



Near Term CBD Transportation Projects

Summary

The Transportation, Planning & Sustainability Department Staff has spent the last two years studying how to best shape the future of accessibility to and mobility within Downtown. We have been looking at short and long term, operational and policy issues, public and private opportunities, and analyzing them from both a technical and an aesthetic view. We are ready to bring forward for public discussion a list of short-term low-cost roadway projects and set of standards for the streetscapes of Downtown. These include but are not limited to improved signal timings, intersection improvements and managed lanes. These Staff recommendations are conceptual in nature and have not yet been adopted by City Council.

Status

Near Term CBD Transportation Projects review process:

March: General Public Presentations – Downtown Austin Alliance, Sierra Club, Building Owner’s & Manager’s Association (BOMA)

April – May: Board and Commission Review: Urban Transportation Commission, Historic Landmark Commission, Land & Facilities Subcommittee of Parks Board, Urban Forestry Board & Parks Board joint meeting, Downtown & Design Commissions joint meeting, Urban Transportation Commission & Environmental Board joint meeting, Planning Commission’s Comprehensive Plan, Planning Commission

June: Final Revisions of Projects Plan, City Council Adoption of Resolution on Downtown Transportation Projects Plan

Description

With the December 2000 City Council Resolution No. 001214-76, the City Manager was directed to ensure that staff coordinated recommendations of these studies to provide a comprehensive downtown plan for traffic operations that was integrated within an overall urban design plan. Further, staff was to make this plan consistent with the vision put forward in the May 2000, Council-adopted *Downtown Austin Design Guidelines*. The *Guidelines* call for a dense, mixed-use downtown that is a destination, where the pedestrian ranks first in the transportation mode hierarchy, with transit modes second, bicycling third and private vehicular modes last. These TPSD staff recommendations begin to integrate the short term traffic improvements from the DAMP study, with the longer term urban design plan from the GSMP and they have been “packaged” into an overall coordinated set of short term projects for implementation upon approval and direction by Council. In addition, we are bringing forward the Streetscape Standards as developed by the Great Streets Consultant Team for discussion and adoption as new standards for the City.

We are continuing to develop the long-term view for Downtown. The Great Streets Master Plan has provided a framework and Staff is identifying policy issues raised in the other studies, which will need to be discussed as a part of the development of a comprehensive transportation and urban design plan for Downtown. Once the Council has had an opportunity to discuss the short-term projects, we will be bringing forward the long-term issues for discussion. We feel that the public discussion, which will be generated from these short-term proposals, will aid us in framing the long-term issues.

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Description	Proposed Near Term CBD Transportation Projects:
	<ol style="list-style-type: none">1. Provide Left Turn Restrictions on Lamar at 5th and 6th2. Provide Left Turn Restrictions on Congress Avenue, 2nd-10th Streets3. Provide Dual Left Turn Lanes From Lamar to Barton Springs4. Convert 2nd Street to Two-Way, One Lane Each Way5. 2nd Street Improvements per Great Streets Master Plan Streetscape Standards6. Modify Cesar Chavez and 3rd Street into One-Way Pair7. Construct 3rd Street as One-Way, with Streetscape Improvements per Great Streets Master Plan8. Convert Brazos and Colorado Streets to Two-Way9. Convert 9th and 10th Streets to Two-Way10. Convert 7th and 8th Streets to Two-Way11. Convert Trinity and San Jacinto Streets to Two-Way12. Provide Reversible Lane on South First Street (Drake) Bridge13. Construct Right Turn Bay from Lamar to Sandra Muraida Way14. Construct West Avenue Extension between 3rd Street and Cesar Chavez15. Provide Striped Lanes for CBD Segments of Lance Armstrong Bikeway on 4th Street16. Reduce Width of Riverside Drive, between S. First and Lamar, to One Lane Each Way in New Meandering Alignment17. Construct W. 3rd Street Extension (between Nueces and West Avenue)
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