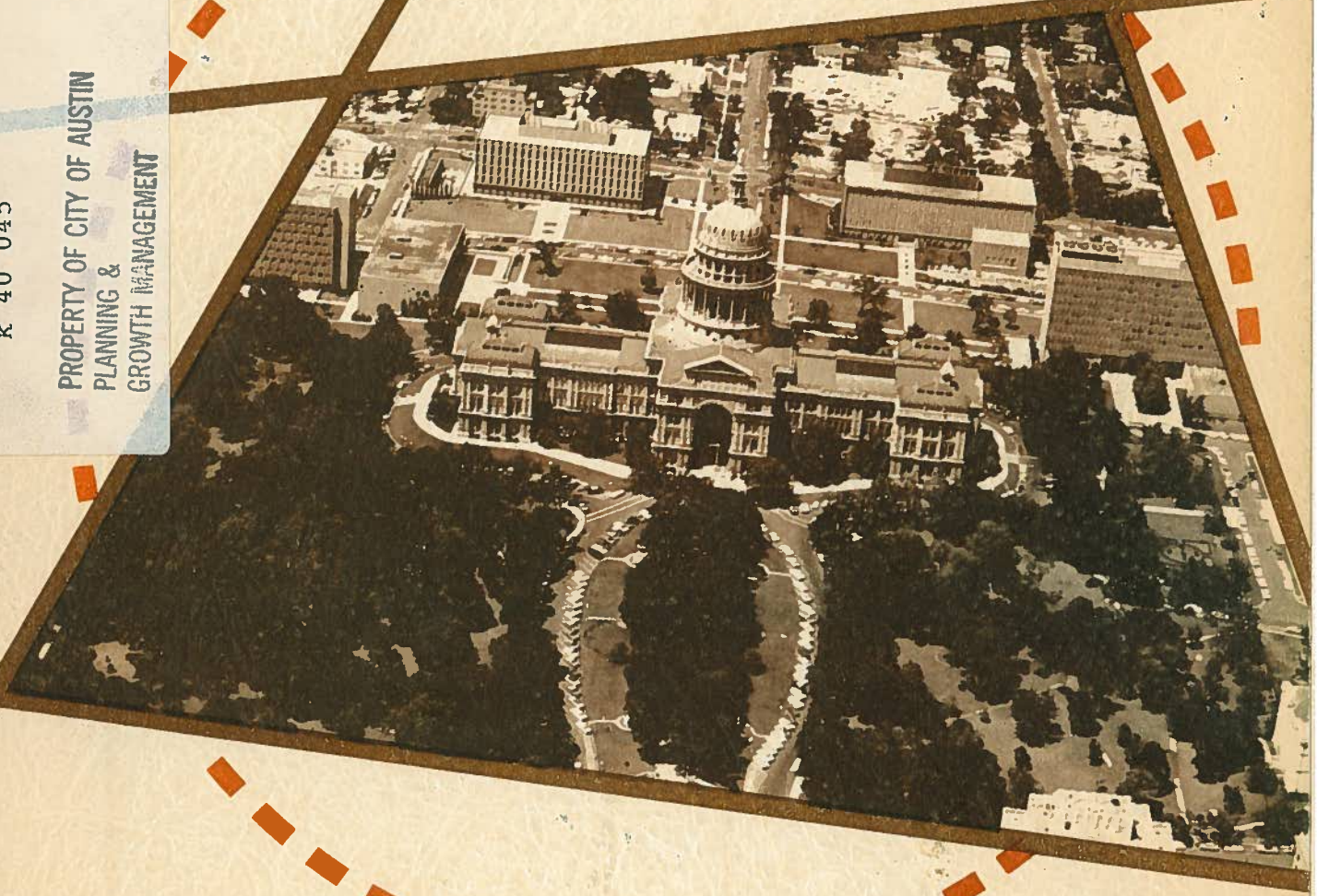
4160

AUSTIN



TRANSPORTATION PLAN • 1962-1982

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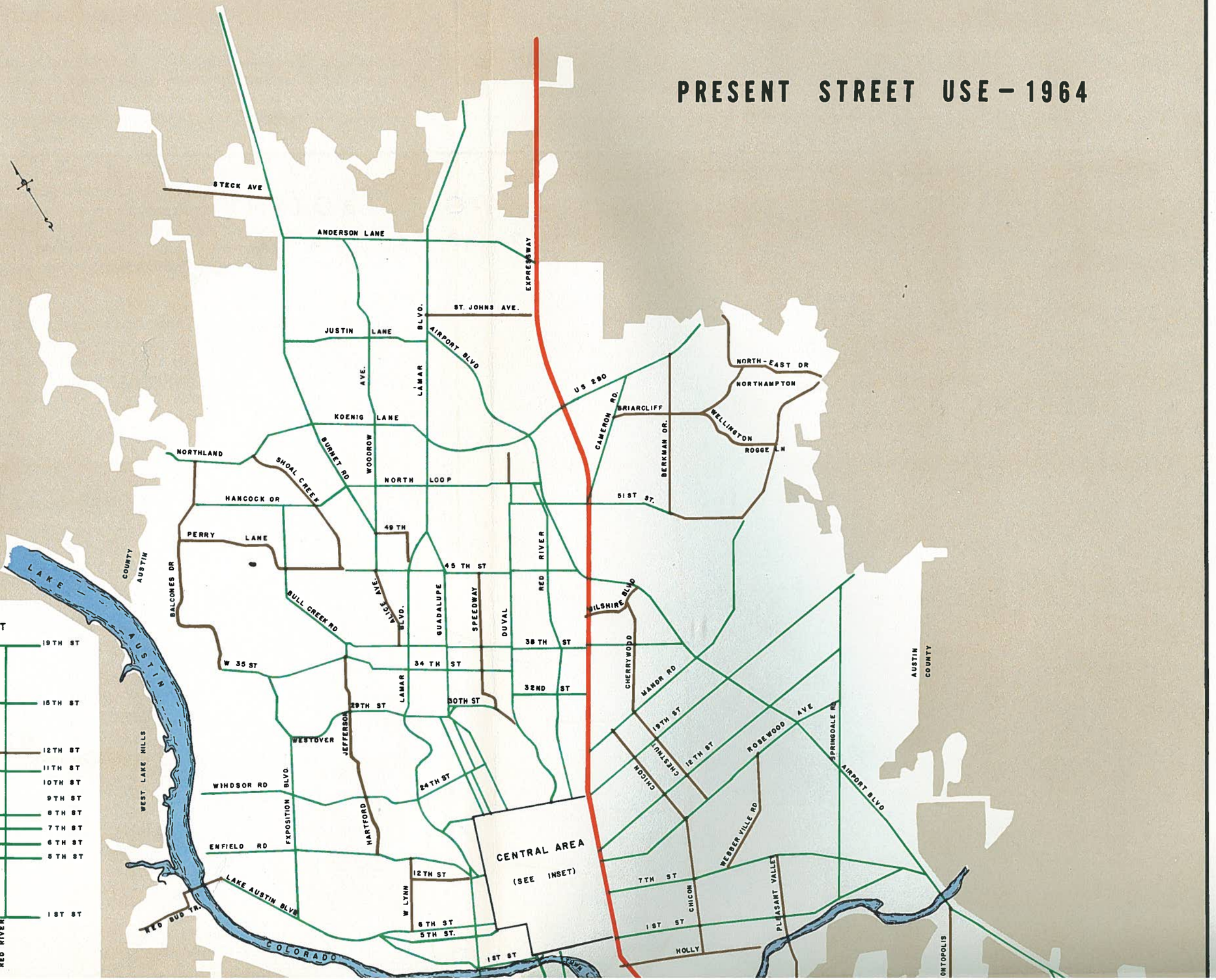
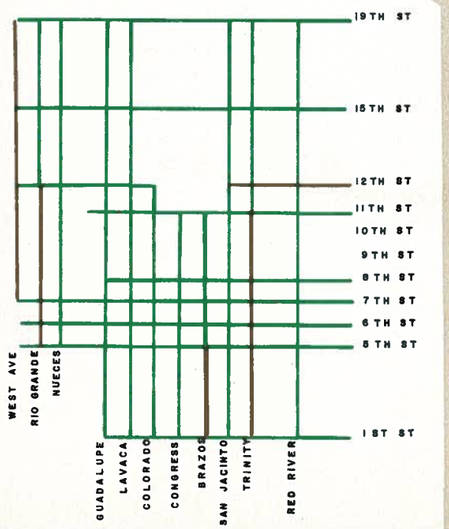
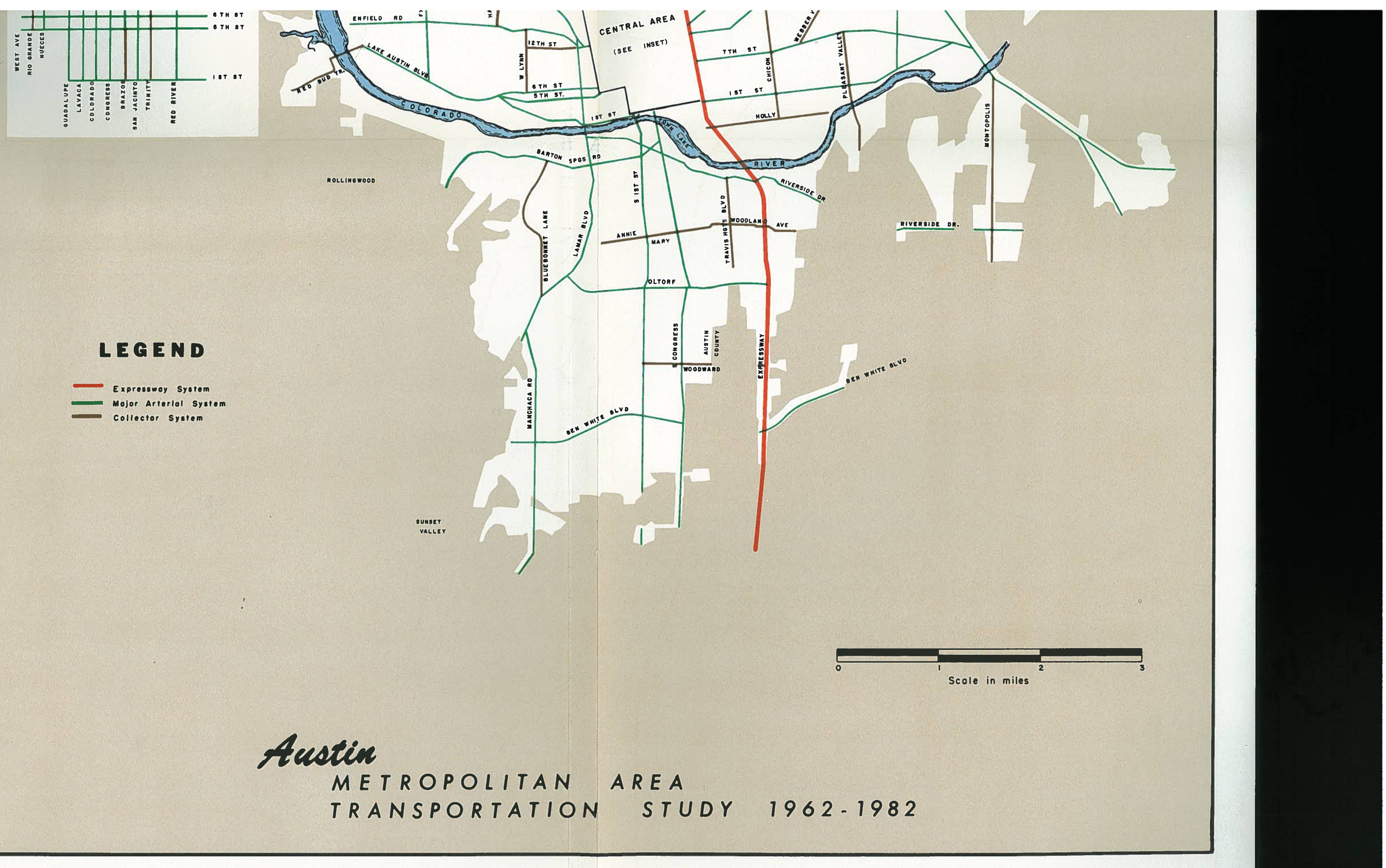
PRESENT STREET USE – 1964



CENTRAL AREA INSET





Austin
METROPOLITAN AREA TRANSPORTATION STUDY 1962-1982

Figure 12

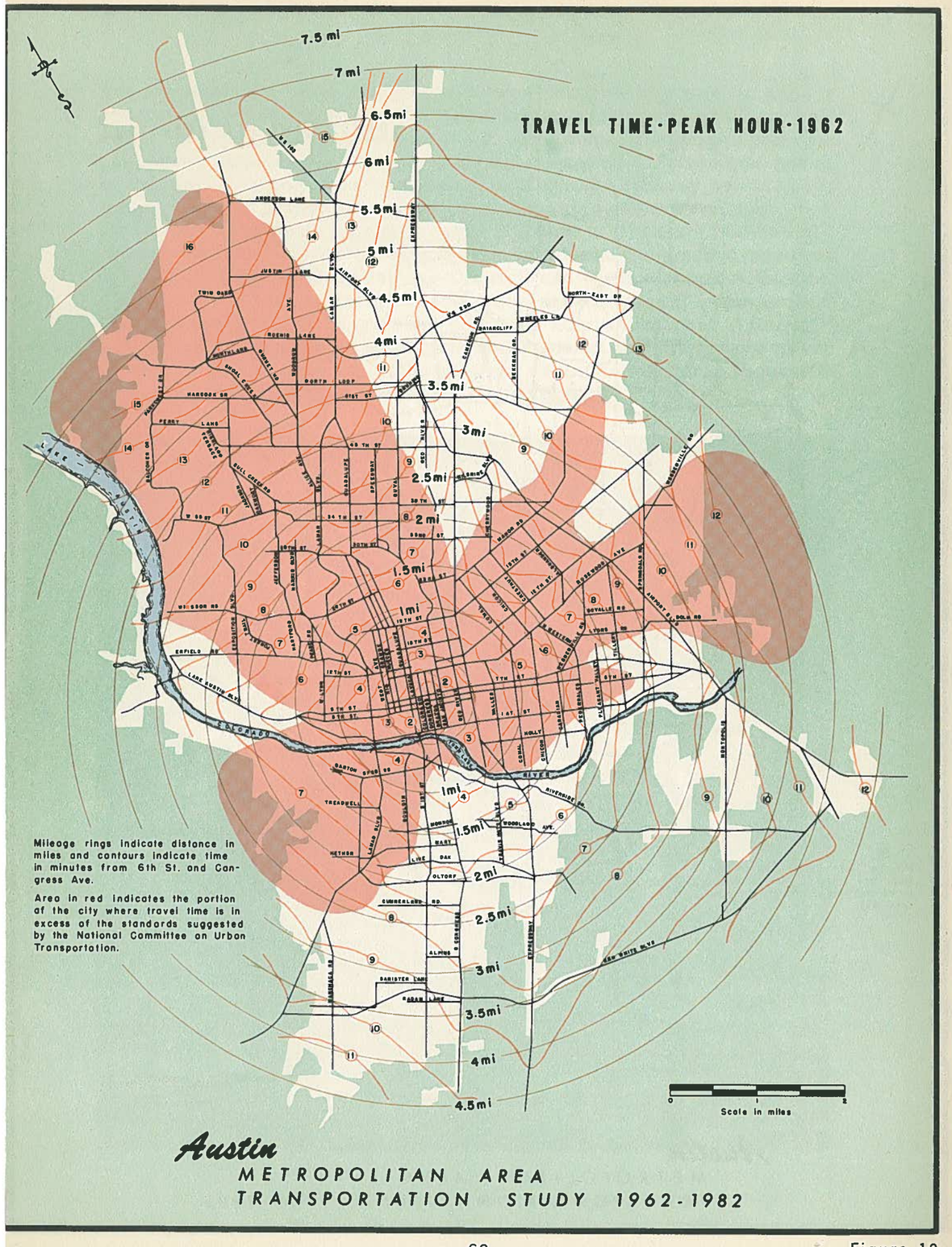


Figure 18

The transit vehicle portion of the study was conducted by an observer traveling the various bus routes as a passenger and recording the time required to traverse the distance between specified control points. At least three round trips were made on each bus route during the off-peak period with no study undertaken during peak hour conditions. Due to the nature of "loops" made at the outer extremities of most routes, it was necessary to maintain separate data for both inbound and outbound travel. The charts in Figures 19 and 20 illustrate the travel time for outbound and inbound traffic respectively, with Table 15 showing the comparative travel times of passenger cars and transit vehicles.

Table 15

PASSENGER CAR AND TRANSIT VEHICLE
TRAVEL TIME COMPARISON
6TH AND CONGRESS AVENUE
TO AND FROM SELECTED INTERSECTIONS

INTERSECTION	TRAVEL TIME in Minutes & Seconds		TRAVEL TIME RATIO Transit Time/ Passenger Car Time
	Passenger Car	Transit Vehicle	
S. Congress - Oltorf	5:48	12:18	2.12
Lamar - Kinney	6:31	19:02	2.92
Barton Springs - Lamar	4:08	6:39	1.61
E. 1st - Pleasant Valley	6:00	12:32	2.09
E. 19th - Red River	4:20	9:10	2.12
E. 19th - Airport	7:50	16:39	2.13
W. 12th - Lamar	3:46	7:42	2.04
Exposition - Lake Austin Blvd.	5:58	9:46	1.64
W. 29th - Guadalupe	6:24	12:59	2.03
W. 51st - Airport	7:33	21:41	2.87
W. 45th - Guadalupe	9:36	20:54	2.18
W. 35th - Jefferson	8:58	18:06	2.03
Perry Lane - Parkcrest	13:13	25:39	1.94
Allendale - Burnet Rd.	13:19	23:11	1.74
Koenig - Lamar	11:19	24:12	2.14
Anderson - Lamar	13:03	31:56	2.45
		Average	2.13

ACCIDENTS

Another factor affecting the level of service of any street system is the accident occurence on the system. The over-all service to be performed by the street system of a city is to provide a safe, convenient, and efficient means of moving people and goods. Information on the degree of safety afforded the users is necessary for a complete analysis of the system's performance. Accident records are valuable in certain phases of traffic engineering for locating deficiencies in the system due to high accident rates in certain locations. More detailed analysis of accident information can usually aid in planning corrective measures.

The assistance provided by this act could benefit many metropolitan areas contemplating the development of "Mass or Rapid Transit."

In the continuing phase of this study, any new developments in the field of transportation will be evaluated and considered for their possible application to our local situation.

The City of Austin prepared a report in June 1963, entitled Austin Public Transit System which is a complete analysis of transit operations including transit routes and service areas, service schedules and route characteristics, information on fare structure and zone fares, passenger loads and the corresponding quantity and quality of transit service, travel time of transit vehicles compared to passenger cars, the purposes of transit trips and the conformity of transit routes with the major desire lines of transit as determined from the 1962 Origin-Destination Survey.

In 1964, the Austin Transit Corporation maintained an operable fleet of 62 buses, on 17 separate routes and combinations, which totaled about 218 round trip miles. Based upon schedules at that time, 5968 miles were traveled by these buses during regularly scheduled weekday service. From 12 to 18 school buses along convenient routes were also operated by the system during the school term. Figure 22 depicts the routes currently followed by the Austin Transit Corporation, and also the service areas of the system. Modification of routes in the future will be made as necessary to meet the changing needs.

For Transit Travel Time patterns, reference is made to the pertinent charts and tables contained in the travel time section of this chapter.

While "Mass, including Rapid, Transit" was considered as a possible solution to certain aspects of our future transportation problems, it was the consensus of opinion that Austin would remain motor vehicle oriented with buses being the only form of mass transit which is expected in the next twenty years. It is not foreseen that this form of transit will materially affect the future transportation network in regard to location or design.

• • •

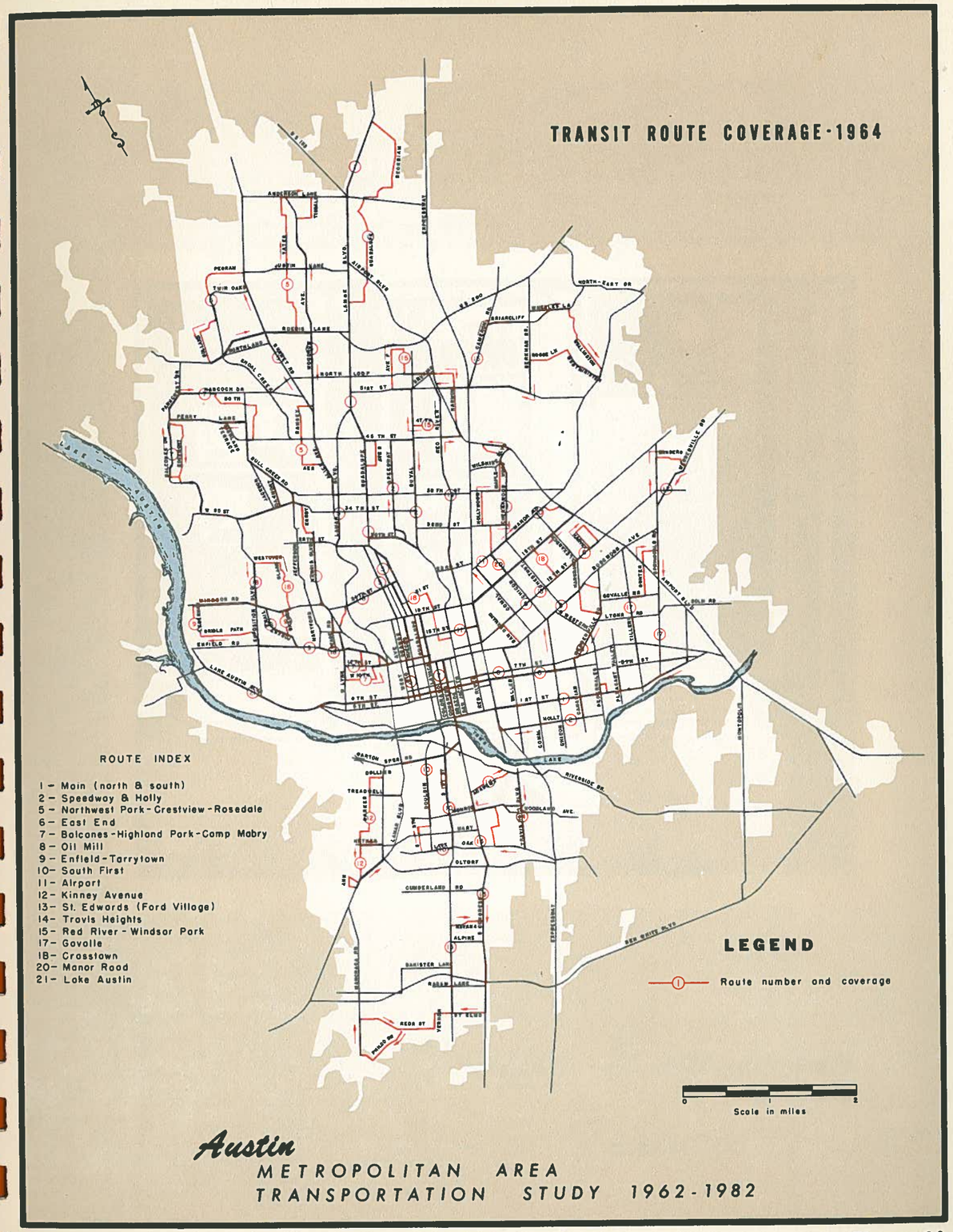


Figure 22

FINANCIAL RESOURCES

In addition to the selection of a major arterial and expressway system and to the estimation of the system's cost, it is necessary to determine the availability of adequate financial resources.

A breakdown of the expenditures on the transportation system within the study area was obtained from the Texas Highway Department, the City of Austin and Travis County. The expenditures for the past ten years (1954-1963) were requested from these agencies. Also, each of these agencies were requested to submit an estimated breakdown of the yearly expenditures within the study area for the next five years (1964-1968).

STATE AND FEDERAL

The State and Federal expenditures are tabulated in Tables 31 and 32, respectively. Also, a list of highways within the study area on which these expenditures were applied is included in Table 33. The Texas Highway Department estimates that the State and Federal expenditures in the study area during the next five years (1964-1968) will be as shown in Table 34.

Table 31
STATE EXPENDITURES IN
AUSTIN TRANSPORTATION STUDY AREA

Year	Right-of-Way	Construction	Maintenance
1954	—	1,149,400	57,800
1955	—	655,200	74,300
1956	—	667,450	74,600
1957	1,200	148,250	138,100
1958	332,700	292,800	110,500
1959	181,100	1,107,320	109,100
1960	183,800	102,870	114,100
1961	39,600	730,300	118,800
1962	228,400	1,009,620	168,600
1963	180,500	1,348,630	166,600
TOTALS	1,147,300	7,211,840	1,132,500
		GRAND TOTAL	$9,491,640

CITY

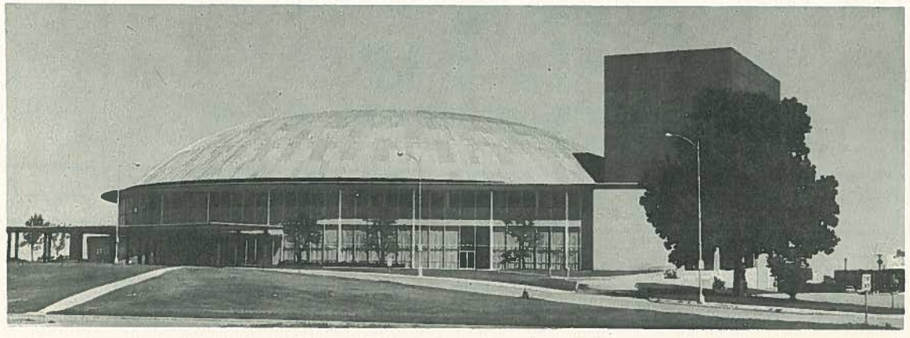
The City of Austin's expenditures and estimated expenditures on the street system within the Austin Transportation Study area are given in Tables 35 and 36 respectively. The financial status of the City of Austin is shown in the following tables:

Table 37 - General Obligation Bonds - Debt Service Requirements
Table 38 - Utility Revenue Bonds Outstanding - Future Debt service Requirements.

Table 39 - General Financial Information
Table 40 - Assets and liabilities

Table 32
FEDERAL EXPENDITURES IN
AUSTIN TRANSPORTATION STUDY AREA

Year	Right-of-Way	Construction
1954	-	823,300
1955	-	464,500
1956	-	545,150
1957	1,800	509,650
1958	1,086,300	87,600
1959	702,900	1,020,680
1960	430,200	59,130
1961	23,400	595,500
1962	228,600	4,008,680
1963	58,500	1,528,470
TOTALS	2,531,700	9,642,660
	GRAND TOTAL	$12,174,360



RECOMMENDED EXPRESSWAY PLAN

LEGEND

- Recommended Expressway System
- 5X Cross Section Notation
- Separation Structures
  - ○ Proposed
  - ● Existing
  - ◪ Under Construction
  - ⊙ Existing But Modification Needed

Cross sections are shown on Figures 36 and 37.
Specific cross section limits may be found in Table 45.
Dashed lines indicate proposed locations.

0 1 2 3
Scale in miles

Austin
METROPOLITAN AREA TRANSPORTATION STUDY 1962-1982

Figure 35

RECOMMENDED MAJOR ARTERIAL PLAN

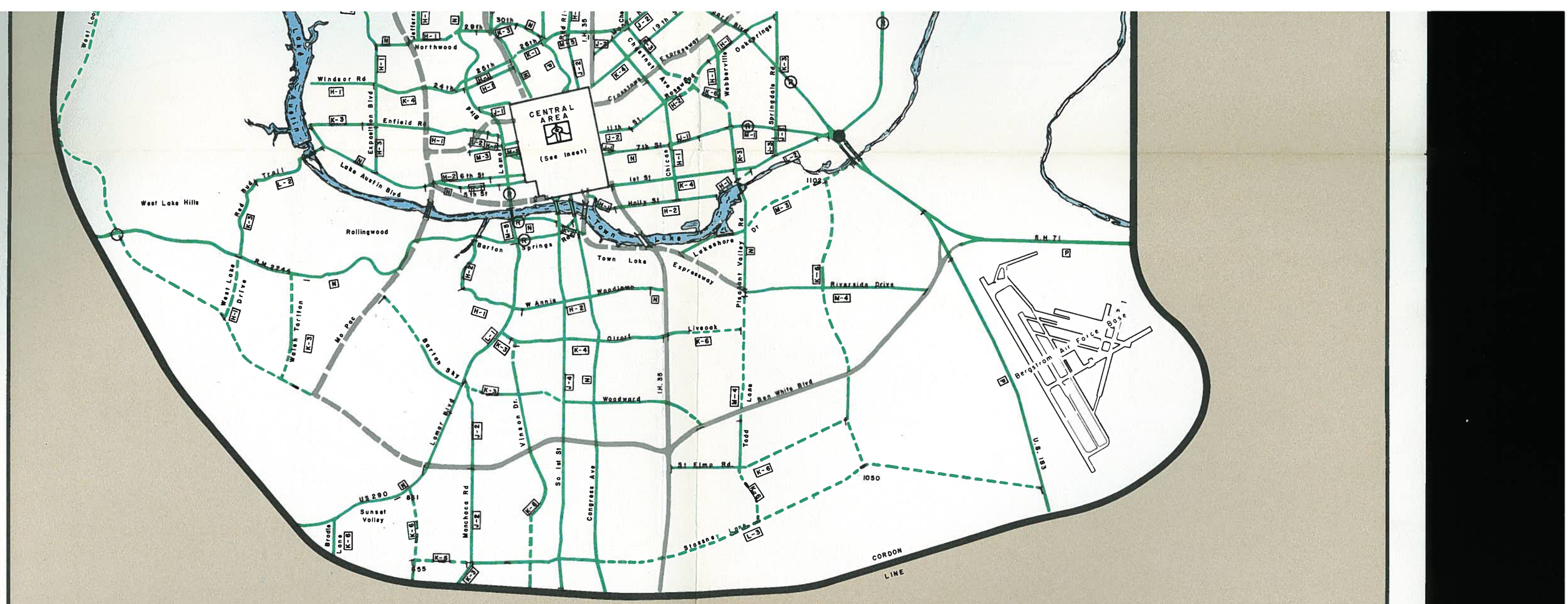
Cordon Line

857
921
1097
1245
825
817
920
670
1085
1068
Broker Lane
Blue Goose Rd
Rundberg Lane
West Loop
FM 1325
Loop 275
U.S. 183
U.S. 290
Springdale Road
Anderson Lane
East Loop
Spicewood Springs Rd
Mo Pac
Burnet Rd
Central Expressway Spur
I.H. 35
St Johns Ave
Hart Lane
Justin Lane
Airport Blvd
Koenig Lane
Woodrow Ave
Cameron Rd
Berkman
Decker Lane
Northland Dr
Hancock
North Loop
E 51st St
Municipal Airport
RM 2222
Perry Lane
Balcones Dr
Mt Bonnell Dr
Lake Austin
45th
Lamar Blvd
Bull Creek Rd
Camp Mabry
Duval
38th
38½th
35th
Jefferson
Central Expressway
Red River
Cherrywood Rd
Airport Blvd
30th
29th
26th
Northwood
Windsor Rd
24th
Enfield Rd
Clarkson Ave
Rosewood
Webberville Rd
Springdale Rd
19th St
11th St
FM 969
East Loop
Oakdale
CENTRAL AREA

CENTRAL AREA INSET

19 TH ST
CROSSTOWN EXP.
12 TH ST
11 TH ST
10 TH ST
9 TH ST
8 TH ST
7 TH ST
6 TH ST
5 TH ST
1ST ST

WEST AVE
RIO GRANDE ST
NUECES ST
SAN ANTONIO ST
GUADALUPE ST
LAVACA ST
COLORADO ST
CONGRESS AVE
BRAZOS ST
SAN JACINTO ST
TRINITY ST
RED RIVER ST
I. H. 35



LEGEND

- Recommended Arterial System
- X–O Cross Section Notation

Separation Structures

- Proposed
- Existing
- Under Construction
- Railroad

Cross sections are shown on Figures 39 and 40.
Specific cross section limits may be found in Appendix Table 6.
Dashed lines indicate proposed locations.

0 1 2 3
Scale in miles

Austin
METROPOLITAN AREA TRANSPORTATION STUDY 1962-1982

Figure 38