

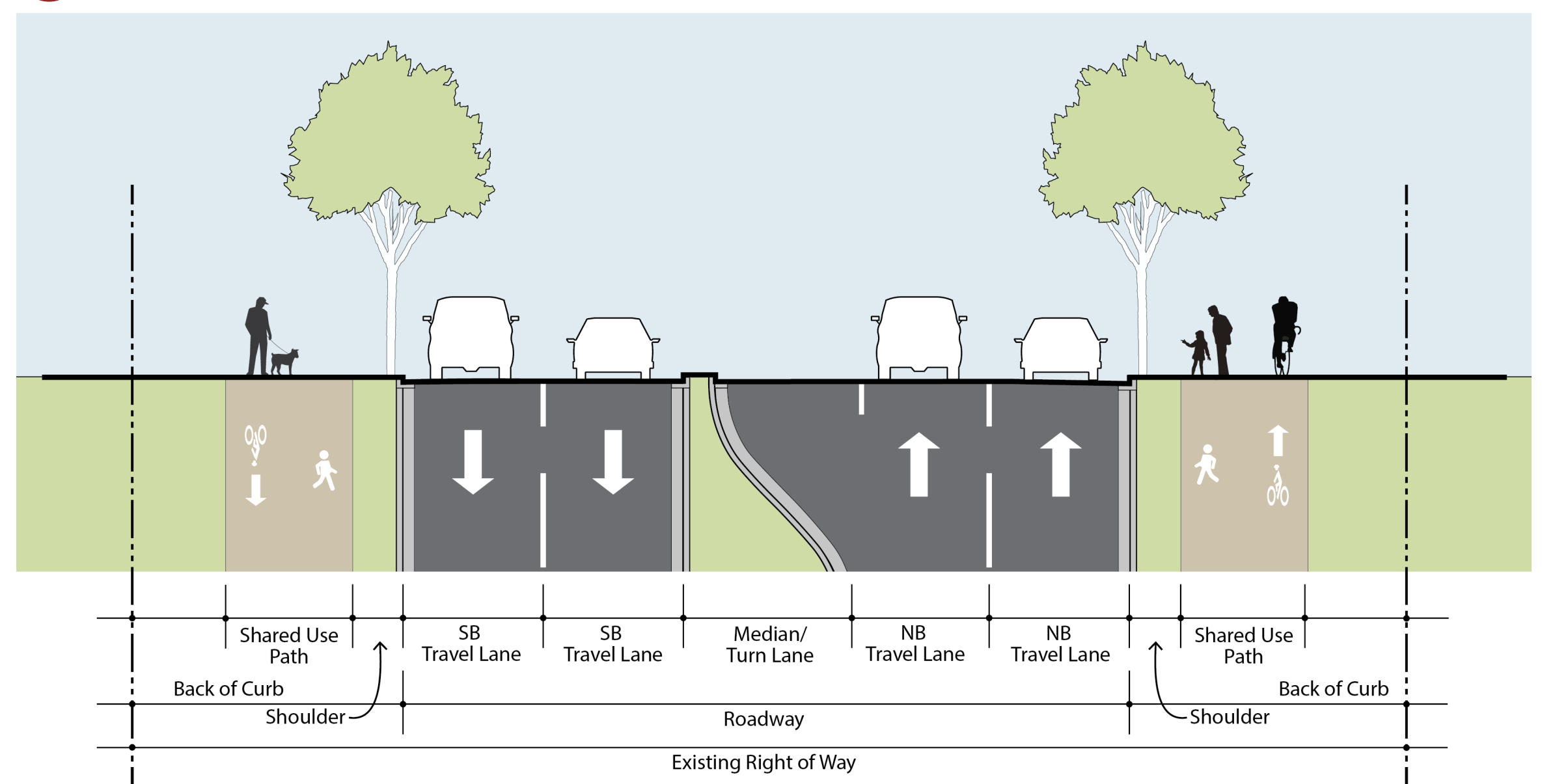
Northern Gateway



NE INNER LOOP TO WEIR ROAD/FM 971



F Potential Configuration



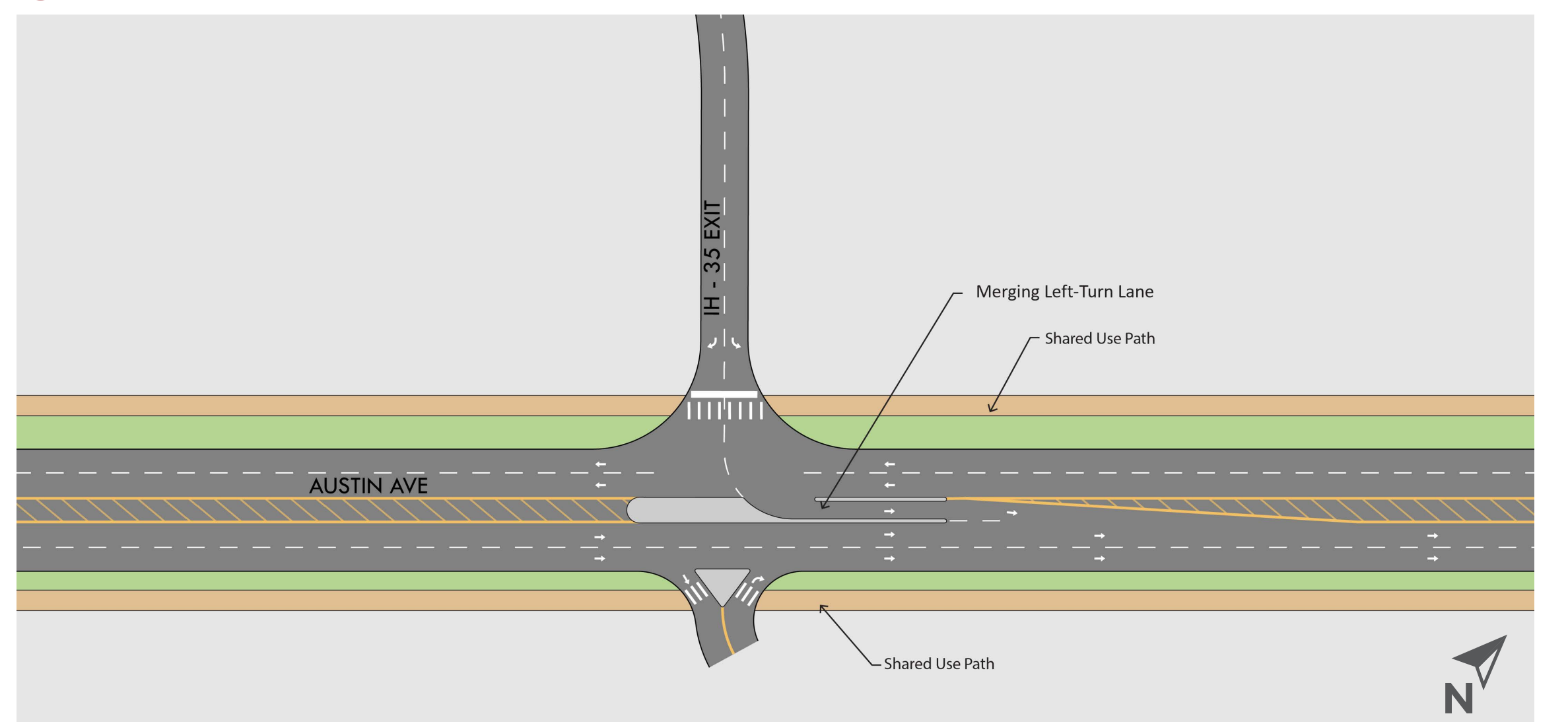
Existing Austin Avenue

- 4-lane road with a continuous center-turn lane and shoulders
- Intermittent sidewalks with a grassy buffer separating the sidewalk from the travel lanes
- Three pedestrian crossings with signals and curb ramps
- Overhead utilities

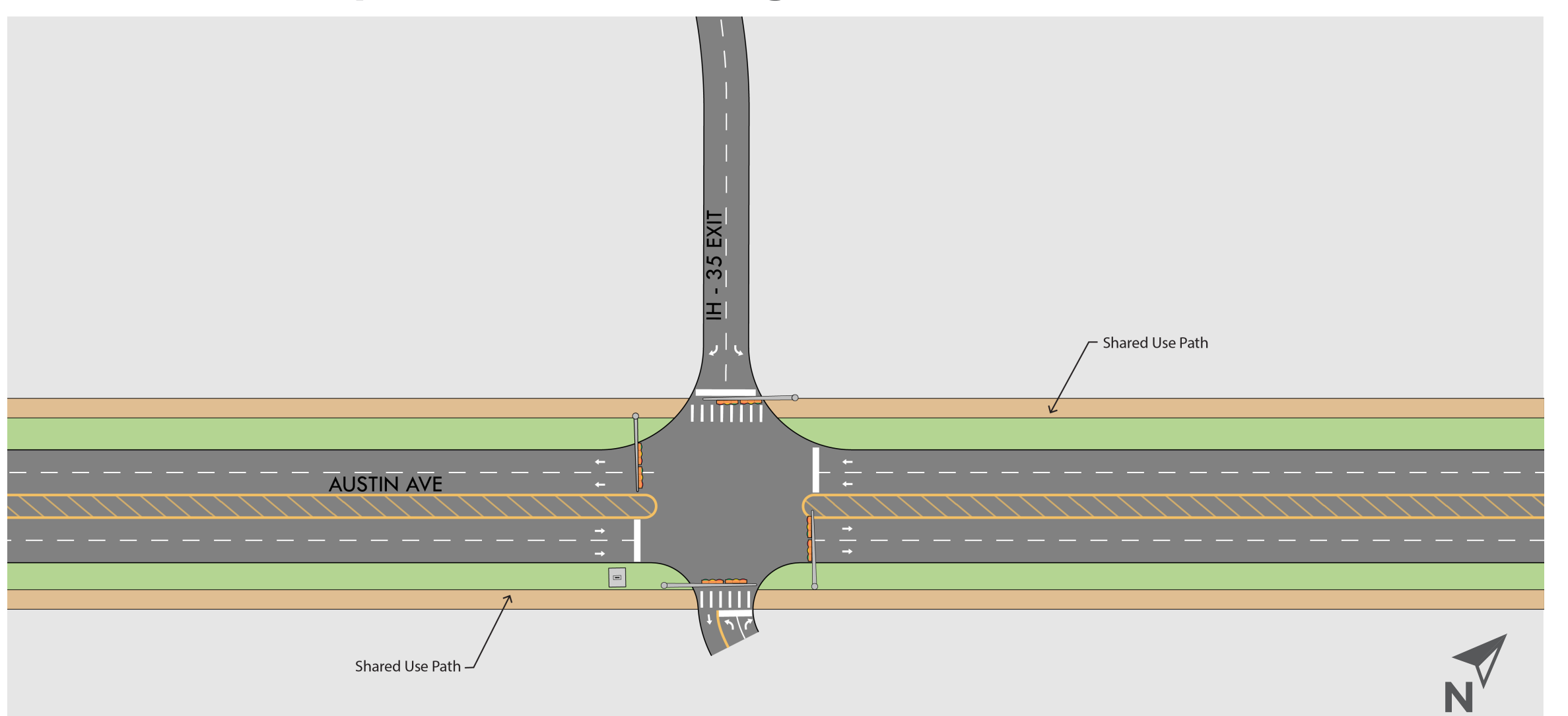
Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Trail connections and improved pedestrian crossings
- Raised median
- Driveway consolidation

1 I-35 Exit Concept – Merging Left-Turn Lane



I-35 Exit Concept – Add Traffic Signal



Potential Intersection Improvements

- Dedicated left-turn lanes
- New traffic signals and improve existing signal operations
- Improve pedestrian crossing
- Safety design improvements

San Gabriel



WEIR ROAD/FM 971 TO SOUTH FORK OF THE SAN GABRIEL RIVER



Existing Austin Avenue

- 4-lane road with continuous center-turn lane and shoulders
- Intermittent sidewalks
- Four pedestrian crossings with signals and curb ramps
- Dedicated left-turn lanes from Williams Drive to north of the historic vehicle bridge
- Historic vehicle bridge over the river is 4 lanes with narrow sidewalks

Potential Corridor Improvements

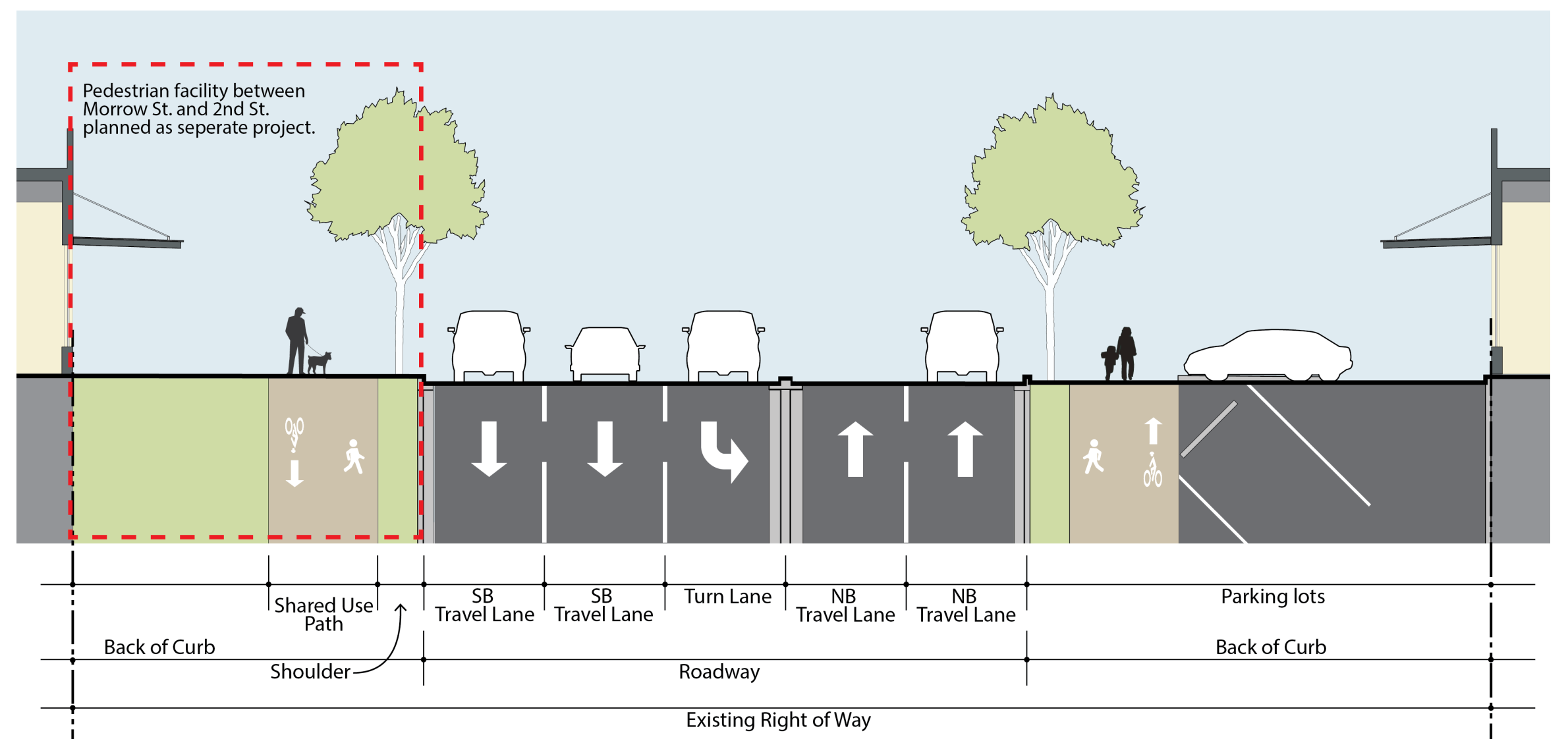
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Trail connections and improved pedestrian crossings
- Bridge improvements
- Traffic signal improvements
- Driveway consolidation
- Raised median near Chamber Way

Potential Intersection Improvements

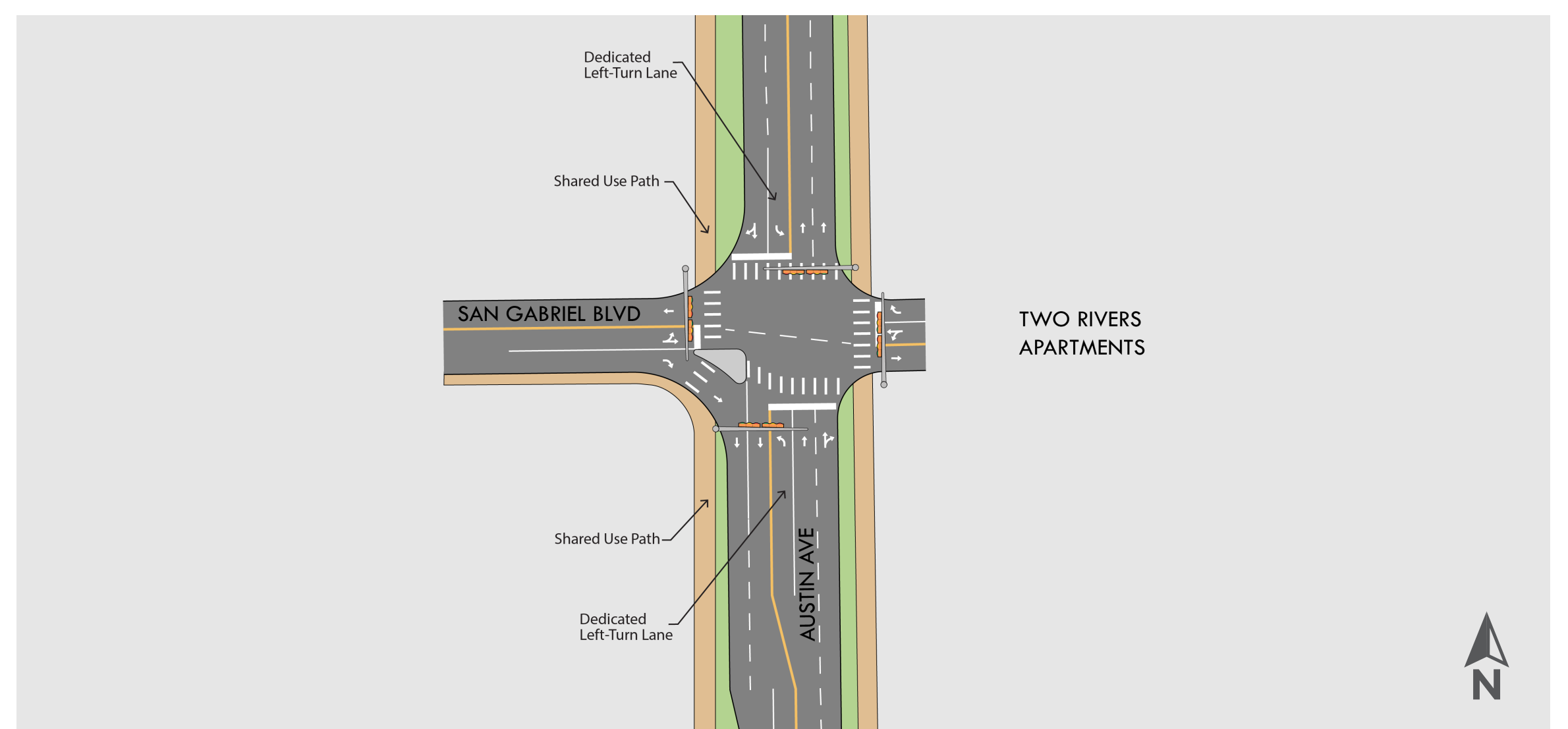
- Dedicated left-turn lanes
- New traffic signals and improve existing signal operations
- Improve pedestrian crossings
- Consider innovative intersections such as roundabouts

Note: The City of Georgetown is currently planning improvements to the historic Austin Avenue bridges and anticipates construction will begin late 2023. Additional information can be found at bit.ly/AustinAve-Georgetown.

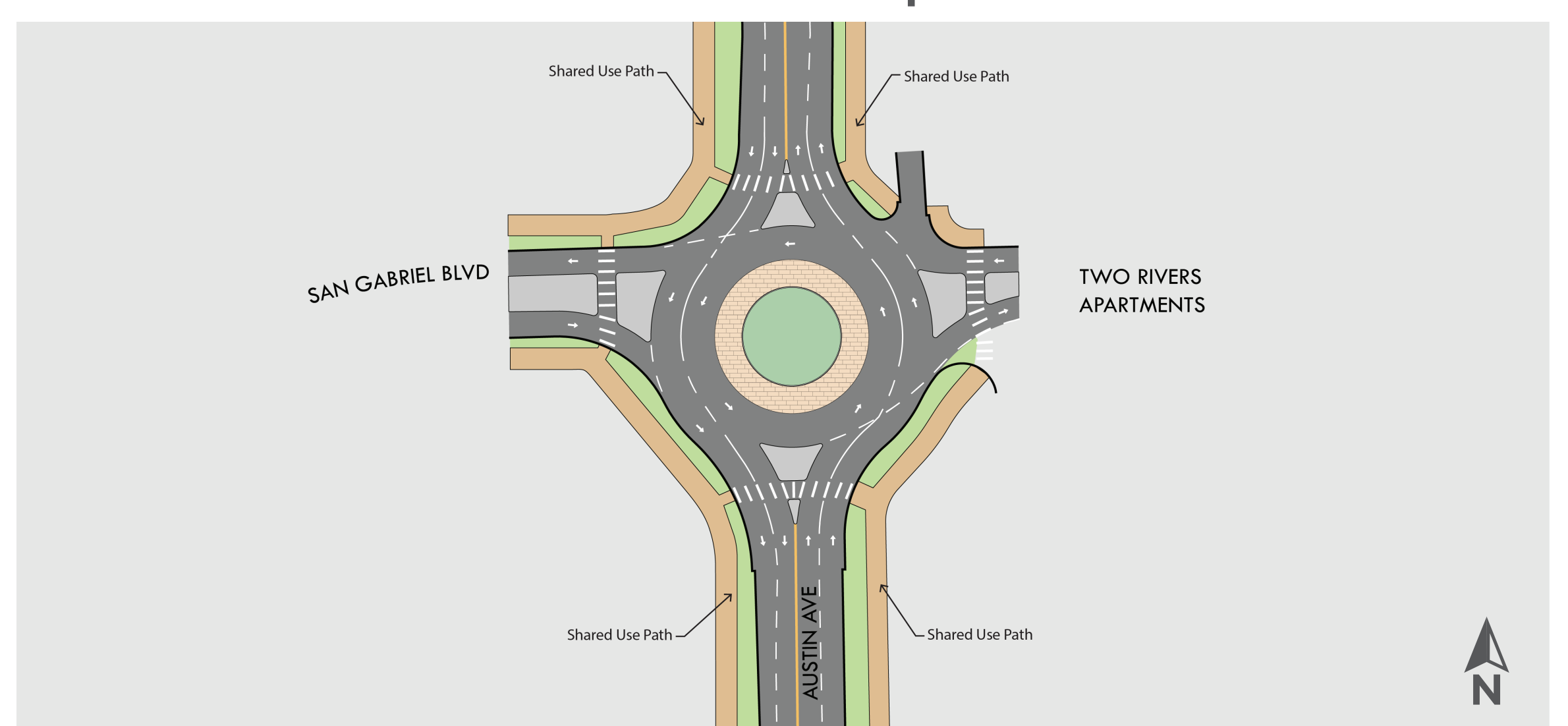
E Potential Configuration



1 San Gabriel Blvd. at Austin Ave. Concept: Add northbound and southbound dedicated left-turn lanes



San Gabriel Blvd. at Austin Ave. Concept: Two-lane roundabout



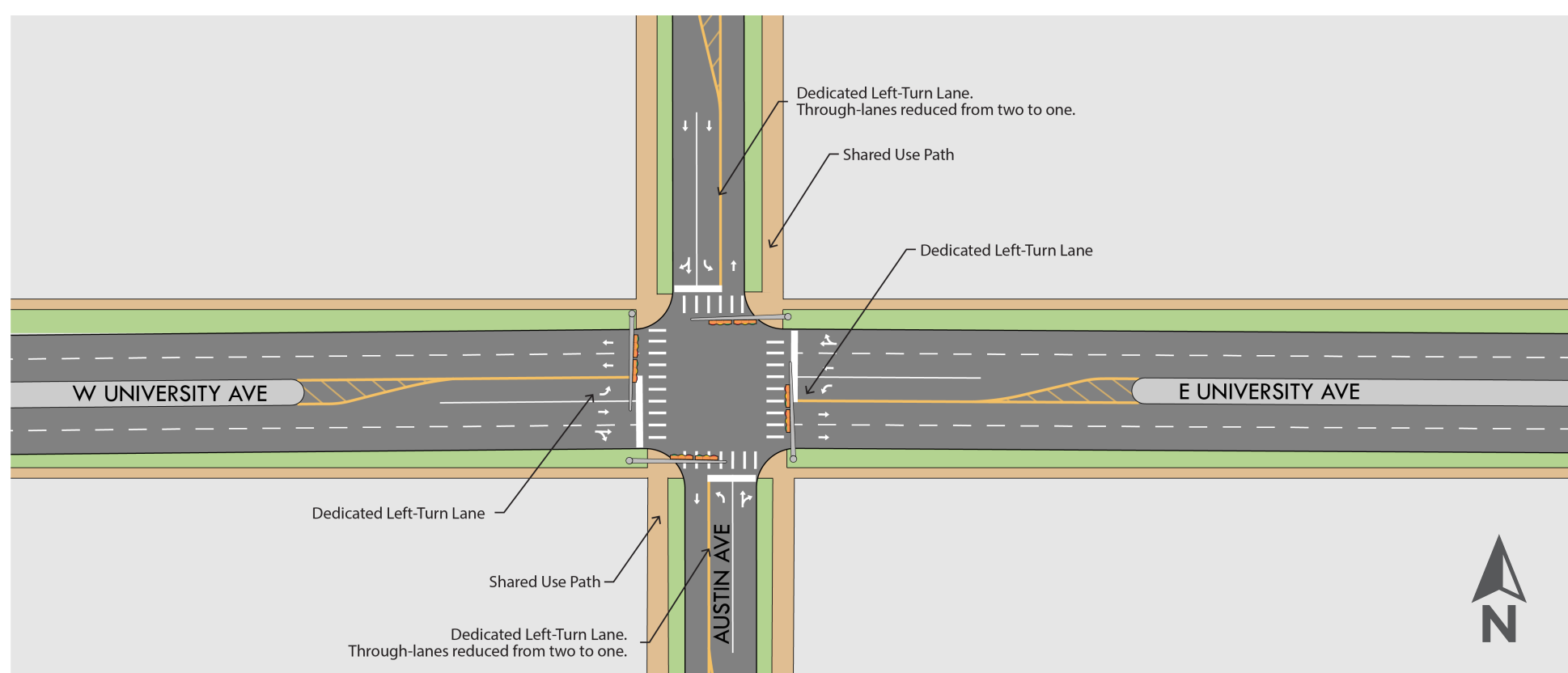
Downtown



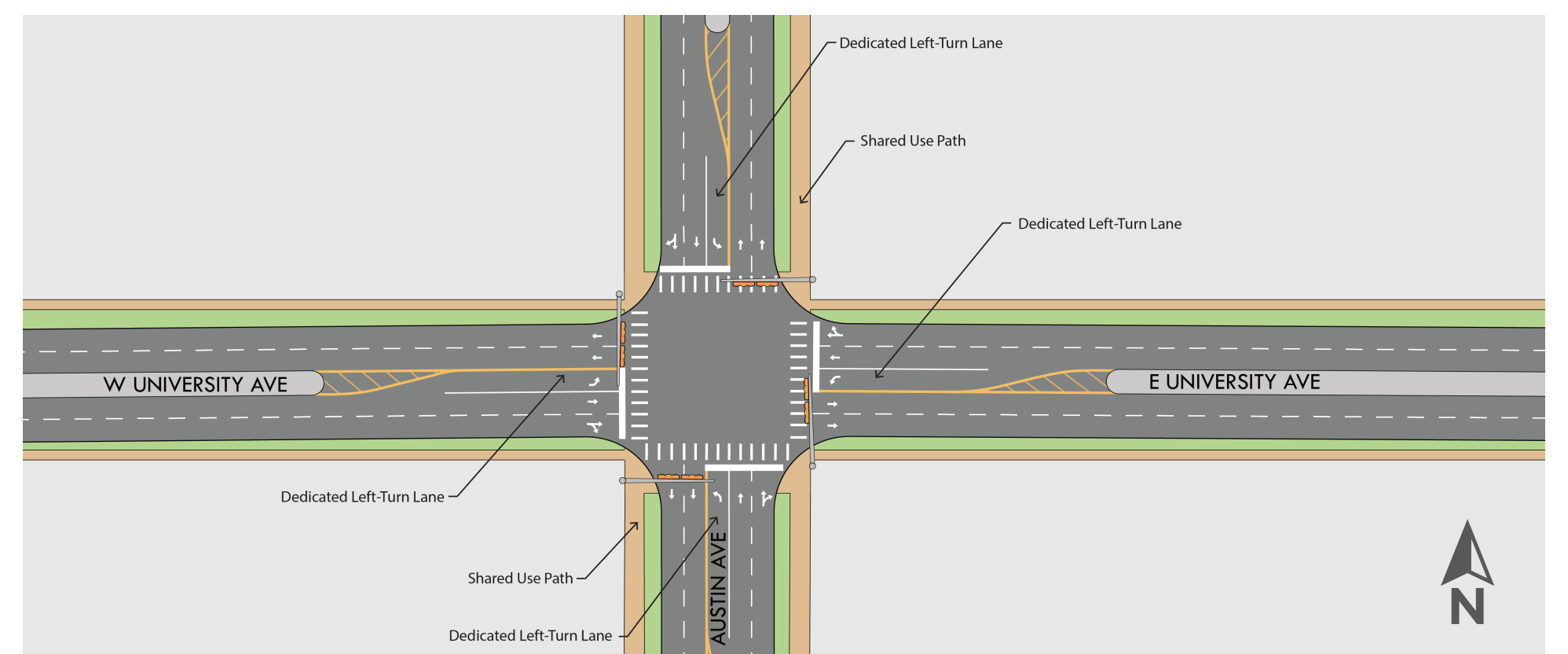
SOUTH FORK OF THE SAN GABRIEL RIVER TO UNIVERSITY AVENUE/SH 29



② University Ave. at Austin Ave. Concept: Reduced lanes, dedicated left-turn lanes, and easier right-turns



University Ave. at Austin Ave. Concept: Dedicated left-turn lanes and easier right-turn



Existing Austin Avenue

- 4-lane road
- Intermittent sidewalk and street lighting
- Nine pedestrian crossings with signals, curb ramps, and pavement treatments at various crossings

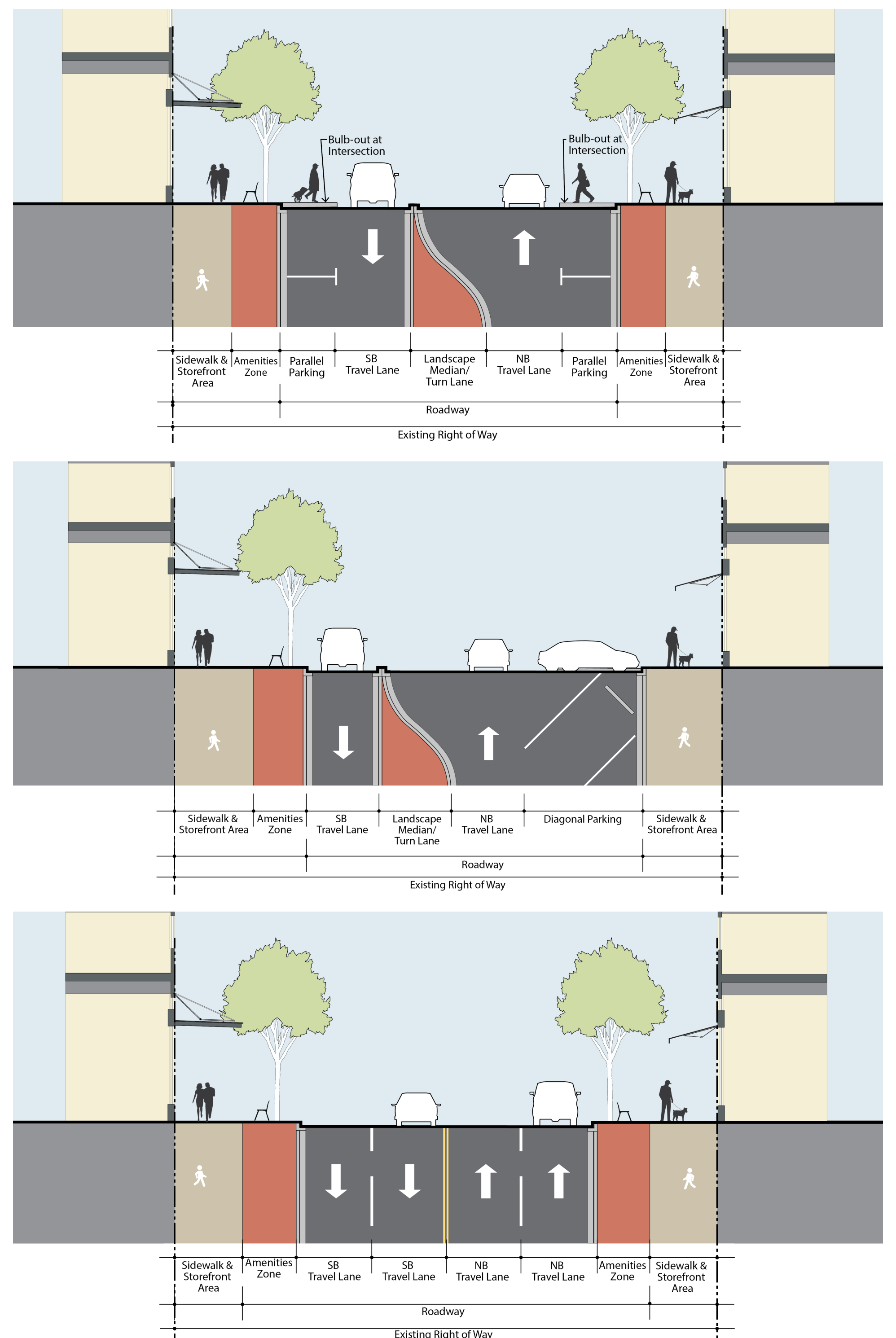
Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Lane reductions for wider sidewalks, additional public space, and safer traffic speeds
- Driveway consolidation
- Protective barriers
- Curb extensions

Potential Intersection Improvements

- Dedicated left-turn lanes
- Rounded corners for easier turning movements
- New traffic signals and improved operations
- Improved pedestrian crossings

Ⓓ Potential Configurations



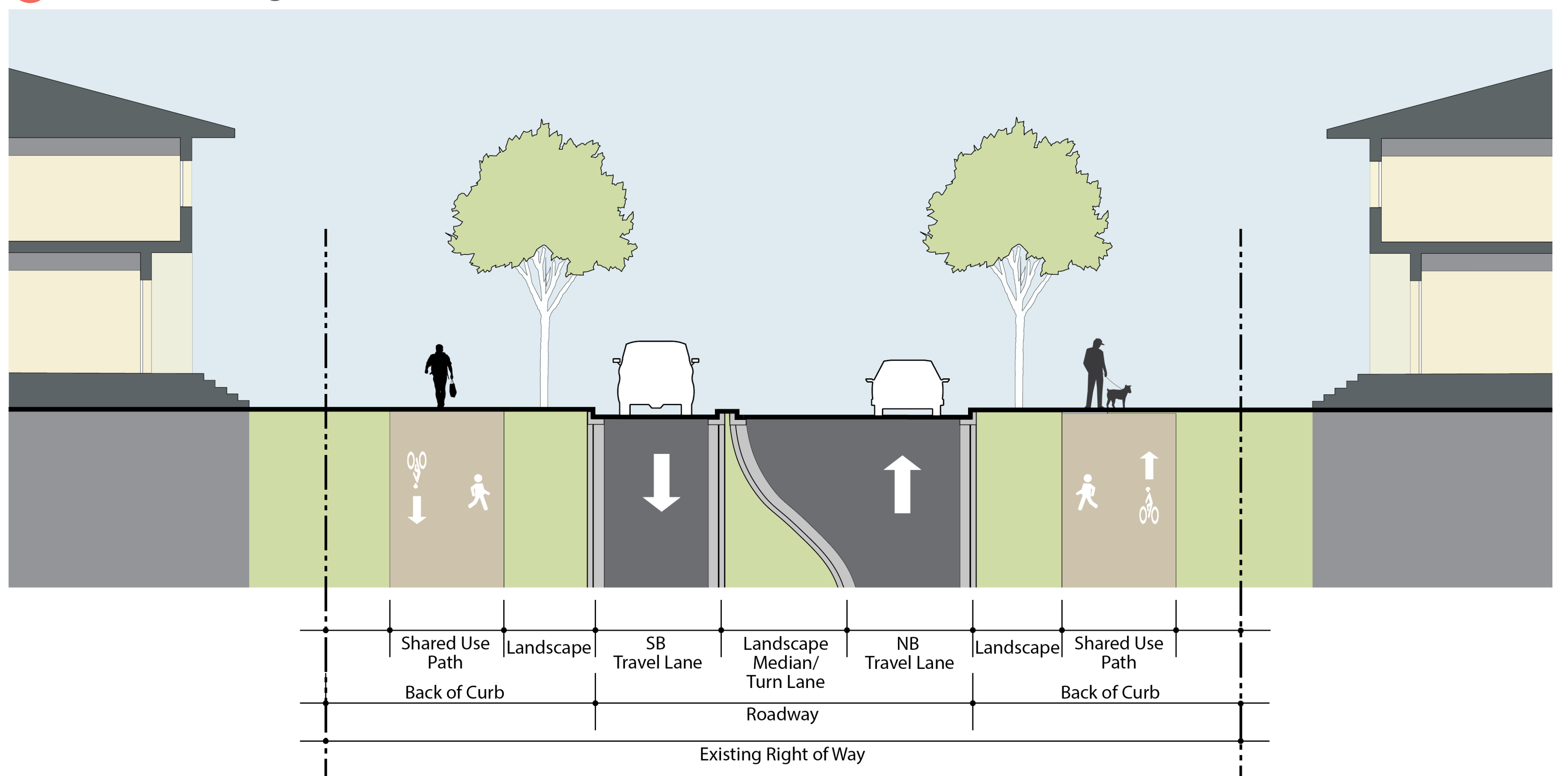
Old Town



UNIVERSITY AVENUE/SH 29 TO 18TH STREET



© Potential Configurations



Existing Austin Avenue

- 4-lane road with sidewalks on both sides of the road
- Pedestrian crossing with curb ramps and signage
- Overhead utilities

Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Lane reductions and traffic calming (speed bumps and narrower lanes)
- Improved pedestrian connections to Old Town Park

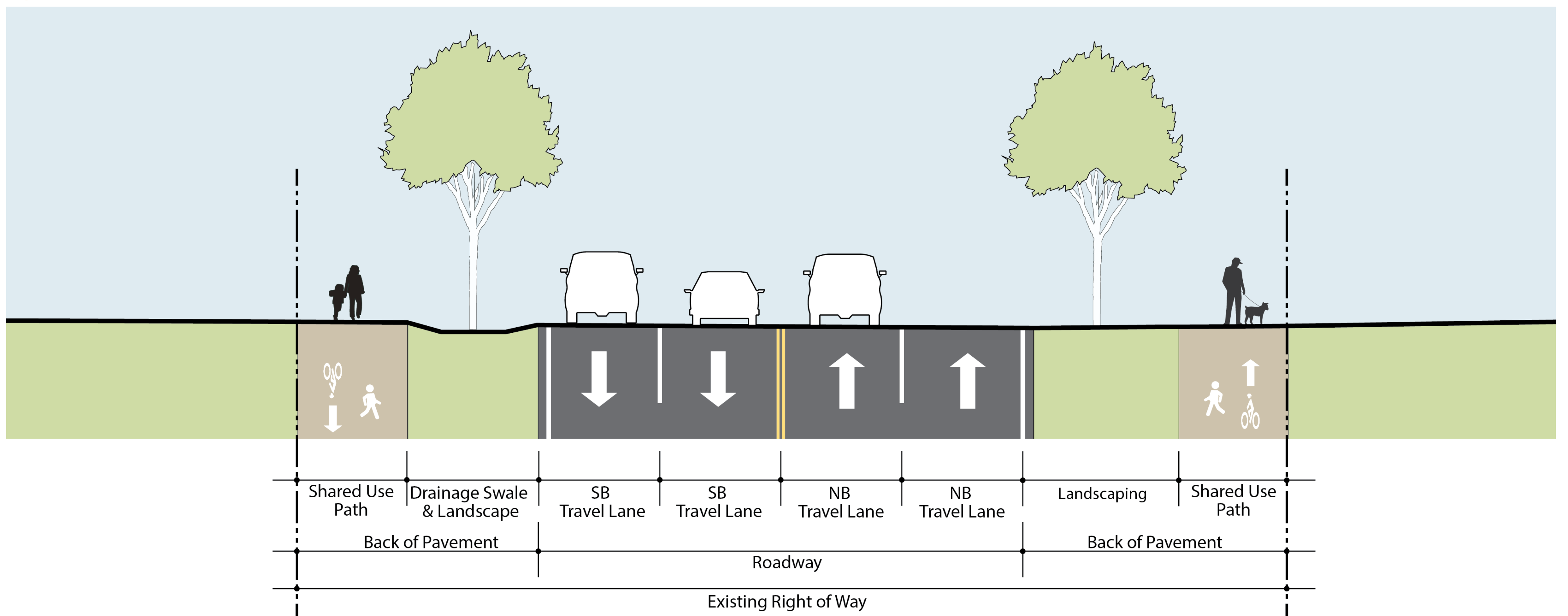
Southern Gateway



18TH STREET TO LEANDER ROAD



B Potential Configurations



Existing Austin Avenue

- 4-lane road with inconsistent lane widths
- Continuous sidewalks with a grassy buffer between the travel lanes
- One pedestrian crossing with curb ramps and signal at Leander Road/FM 1460
- Overhead utilities

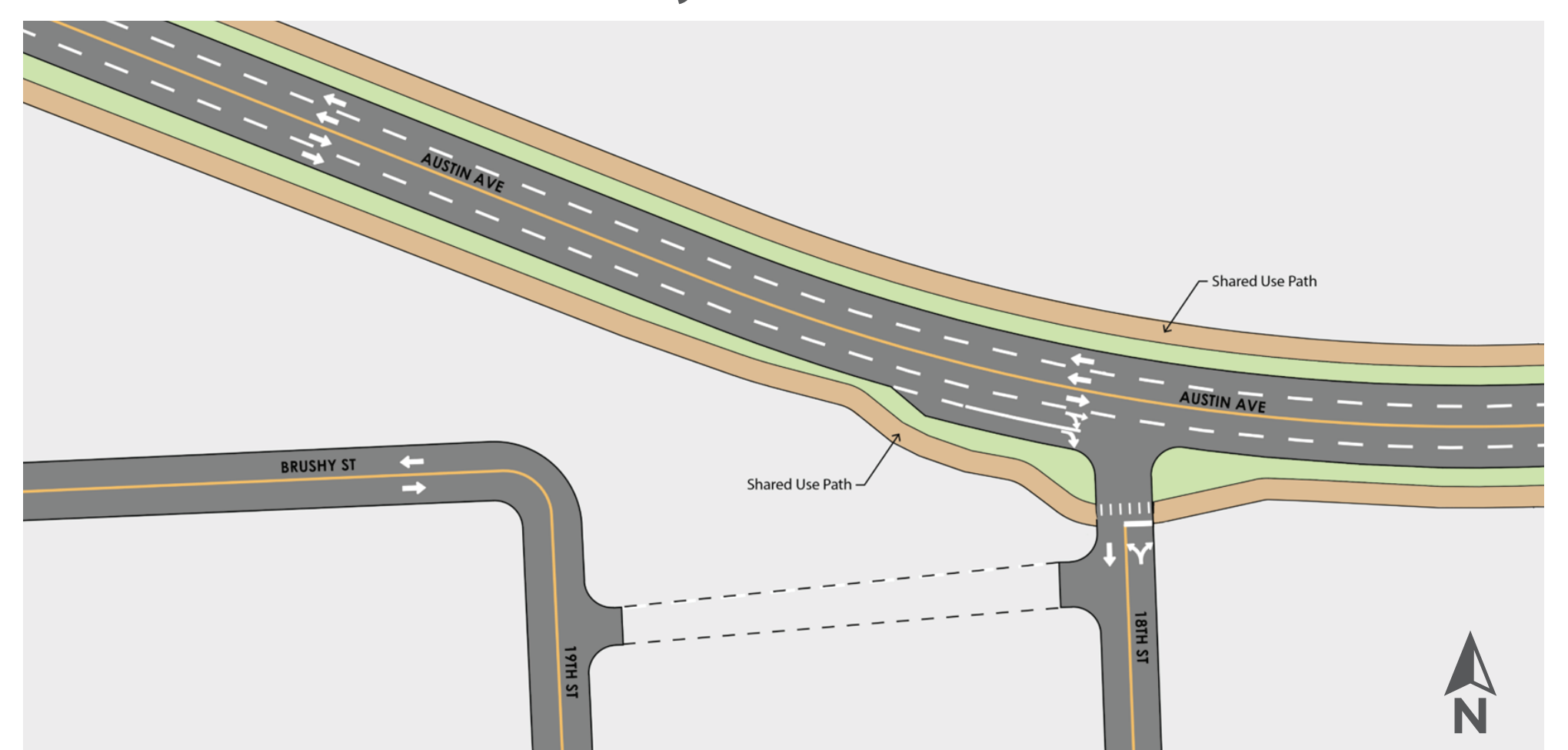
Potential Intersection Improvements

- New traffic signals and improved operations
- Improved pedestrian crossings
- Consider innovative intersections like roundabouts
- Access management
- Improve access management and safety by closing the existing intersection of Austin Ave. and Brushy St.

Potential Corridor Improvements

- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Driveway consolidation

1 Brushy St. and Austin Ave. Concept: Close access from Austin Ave. to Brushy St.



Industrial and Institutional



LEANDER ROAD TO SE INNER LOOP



Existing Austin Avenue

- 4-lane road with inconsistent lane widths
- One pedestrian crossing with curb ramps and signal at Leander Road/FM 1460
- Overhead utilities
- Intermittent sidewalks with a grassy buffer separating the sidewalk from the travel lanes

Potential Corridor Improvements

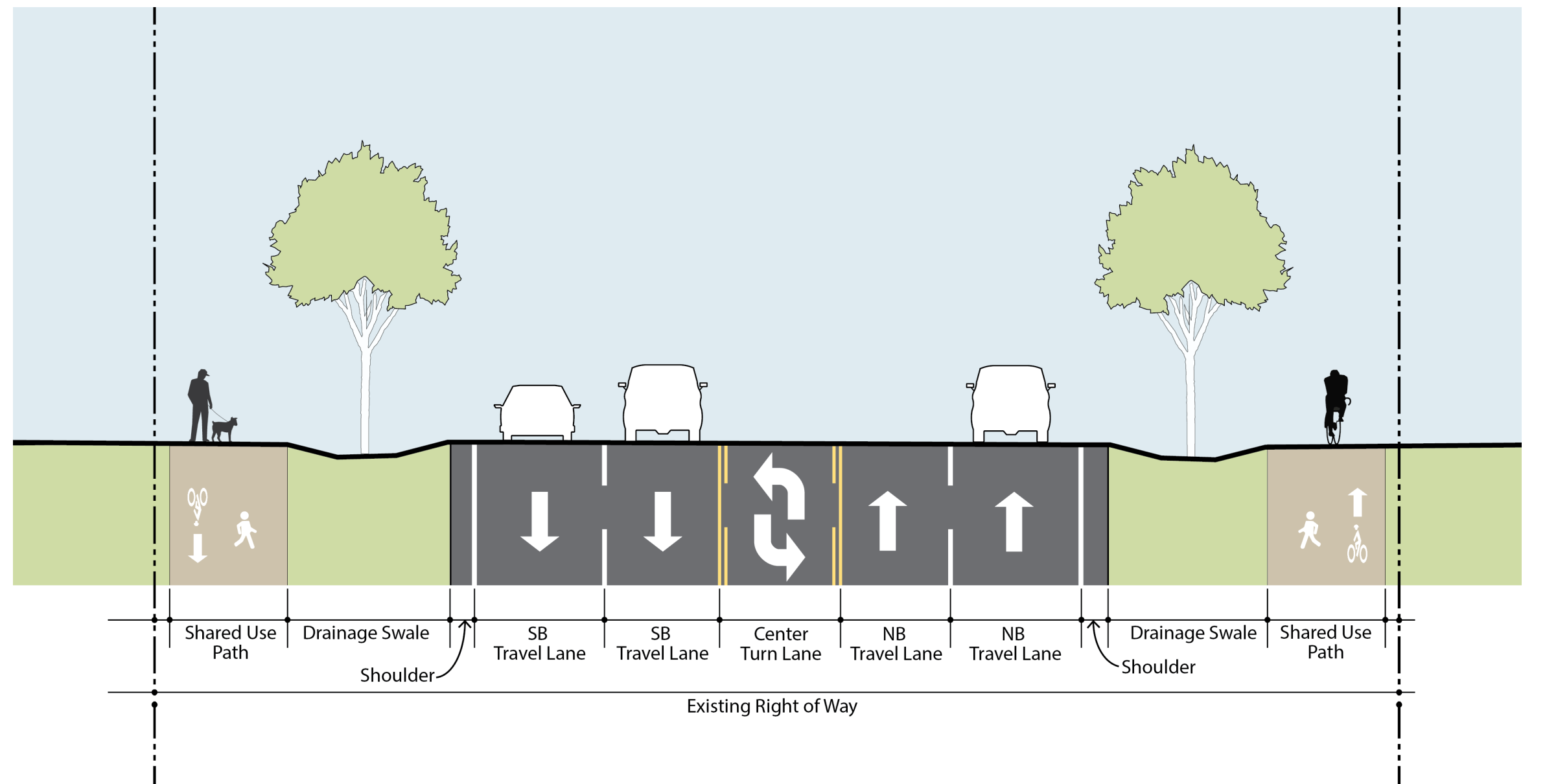
- Continuous sidewalks for both pedestrians and bicyclists (shared-use path)
- Driveway consolidation
- Center turn lane
- Multi-modal connectivity to CARTS station

Potential Intersection Improvements

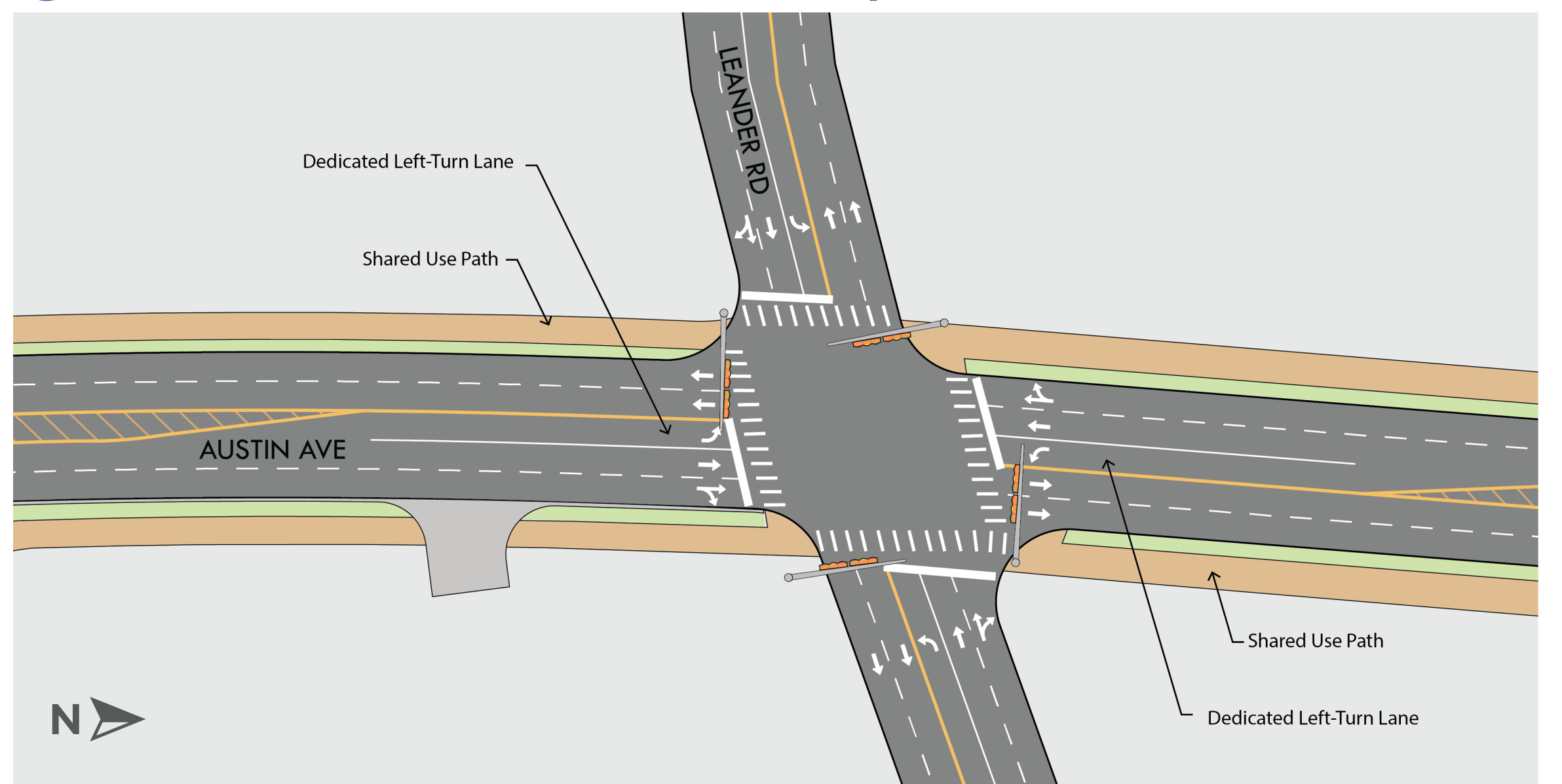
- Dedicated left-turn lanes
- New traffic signals and improved operations
- Improved pedestrian crossings

Note: TxDOT is currently planning improvements to Austin Avenue between SE Inner Loop and Leander Road

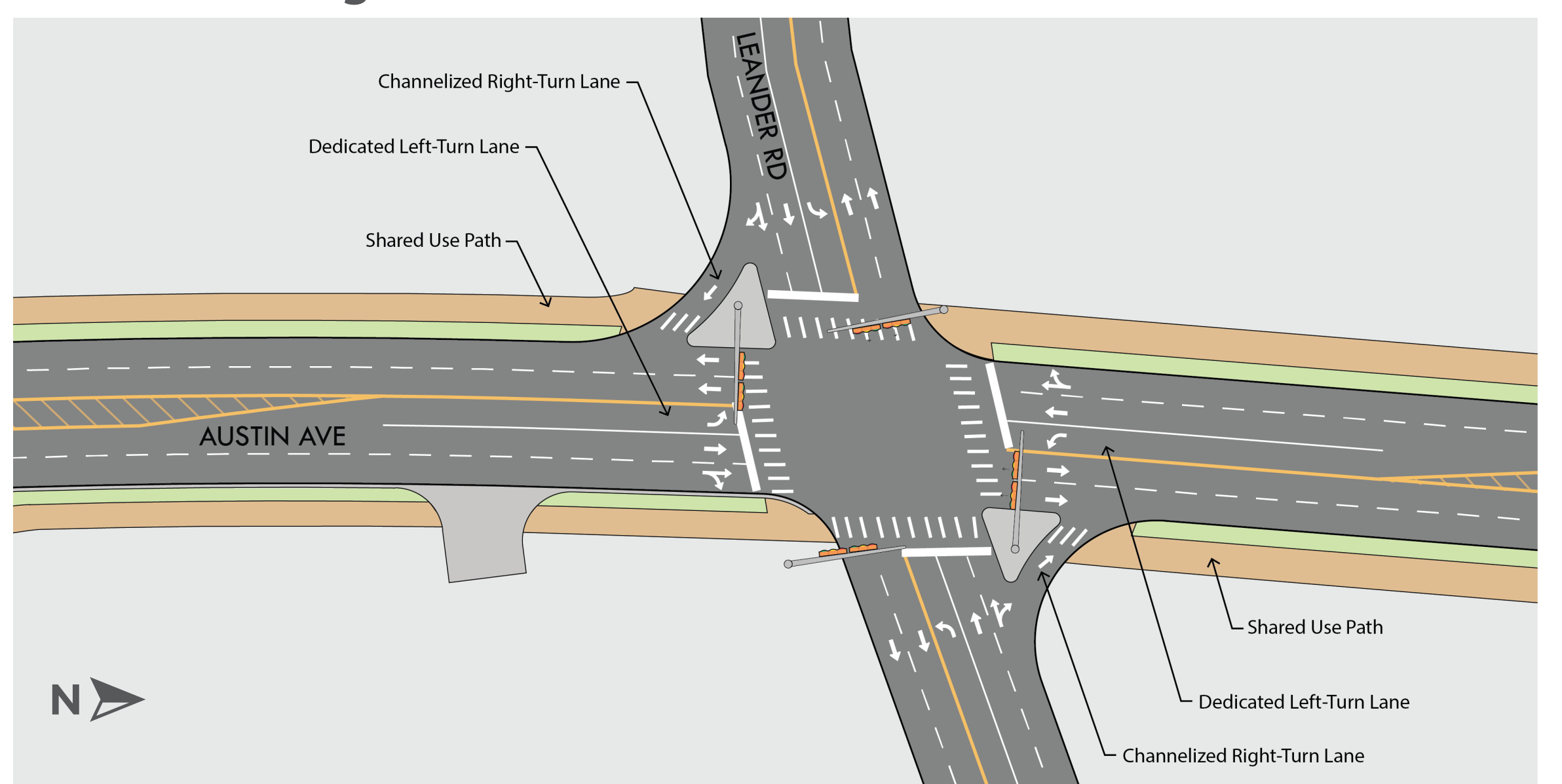
A Potential Configuration



4 Leander Rd. at Austin Ave. Concept: Dedicated left-turn lanes



Leander Rd. at Austin Ave. Concept: Dedicated left-turn lanes and channelized right-turn lanes



Austin Avenue Corridor Study



PROCESS & TIMELINE



Assess Current and Future Conditions

- Review previous plans and studies as they relate to Austin Avenue
- Compile and analyze data such as existing and future connections along the corridor, travel patterns, traffic numbers, and current land uses
- Identify transportation needs along the corridor using public feedback



Public Meeting 1



WE ARE HERE →

Develop Concept Plan

- Establish a conceptual plan based on public and stakeholder feedback, project goals, and transportation needs
- Identify relevant transportation and land use projects and policies to address mobility, safety, connectivity, and multimodal travel options
- Support economic development with land use and placemaking opportunities



Public Meeting 2



Draft Recommendation and Project Prioritization

- Incorporate public feedback and data gathered from the draft concept plan to create study recommendations
- Draft and prioritize projects based on short, medium, and long term goals
- Present draft recommendations to the City of Georgetown, regional transportation agencies, elected officials, property owners, and the public



Public Meeting 3



Final Report and Implementation Plan

- Develop final report and implementation plan using input gathered on the draft recommendations
- Use the implementation plan as guidance for project decisions, stakeholder partnerships, and investment strategies
- As funding is available, implement recommendations based on short, medium, and long term goals

Tell Us Your Thoughts!

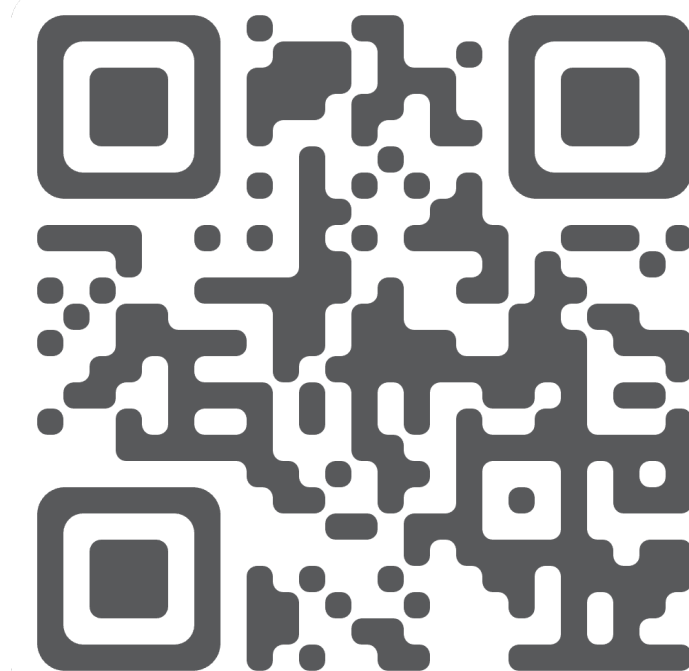


REVIEW MATERIALS
ASK QUESTIONS
SHARE YOUR INPUT



Take the **survey**

bit.ly/AACS-Survey



Email us at

austinavenuestudy@hdrinc.com



Fill out a
comment form



Mail them to

Austin Ave. CS, c/o CD&P
PO Box 5459, Austin, TX 78763

ALL COMMENTS MUST BE SUBMITTED BY
MONDAY, NOV. 13, 2023
