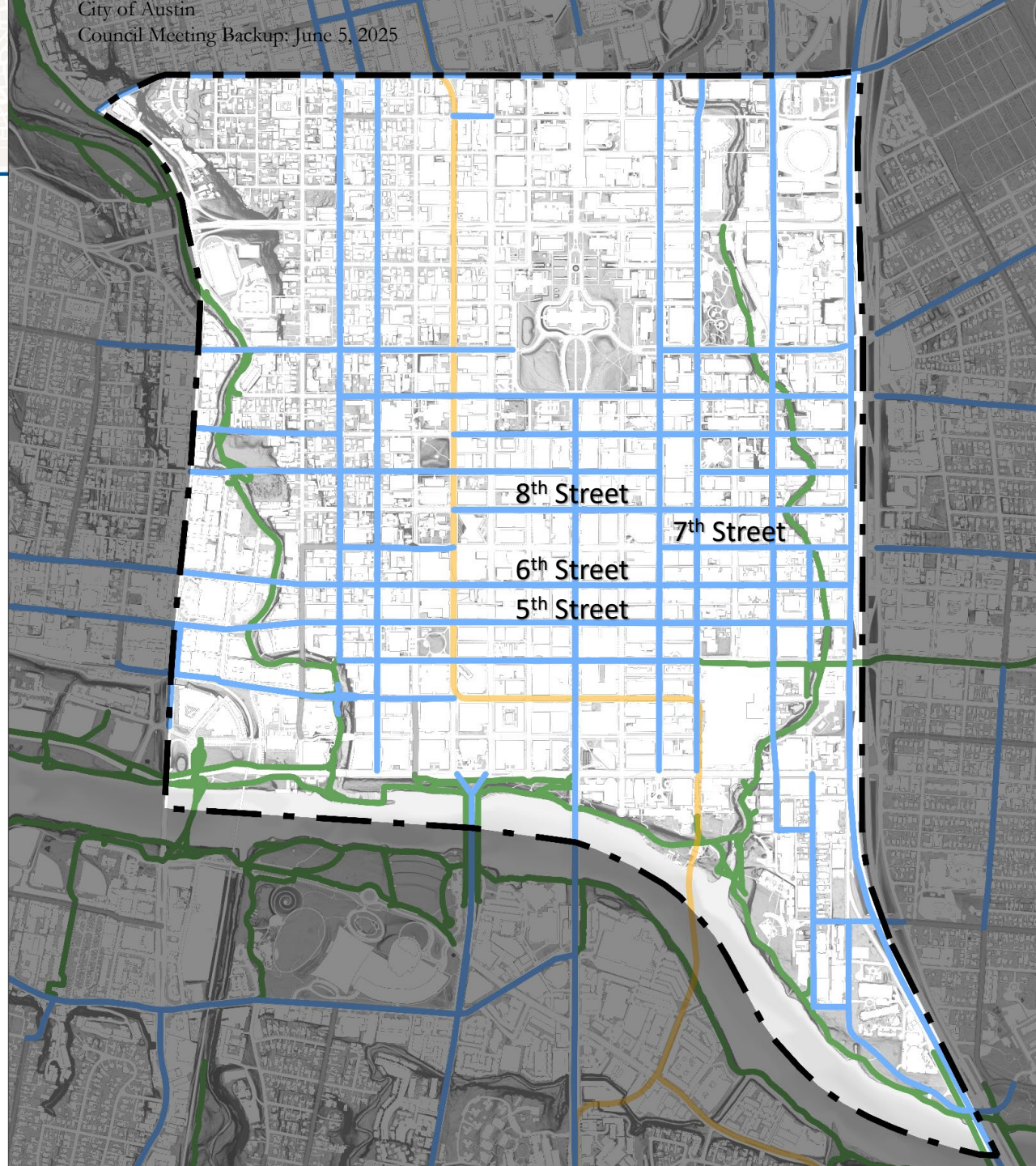


- Bus Service
- Transit Only Lane
- Rail Transit



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- Priority Projects create a complete east-west bicycle network connecting to north-south routes and trails



- Existing and Proposed Bicycle Facility
- Off-Street Path
- Rail Transit



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- Two-Way Conversions are recommended for 9th, 10th, and Brazos and part of 7th.
- Directional changes are required for 8th and the rest of 7th due to I-35
- 5th and 6th remain one-way to prioritize space for transit, pedestrians and bicycles and to maintain vehicle operations

- ← Street direction
- One-way eastbound
- One-way westbound
- Two-way
- Two-Way Conversion

Updates to Final Draft



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1. Amended Figure 3.78 Bicycle System Improvement Map on page 87:
 - extended the limits of bicycle improvements on Red River Street from Cesar Chavez Blvd to 7th Street up to 12th Street to fill the gap in the Bicycle System.
2. Amended pages 57 - 59 to include additional language about the alternatives being considered for 6th Street from I-35 to Brazos Street and added pages 60 - 65 depicting alternatives with variations of bicycle facilities and curb access uses being considered during the project development process.
3. Red Line Parkway Amendments:
 - added reference to the Red Line Parkway and supporting text on pages 25, 90, 91, and 139.

Implementation



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- This is a long-term vision plan with large-scale projects
- Projects are focused on feasible design solutions that have broad community consensus that will be further developed during the Project Development process
- The plan identifies a range of project costs, funding sources, and barriers to implementation
- Projects will be added to a list of citywide needs to determine implementation using local, state, and/or federal funding sources
- Implementation plan prioritized projects to coordinate with Project Connect, I-35 Capital Express Central construction phasing and other projects planned in downtown area
- Considerations:
 - Requires coordination with the Great Streets Update to integrate ACT Plan Projects
 - Need to identify quick wins, interim implementation strategies, and leveraging opportunities to make progress towards plan implementation

Project Costs

Implementation Scenario	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)

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)

- Provides hypothetical implementation scenarios to estimate costs
- Accounts for cost increases by Year of Expenditure based on implementation timelines
- Projects may be considered for potential 2026 Bond package



Request for Council Action

- **Request for Council Action:**

Consider an ordinance amending the Imagine Austin Comprehensive Plan to update the Austin Strategic Mobility Plan by adopting the Austin Core Transportation Plan

- **Final Draft has been revised based on public feedback and Boards & Commissions Recommendations**
- **Changes to the Final Draft have been tracked in the Amendment Log**
- **Responses have been provided for all Boards & Commissions Recommendations**



Thank you