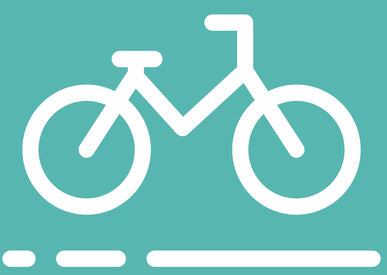
WHY AM I HERE?

While you are here tonight you can learn about recommendations for Davis Lane and provide feedback.



Recommendations along Davis Lane address mobility and safety concerns and provide for all modes of transportation.

Tell us what you think! Leave comments or take our survey.

Emily Tuttle, Austin Transportation Department, Communications and Engagement, emily.tuttle@austintexas.gov

PROJECT INTRODUCTION

Approved by voters in November 2016, the Mobility Bond dedicates $11 million for substandard streets/ capital renewal projects.

These funds will go to preliminary engineering for nine substandard streets, including Davis Lane.

Funding to design and construct improvements on substandard streets has not yet been identified.

The City of Austin is evaluating Davis Lane as part of the 2016 Mobility Bond for substandard streets.

This project will evaluate infrastructure improvements that can enhance mobility and safety for all road users as part of a preliminary engineering report.

The City of Austin will evaluate:

- ROAD CONDITIONS
- MISSING SIDEWALKS
- CURBS
- DRAINAGE

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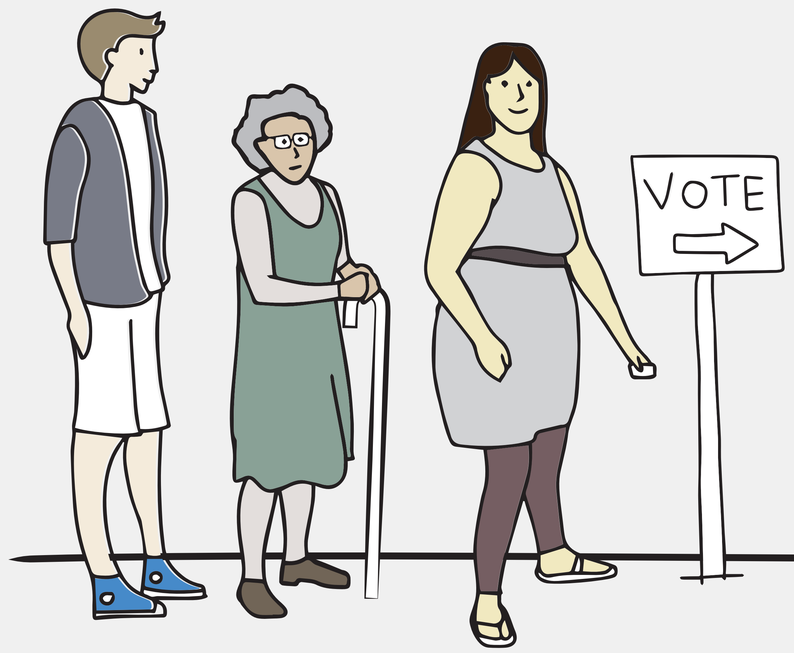
LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:

www.austintexas.gov/davislane

2016 MOBILITY BOND

In November 2016, the City of Austin voters approved a mobility bond package that includes funding for Local Mobility projects, Corridor Improvement projects, and Regional Mobility projects.



$137M
Local Mobility Projects

$482M
Corridor Mobility Projects

$101M
Regional Mobility Projects

At $720 million dollars, **the 2016 Mobility Bond Program marks the largest one-time investment** in the City's transportation and mobility system.

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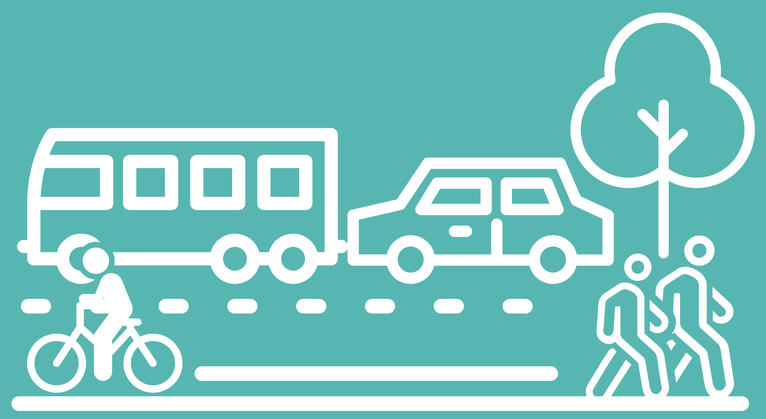
WHAT IS A SUBSTANDARD STREET?

Substandard streets are publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin design requirements.

To meet current City standards roadways should:



Provide minimum 24-feet pavement widths

Maintain curb and gutter and provide for drainage

Include facilities for pedestrians and cyclists

Emily Tuttle, Austin Transportation Department, Communications and Engagement, emily.tuttle@austintexas.gov

DAVIS LANE MOBILITY CONDITIONS

CURRENT TRAFFIC VOLUMES*

East of Brodie Lane

12,000
DAILY TRIPS

AM PEAK (7:15-8:15) **1,090** vph

PM PEAK (5:00-6:00) **1,140** vph

West of Manchaca Road

8,380
DAILY TRIPS

AM PEAK (7:15-8:15) **760** vph

PM PEAK (5:00-6:00) **820** vph

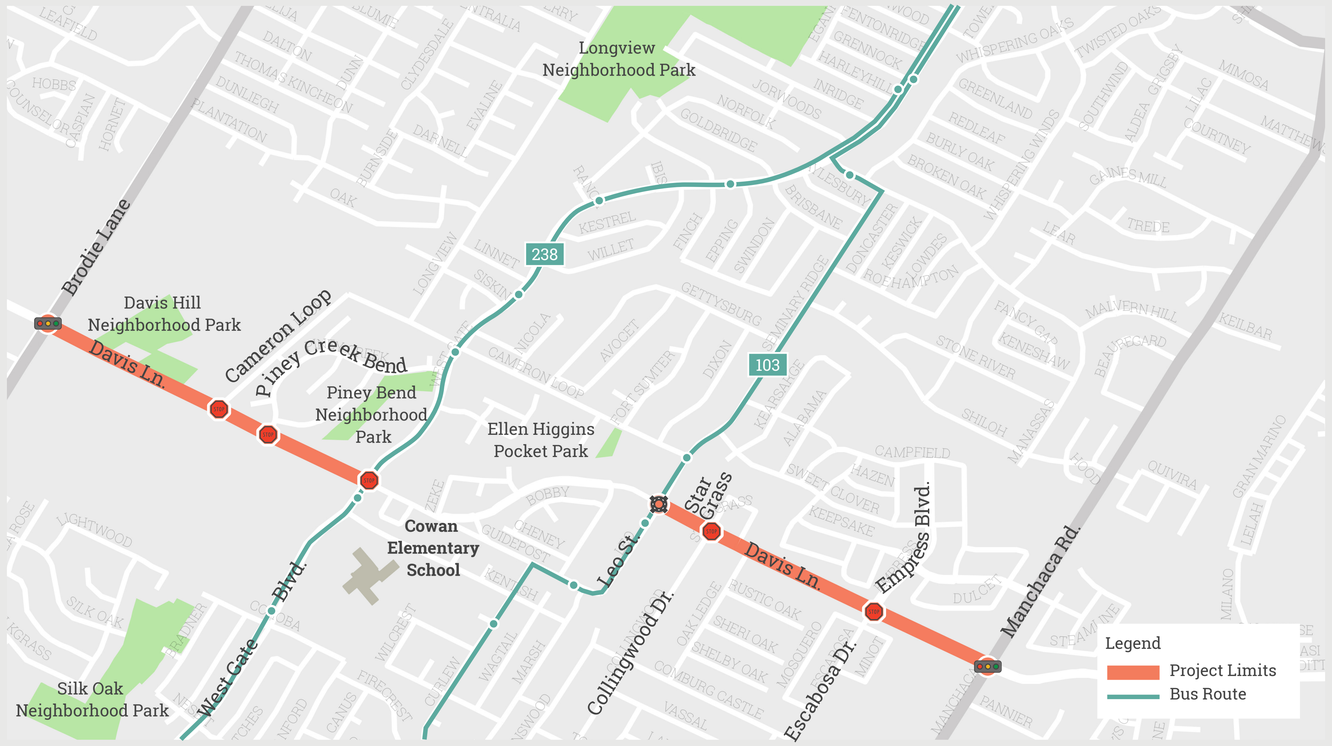
TOP CRASH LOCATIONS**

2012-2016 Crashes

Brodie Lane	23
Manchaca Road	18
Cameron Loop	6
West Gate Blvd.	4
Piney Creek Bend	3

PEDESTRIAN ACTIVITY*

	AM PEAK	PM PEAK
Empress Blvd	14	17
West Gate Blvd	16	14
Manchaca Road	10	12
Star Grass Cir	5	14
Brodie Lane	4	12
Leo Street	3	8



ROADWAY CLASSIFICATION

2-lane minor arterial (MNR 2) according to the 2025 Austin Metropolitan Area Transportation Plan (AMATP)

SPEED LIMIT

30 mph

EXISTING DEFICIENCIES

- Narrow roadway ~20'-22'
- Narrow right-of-way
- Limited sight distance
- Limited curb and gutter
- No shoulders
- Insufficient clear zones
- Roadside obstacles
- Missing sidewalks
- Limited crosswalks
- Shared auto and bicycle facilities
- Steep vertical curvature ~8% grade
- Missing intersection lighting

*Source: Counts collected September and October 2017 by GRAM Traffic Counting, Inc.
**Source: TxDOT Crash Records Information System (CRIS)

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PUBLIC FEEDBACK

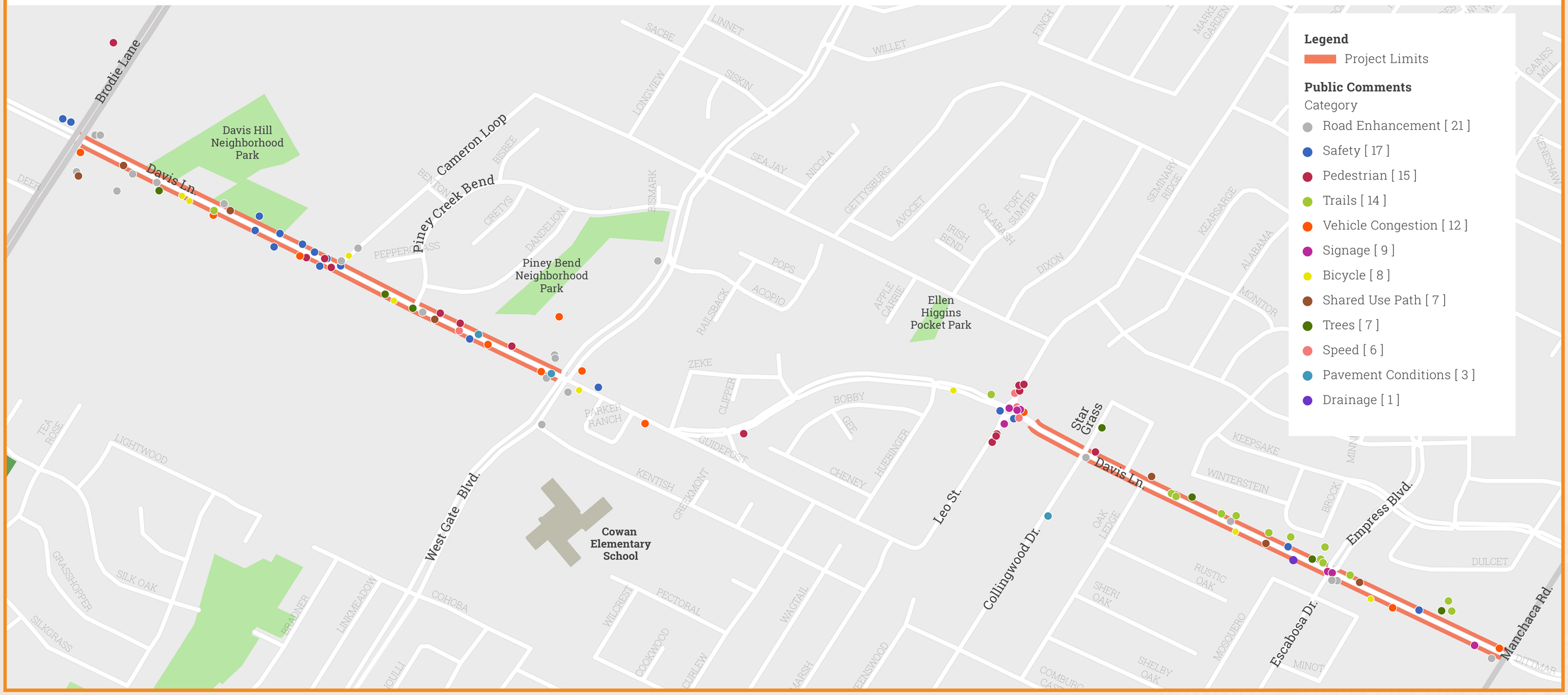
Top priorities from respondents:

Improved safety, reduced congestion, and improved intersection operations

Most desired features for Davis Lane:

Connectivity to parks, improved lighting

Respondents also observed speeding in the area and described safety concerns at Brodie Lane and West Gate Blvd.



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RECOMMENDATIONS

- Maintain a two-lane undivided roadway
- Widen pavement to minimum 25' width
- Add curb and gutter with storm drains
- Add left-turn lanes at Cameron Loop
- Add an eastbound right-turn lane at Manchaca Road
- Add 8' shared-use paths on both sides of Davis Lane
- Provide raised pedestrian crosswalks on minor streets
- Provide three mid-block pedestrian crossings
- Provide rain gardens for water quality
- Add street lighting

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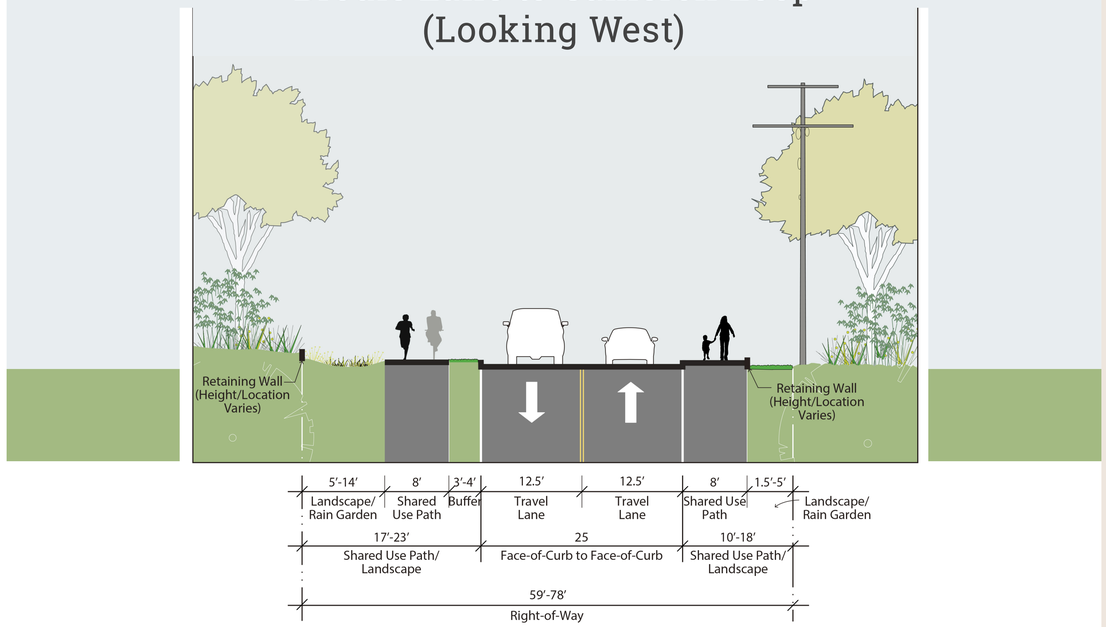
PROPOSED CROSS SECTIONS

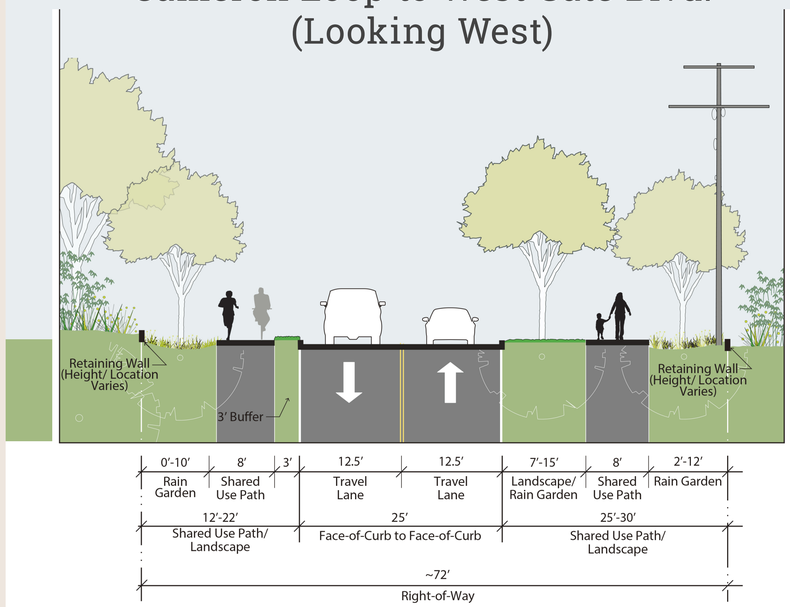
Davis Lane is proposed as a two-lane roadway with a minimum 25' pavement width with curb and gutter.

Shared use paths are proposed on both sides of Davis Lane.

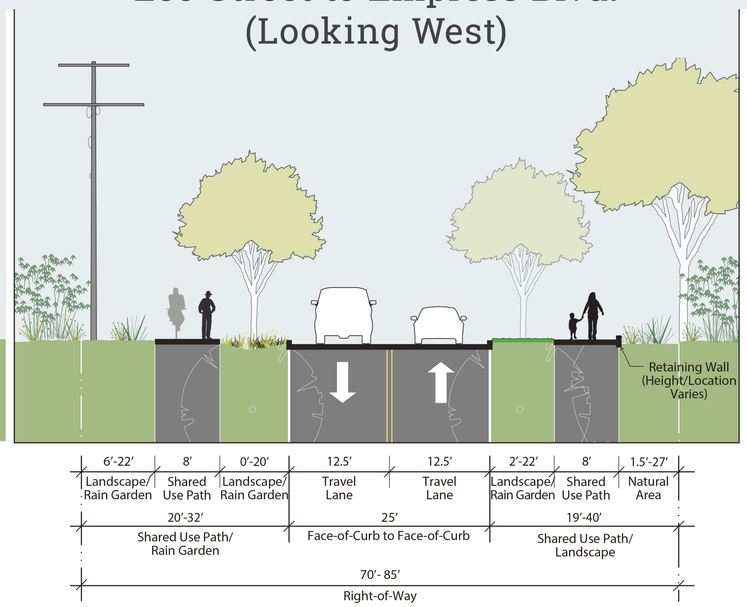
Brodie Lane to Cameron Loop (Looking West)



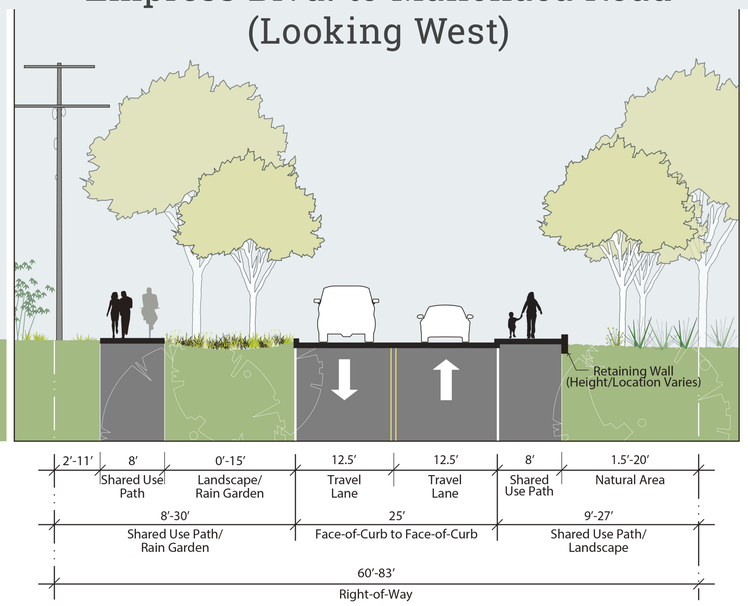
Cameron Loop to West Gate Blvd. (Looking West)



Leo Street to Empress Blvd. (Looking West)



Empress Blvd. to Manchaca Road (Looking West)



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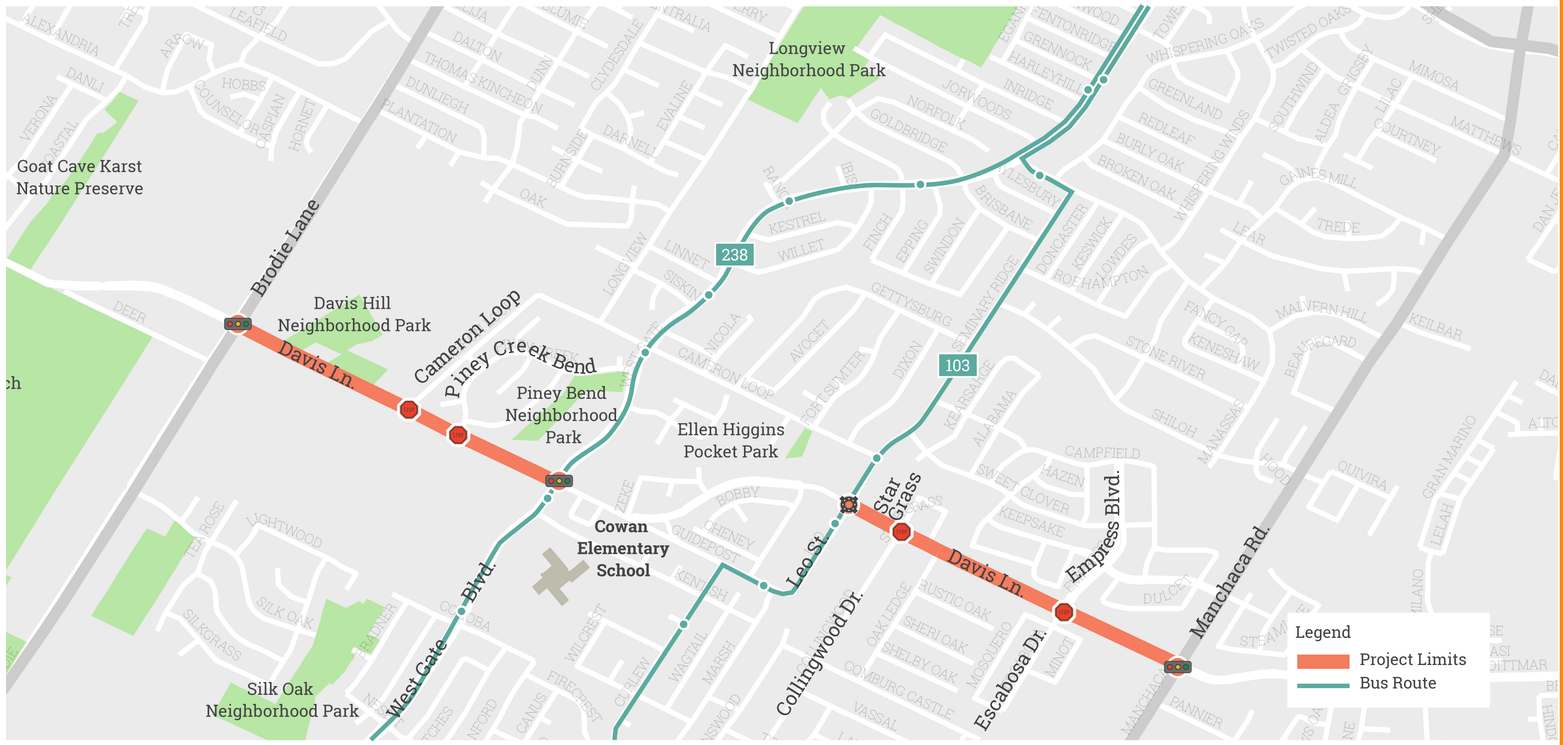
2035 INTERSECTION OPERATIONS

Intersection Level-of-Service (LOS) is generally expressed using a letter designation from A to F.

LOS A represents little to no congestion and LOS F represents heavy congestion.

Delay at signalized intersections is measured differently than delay at stop-controlled intersections. Roundabout configurations are measured as stop-controlled.

Type of Traffic Control	Seconds of Delay per Vehicle					
	A	B	C	D	E	F
	0-10	>10-20	>20-35	>35-55	>55-80	>80
STOP	0-10	>10-15	>15-25	>25-35	>35-50	>50



Intersection Level-of-Service

	BRODIE LANE	CAMERON LOOP	PINEY CREEK BEND	WEST GATE BLVD.	LEO STREET	STAR GRASS CIRCLE/ COLLINGWOOD DRIVE	EMPRESS BLVD/ ESCABOSA DRIVE	MANCHACA ROAD
2035 No Build AM PEAK	E	A	A	C	B	A	A	E
2035 No Build PM PEAK	E	A	A	C	B	A	A	E
2035 Build AM PEAK	D	A	A	C	B	A	A	D
2035 Build PM PEAK	E	A	A	C	B	A	A	D

*Source: Turning movement counts collected September and October 2017 by GRAM Traffic Counting, Inc.
**LOS calculated using Synchro 9.1

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MID-BLOCK PEDESTRIAN CROSSING

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PRELIMINARY COST ESTIMATE AND FUNDING

Costs and funding for improvements to Davis Lane are subject to change.

Construction Cost Estimate and Utility Relocation	$9,900,000
Soft Costs (including engineering, project management, construction services/testing)	$2,200,000
Construction Easements and Right of Way	$100,000
Estimated Project Sub-Total	$12,200,000
Project Contingency	$2,650,000
Estimated Grand Total	$14,850,000

There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly if funding is identified.

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WHERE **DO WE GO** FROM HERE?

NEXT STEPS

Community engagement will be coordinated throughout the project to gather information and collect feedback.

Fall 2017
- Project begins
- Collect data on existing conditions

Winter 2017/2018
- Hold public meeting to gather input
- Analyze public input

Spring/Summer 2018
- Develop recommendations
- Review design options and impacts

Fall 2018
- Share recommendations
- Hold public meeting to get feedback

We are here.

Winter 2018
- Share updates
- Finalize preliminary engineering report

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