## SOUTH PLEASANT VALLEY ROAD, TODD LANE, AND BURLESON ROAD

### BACKGROUND

Austin Transportation is progressing nearterm improvements for South Pleasant Valley Road, Todd Lane, and Burleson Road between Oltorf Street and Onion Creek Park to provide a protected bikeway, intersection improvements, and improved pedestrian crossings.

Over the past two years, the City of Austin's <u>Corridor Program Office</u> has partnered with the community to develop near- and long-term recommendations to enhance mobility, connectivity, and safety for all road users. A final South Pleasant Valley Road Corridor Mobility Plan will be released in 2020. Funding for many of the nearterm improvements identified through this process is available from the 2016 Mobility Bond Bikeways and Safe Route to School programs, the District 2 Council Office, and the 2018 Bond Pedestrian Crossing program.

#### **2016 MOBILITY BOND**

The 2016 Mobility Bond dedicates \$137 million to local mobility projects. The Local Mobility Program is enhancing mobility, safety, and connectivity by funding construction of new infrastructure like bikeways, sidewalks, and urban trails as well as improvements to existing infrastructure.

### **COMMENT PERIOD**

The comment period for this project will be open through Sunday, January 12, 2020. Please submit feedback through the project survey. For questions, please contact:

> Tyler Wong (512) 974-7061 tyler.wong@austintexas.gov

### **LEARN MORE**

For more information about this project, the progress of the All Ages and Abilities Bicycle Network, or the 2016 Mobility Bond, visit the following AustinTexas.gov webpages:

### TIMELINE

The project timeline is subject to change pending the outcome of the public process and coordination with other projects. Sign-up for the project email updates to stay informed of the project status.





#### **/SPVR /AAABIKENETWORK** /2016BOND

# **CITYWIDE POLICY DIRECTION**

This project is informed by citywide plans and policies including Imagine Austin Comprehensive Plan (2012), Austin Complete Streets Policy (2014), Austin Bicycle Plan (2014), Vision Zero Action Plan (2016), Pedestrian Safety Action Plan (2018), Austin Strategic Mobility Plan (ASMP, 2019), and Safe Routes to School Infrastructure Reports.















## **PROJECT OVERVIEW**



The map above displays proposed near-term improvements for Burleson Road, Todd Lane, and South Pleasant Valley Road. Long-term recommendations will be included in a final South Pleasant Valley Road Corridor Mobility Plan to be released in 2020.







Example of one-way protected bicycle lanes on Manor Road constructed using flexible posts.

Example of a pedestrian crossing island. This project proposes pedestrian crossing islands for crossing:

Todd Lane at Business Center Drive South Pleasant Valley Road at Franklin Park Drive, Palo Blanco Lane, Turnstone Drive, and Dove Springs Drive.

### PROPOSED CHANGES SOUTH PLEASANT VALLEY ROAD | FROM ST. ELMO ROAD TO ONION CREEK PARK

### **EXISTING CROSS-SECTION (MIDBLOCK)**





South Pleasant Valley Road from St. Elmo Road to Onion Creek Park is currently two travel lanes in each direction with no bicycle lanes. It is median divided with left-turn pockets and sections of sidewalks adjacent to the curb.

### **PROPOSED CROSS-SECTION (MIDBLOCK)**





Example of protected bicycle lanes on Grove Boulevard

This near-term proposal reconfigures this section of South Pleasant Valley Road to one travel lane in each direction with protected bicycle lanes, maintaining the roadway median divided with leftturn pockets and further separates sidewalks from motor vehicle traffic.



Generally, signalized intersections are the pinch points where motor vehicle delay occurs because approximately half the time the light is red. This project proposes to reconfigure South Pleasant Valley Road to one travel lane in each direction between St. Elmo Road and Onion Creek Park and retain additional lanes at the signalized intersections.

By carefully analyzing and maintaining operations at these intersections, it is possible to reduce the number of lanes midblock on South Pleasant Valley **Road in this section without increasing delay for** motor vehicle traffic. Reducing the number of lanes midblock provides space to improve the safety and comfort for people walking when crossing the street and walking along the sidewalks and for people bicycling in protected bicycle lanes.

See the next board for information on the proposed preliminary design at intersections, including where additional lanes are located.



### INTERSECTIONS SOUTH PLEASANT VALLEY ROAD FROM ST. ELMO ROAD TO ONION CREEK PARK





South Pleasant Valley Road / Teri Road

As part of the Teri Road Project, the existing four way stop with two lanes in each direction is planned be replaced with a roundabout with single-lane approaches. This roundabout, similar to the roundabout located at St. Elmo Road, will decrease motor vehicle delay at the intersection and improve pedestrian crossings, including crossings for kids walking to Rodriguez Elementary School. In advance of the roundabout construction, two lanes in each direction would be maintained at the existing stop sign. Learn more: <u>austintexas.gov/TeriRoad</u>



South Pleasant Valley Road / Nuckols Crossing Road

At Nuckols Crossing Road, the existing northbound slip lane is proposed to be closed to improve safety. This was identified as a desired improvement in the Safe Routes to School Infrastructure Report for District 2. All existing lanes at the intersection are proposed to be maintained to retain existing motor vehicle capacity and shared use paths added to provide continuous protected bicycle facilites.



At Stassney Lane, existing lanes at the intersection are proposed to be maintained to retain current motor vehicle capacity and shared use paths added to provide continuous protected bicycle facilities.



At William Cannon Drive, existing lanes at the intersection are proposed to be maintained at the intersection approaches to retain current motor vehicle capacity. People bicycling would ramp to the sidewalk until improvements planned by the Corridor Construction Program are constructed, including a shared use path and additional motor vehicles lanes. Corridor The bulk of improvements are planned for construction in 2021-2023. Learn more: <u>austintexas.gov/WilliamCannon</u>



South Pleasant Valley Road / Stassney Lane

South Pleasant Valley Road / William Cannon Drive

# MAKING BIKEWAY CONNECTIONS

Austin's <u>All Ages and Abilities Bicycle Network</u> was adopted by City Council through the Austin Bicycle Plan and Urban Trails Plan in 2014, and recently updated in the Austin Strategic Mobility Plan (ASMP). To allow people of all ages and abilities to choose to bicycle on South Pleasant Valley Road, Todd Lane, and Burleson Road, the <u>ASMP recommends protected bicycle lanes</u>.





Despite challenges [like the summer heat and our beloved hills], Austin's bicycle system remains an important tool for helping our community achieve its mobility goals.

The bicycle system helps relieve demand on our roadways, removing cars and relieving congestion. Bicycling gives people reliable mobility choices, and also provides a safe place for the new scooters and other low-speed micromobility devices to operate. As an active form of transportation, it supports increased public health while supporting our environment and helping us connect to the outdoors and our public spaces.

It is important that we create and support a safe bicycle system that serves people of all ages and abilities.

- Austin Strategic Mobility Plan

