



# BURNET ROAD PROJECT REPORT

*An Imagine Austin Corridor Case Study*



Burnet Road Project Report



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Halina Day Spa

Hat Creek Burger Co.

Little Longhorn

Little Woodrow's

Lucy's Fried Chicken

Monkey Nest Coffee

Newton Nursery

Seton Mind Institute

ThunderCloud Subs

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## INTRODUCTION

### BACKGROUND

In June of 2014, Austin City Council directed the Planning Commission to consider a corridor plan for Burnet Road and Anderson Lane ([Resolution 20140612-032](#)). While not a corridor plan, this Report builds on other recent plans and investments that focus on this area. In particular, this Report complements the Austin Transportation Department’s 2013 N. Lamar/Burnet Corridor Report.

Led by the Planning and Zoning Department, the Burnet Road Project, which resulted in this report, addresses key deliverables in the resolution:

- models and “evaluates current conditions,”
- synthesizes a shared vision “grounded in the priorities and policies set forth in *Imagine Austin*,”
- identifies challenges to achieving that vision,
- develops “recommendations for tools, including policies, programs and potential code changes” to overcome these challenges

The Burnet Road Project culminated in a Better Block event in September 2016, which transformed Burnet for a day and demonstration many of these new tools. The Better Block led to permanent improvements, including permanent driveway narrowing and a new pedestrian hybrid beacon.

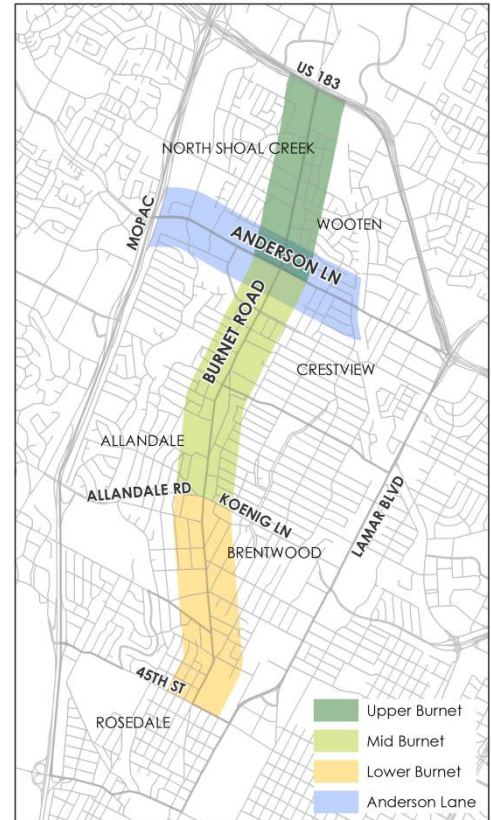
### PROJECT AREA

The Burnet Road Project focuses on the area along Burnet Road from W. 45th Street to US 183 and Anderson Lane from Mopac to the railroad tracks. Burnet Road was divided into three sections:

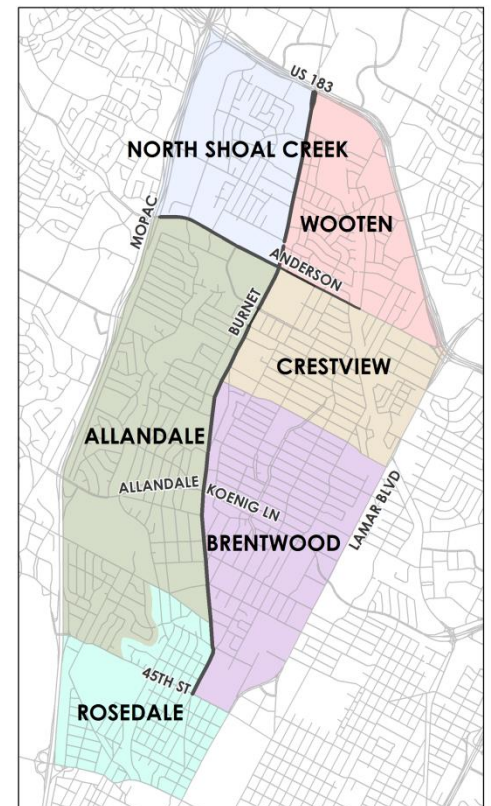
- **Lower Burnet** from 45<sup>th</sup> Street to Koenig Lane,
- **Mid Burnet** from Koenig Lane to Anderson Lane, and
- **Upper Burnet** from Anderson Lane to US 183

These two roads are surrounded by six neighborhoods: Brentwood, Crestview, and Wooten to the east and Rosedale, Allandale, and North Shoal Creek to the west, which are collectively called the North Central Austin (NCA) planning study area.

BURNET ROAD AND ANDERSON LANE



NORTH CENTRAL AUSTIN STUDY AREA



# BURNET OF YESTERDAY: ROAD

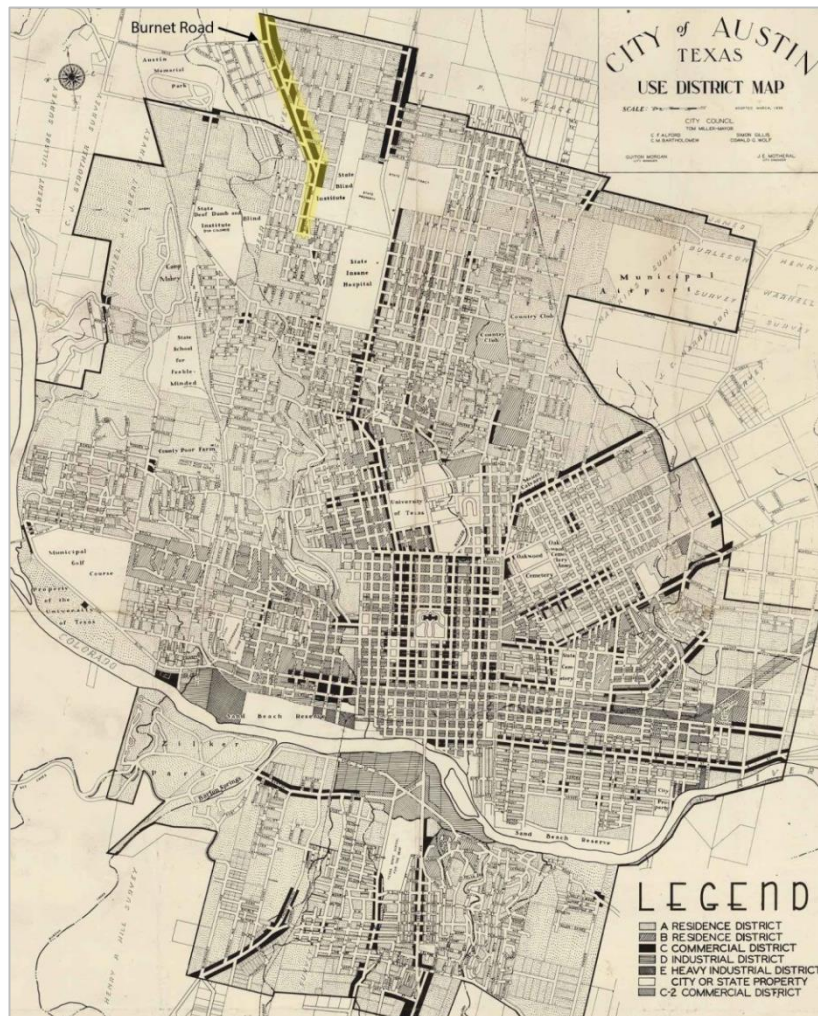
## BORN A RURAL ROAD

Originally called Upper Georgetown Road, Burnet Road provided farmers access to the markets in Austin and connected Austin to Georgetown and other towns to the north.

The 1939 Use District Map (bottom right) shows Lower Burnet forming part of Austin's city limits, which ended at Northland Avenue and Koenig Lane. While the east side of Burnet Road was designated a commercial district, the land along Burnet Road north of the city limits was undeveloped or farm land.



North Loop at Burnet Road (City of Austin,



Austin's Use District Map (Unknown, 1939).



# Burnet Road Project Report

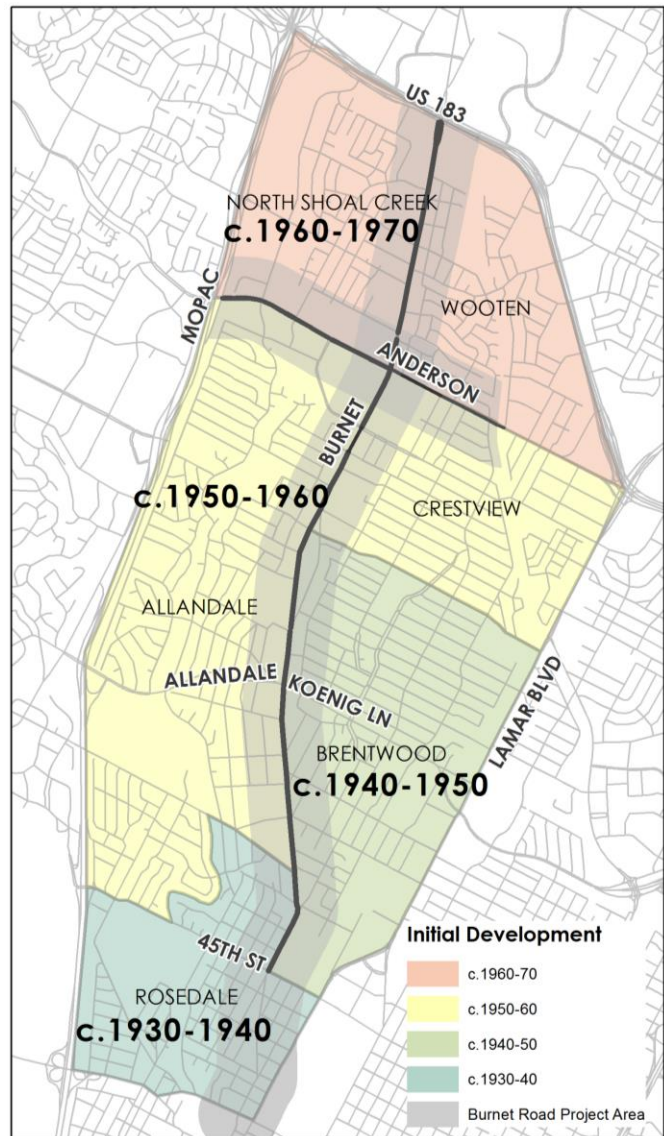
## DEVELOPMENT OF FIRST RING SUBURBS

Austin saw its first subdivisions develop along Burnet Road in the 1930s and 1940s. It was around this time that the Rosedale and Brentwood neighborhoods appeared.

Development continued to march north in the 1950s and 1960s as soldiers returning home from World War II bought homes to start families. Crestview and Allandale Neighborhoods developed during this time. The northernmost neighborhoods of Wooten and North Shoal Creek were built later, in the 1960s and 1970s, respectively.



Crestview Neighborhood, 1952. Sign reads "Crestview, Large Lots, \$595. A. B. Beddow, 7106 Woodrow Ave." (Unknown, 1952).





## RETAIL FOLLOWS ROOFTOPS

Businesses moved in along Burnet Road to serve the needs of these new residents, including a grocery store, gas stations, automobile services, home furnishings, and personal services. Many of these businesses provided ample on-site parking for customers coming from a large service area. Some of the businesses, such as HEB at Allandale Village Shopping Center and the 7eleven convenience store, continue to serve the neighborhood in their original locations.

The current commercial development patterns along Burnet Road continue to reflect the auto-oriented growth of the 1950s and 1960s, with single story businesses set back from the street with parking in front. However, Burnet Road is in transition as new residents and businesses are moving in, mixed used developments are being built, and residents and customers are demanding a more walkable business corridor.<sup>1</sup>

### HEB AT ALLANDALE VILLAGE SHOPPING CENTER AT BURNET RD. AND ALLANDALE RD.



Douglass, Neal. (1950, February 25). *Shopping Center With HEB, Allandale Village* [Photograph]. Austin, TX: Austin History Center.



[Image capture: Jul 2016 @Google](#)

### 7ELEVEN AT BURNET RD. AND KOENIG LN.



Douglass, Neal. (1957, August 27). *Country Roads to Home Sites* [Photograph]. Austin, TX: Austin History Center.



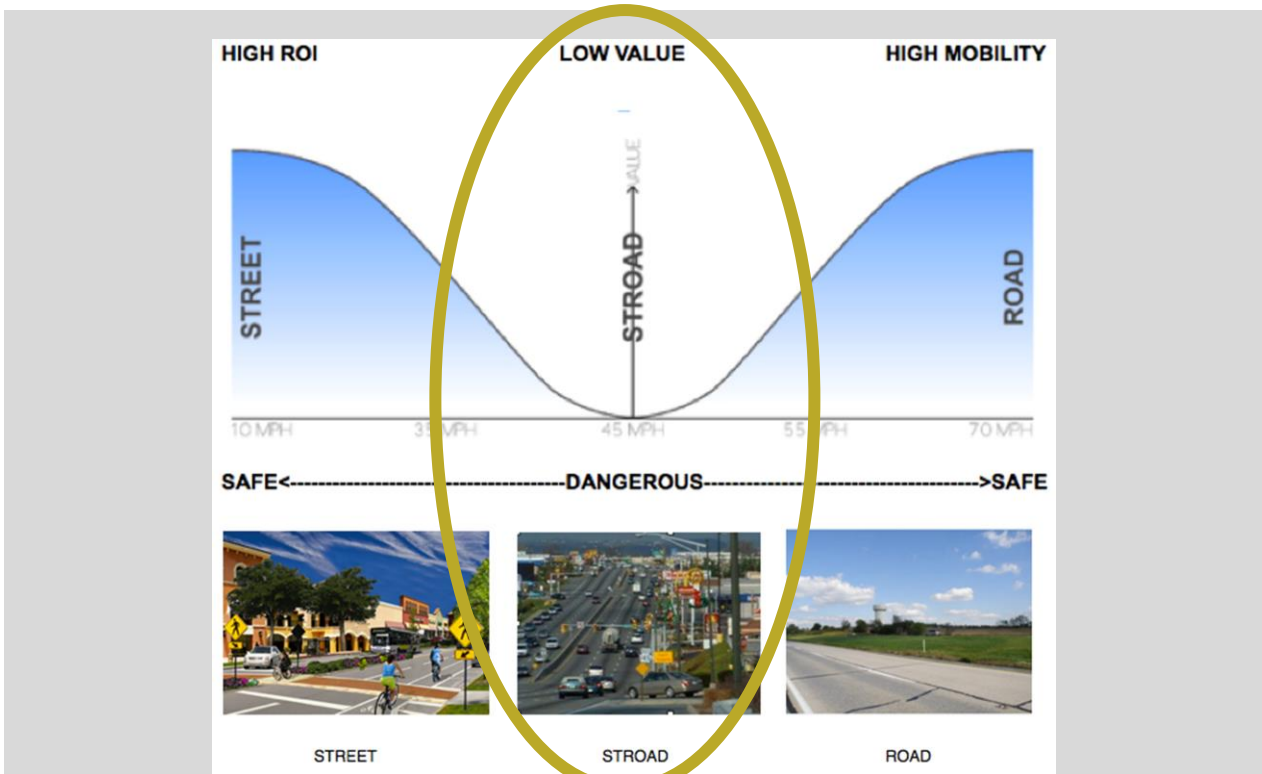
[Image capture: Oct 2016 @Google](#)

## BURNET OF TODAY: STROAD

### STROAD: STUCK IN THE MIDDLE

Over the years, Burnet Road has evolved from a rural dirt road to a mainstay of Austin culture. Today, the business corridor is served by high frequency 803 MetroRapid transit. The character along Burnet changes: from a “main street”-like business district on Lower Burnet, to strip centers and mixed use developments along Mid-Burnet, to larger suburban shopping centers along Upper Burnet.

Along some sections of Burnet, the design of the road no longer matches how people are using it. Lower Burnet, in particular, has become more *street*-like, offering places for people to meet, shop, eat, work, and gather, but the *road*-like design continues to prioritize higher speed, pass-through traffic over local access and commerce. This land use-transportation mismatch creates a *stroad*-like environment, which is an unsafe and uncomfortable environment to travel to and through.<sup>ii</sup>



STROAD DIAGRAMS, TOP (MAROHN, 2013) AND BOTTOM (BEITLER, 2015).

**Roads** create value by *connecting* economic generators like cities and towns. A road’s purpose is *mobility*, or moving people and goods quickly across distances at higher speeds and limited access points.

**Streets** are *places* that connect people to each other and goods and services. The key to streets is *access*, which relies on density not mobility. The more people on a street, the more economically productive the street. To encourage access, streets are designed to be dense, walkable and people-friendly places.

**Stroads** are created when roads are asked to function like streets. Stroads are “stuck in the middle” – they have too many people, businesses, intersections, and driveways to move people and goods quickly as a road. At the same time, they are too wide and fast to function as people-friendly streets. This creates an uncomfortable and unsafe environment.

## STROAD: LAND USE-TRANSPORTATION MISMATCH

When transportation investments and land use decisions do not align, the result is a land use-transportation mismatch that creates an unsafe and uninviting environment. Many of the land uses and transit investments along Burnet encourage and support walking and bicycling, however low density development, many parking lots and driveways, and the road itself retain a design that prioritizes driving.

Until the land uses and transportation along Burnet Road align to be either a street or a road, these *stroad*-like conditions will remain unsafe, suppress equity and access, hinder transit and active transportation, and impact businesses and patrons in the area.

- **Creates safety issues**

In 2012, Austin was the 13th most dangerous city for traffic deaths and the 7th most dangerous city for pedestrian deaths among cities with a population of 500,000 or more.<sup>iii</sup> Austin’s High Injury and Death Network map (map right) used TxDOT data from 2010 to 2014 to illustrate how injury crashes concentrate on highways and arterials, like Burnet Road.

On Lower Burnet, the areas with the highest concentrations of injury crashes occur near skewed intersections and “Main Street” business districts with lots of economic activity. On Mid- and Upper Burnet, crashes concentrate north and south of Anderson Lane, where the road is wider, speeds are faster, and blocks are longer with few signalized crossings.

VISION ZERO HIGH INJURY AND DEATH NETWORK, 2010-2014





# Burnet Road Project Report

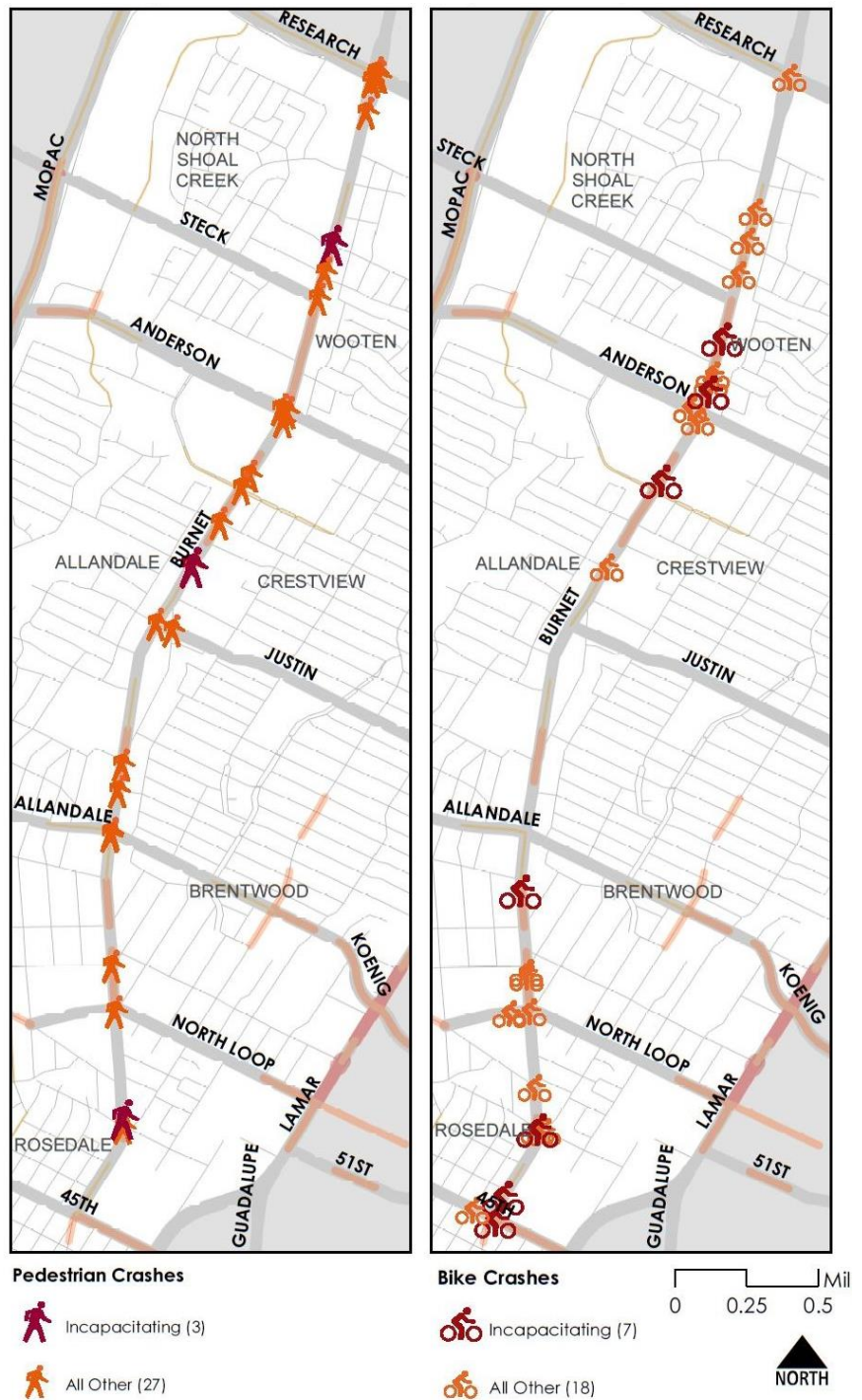
- Impacts people who walk and bicycle**

Traffic crashes affect some populations more than others. People who travel outside of vehicles (walk, bicycle, motorcycle) suffer injuries and fatalities more frequently. In Austin, less than 7% of people travel by alternative modes, but they make up over half of all traffic deaths.<sup>iv</sup>

Arterial roads, like Burnet Road, make up 11% of Austin's road network, but account for the majority (87%) of crashes involving people walking, and over half (52%) of fatal crashes involving people walking.<sup>v</sup>

The location of pedestrian and bicyclist traffic injuries on Burnet (maps on right) reflect the conflict inherent to a stroad: a high speed road with a high concentration of active transportation and bus ridership, new transit-oriented development, and walkable destinations.

REPORTED PEDESTRIAN AND BICYCLE CRASHES BY SEVERITY ON BURNET ROAD, 2010-2014





- **Suppresses transit expansion**

The North Central Austin (NCA) study area’s demographic indicators point to residents and workers who use transit and active transportation, populations that are more vulnerable to traffic crashes and sensitive to stroad-like conditions.

The corridor is served by the Capital Metro’s 3 local bus route and six MetroRapid 803 stations in the study area. NCA study area’s population density (6.4 people per acre compared to Austin’s 4.5 average) makes transit more feasible from both an operations and user standpoint. According to the 2010 U.S. Census, 8% of the NCA area’s working residents took transit to work, which is substantially higher than the City average (4.8%). When combined with people who walk and bike, the share of active transportation commuters in the area increases to 14.1%, compared to the City average (10.8%). Brentwood, Crestview, and the eastern sections of Rosedale and Allandale have the highest transit ridership of workers in the study area.

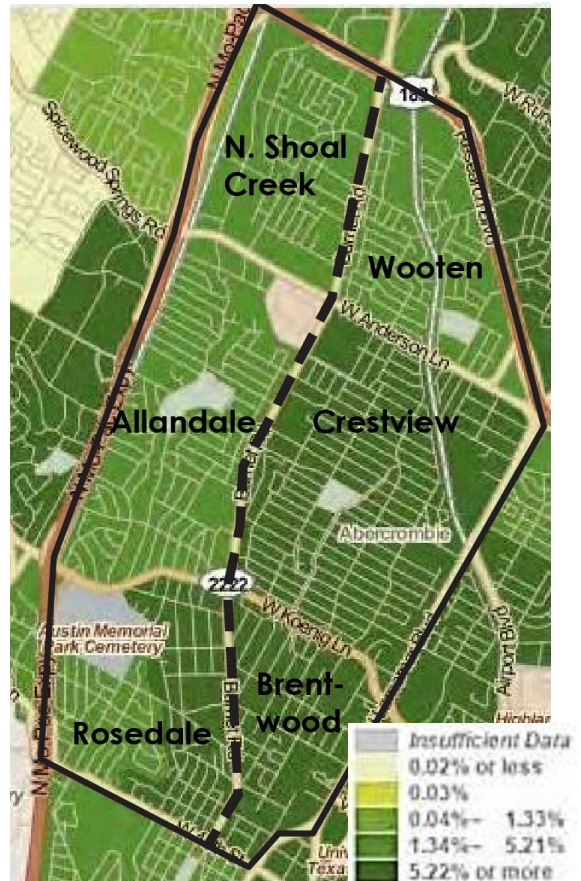
Despite these numbers, Capital Metro’s Transit Oriented Development Priority Tool identifies several impediments to transit use and potential expansion along Burnet - distance between businesses, discontinuous and poor sidewalks, multiple driveways, and absence of crosswalks or signage - all characteristics of a stroad in transition.<sup>vi</sup>

- **Hinders access for all ages, abilities, & incomes**

The NCA study area is home to people who may have difficulty navigating stroad-like conditions, including children, older adults, and people with disabilities. Of the almost 16,000 people in living in the area in 2010, 16.6 % were children under the age of 18, and 14.6% were adults over the age of 65. Together these two groups comprise almost a third of the population (31.2%). In addition, two schools for students with disabilities (Texas School for the Blind and Rosedale School) and a middle school (Lamar) are located along or just off Burnet Road.

In addition, while the study area as a whole has lower levels of poverty than the rest of the City, in 2010, the Wooten Neighborhood’s poverty rate (35%) was almost twice the City average (18.4%).<sup>vii</sup> In addition, over a third (38%) of the people who work in the NCA study area earning \$1,250 per month (below the poverty guideline for a two person household). People in lower income groups are more likely to walk or bike to work. Burnet Road’s stroad-like conditions may make it challenging to access transit and businesses that provide jobs and goods and services to meet daily needs.

ESTIMATED % OF WORKERS WHO COMMUTED USING PUBLIC TRANSPORTATION, 2009-2013



## Burnet Road Project Report

- **Impacts businesses and customers**

Businesses are concerned about traffic safety for customers and employees. Many new businesses along Burnet are generating foot traffic, however the unsafe characteristics of the “stroad,” such as lack of comfortable sidewalks, wide driveways, and infrequent crossings, remain.

The Top Drawer, an iconic vintage store, attached a handwritten note to the traffic pole across the street from their business (at W. 49 Street and Burnet Road) to warn people of the dangers of the intersection:

“PLEASE

Do not stand too close to the curb while waiting to cross the street.

-----

There have been many accidents at this intersection, most of them at this corner.

-----

We want you to stay safe!  
<3 Your Pals at Top Drawer  
P.S. Stay behind this pole!”

A manager at Lucy’s Fried Chicken witnessed two collisions in front of his restaurant at the intersection of Burnet Road and Houston Avenue. Both crashes involved a person driving turning left onto Burnet Road and hitting a person walking across Burnet Road. Although it’s a legal crossing, because of the lack of signal and crosswalk, people turning left on Burnet may be more occupied with cross traffic and may not be looking for people crossing.

The Lucy’s manager also noted how he didn’t feel safe crossing Burnet Road on foot so he would get into his car and drive to get a coffee at Monkey’s Nest, two doors down.



# BURNET OF TOMORROW: STREET

## BUILDING ON PREVIOUS WORK

Burnet Road has been the topic of numerous City studies and plans in recent years. Austin Transportation’s 2013 Corridor Report and surrounding neighborhood plans from 2004 provide insight to the values and visions of the residents and businesses along Burnet. In addition, city-wide plans and policies, such as 2012 Imagine Austin Comprehensive Plan, 2012 Community Health Improvement Plan (CHA/CHIP), 2014 Complete Streets policy, 2014 Project Connect, and 2015 Vision Zero Action Plan, offer guidance on the goals and objectives for Burnet as an Activity Corridor that serves the city. Together, these reports establish a common vision for Burnet as a walkable, safe environment, and make policy and program recommendations to achieve that vision.

## SHARED VISION

Drawing on these initiatives, a cohesive vision was created: Burnet is the accessible backbone of a complete community that:

- is safe, comfortable, and beautiful for people of all ages, abilities, and incomes.
- provides a variety of ways to get around, including walking, biking, taking transit, and driving;
- increases the supply and diversity of housing options;
- retains a diversity of local businesses and creates opportunities for new jobs;
- integrates green infrastructure and innovative stormwater management practices into redevelopment;
- provides access to high quality civic space

Complete communities are places where people of all ages, abilities, and incomes have easy and safe access to a variety of goods and services to meet their daily needs within a short trip – whether walking, biking, taking transit, or driving, etc.

	Key Recommendations	Burnet-specific					City-wide						
		Council Resolution	ATD N. Lamar/ Burnet Corridor	NACTO Workshop	EPA Equitable Development	Neighborhood Plans	Imagine Austin Comprehensive	Vision Zero Action Plan	Complete Streets Policy	Mayor's Challenge for Safer People/	Project Connect	Surgeon General's Call to Action	CHA/CHIP
1	Transit amenities (benches, shelters)	X	X	X	X	X	X	X	X	X	X	X	
2	Bike facilities (lanes, paths, racks)		X	X	X	X	X	X	X	X	X	X	
3	Sidewalks	X	X	X	X	X	X	X	X	X	X	X	X
4	Crosswalks	X	X	X	X	X	X	X	X	X	X	X	
5	Pedestrian Crossings (PHBs)	X	X		X	X		X	X	X	X	X	
6	Lighting		X			X	X	X	X			X	X
7	Wayfinding						X		X				
8	Street trees		X			X	X		X			X	
9	Planting strip/buffer		X	X		X	X		X			X	
10	Furniture (benches, trash cans, plants)		X				X		X			X	
11	On-street parking			X	X								
12	Shared parking		X		X		X						
13	Consolidate driveways		X						X	X			
14	Public art		X	X	X	X	X		X				X
15	Public space	X		X	X	X	X		X			X	X
16	Business retention	X			X	X	X						



# Burnet Road Project Report

## 2013 N. LAMAR / BURNET ROAD CORRIDOR REPORT

In 2013, the Austin Transportation Department (ATD) completed a corridor report for Burnet Road with recommendations developed for all road users, including pedestrians, bicyclists, and transit users.

The scope of ATD's report addresses the wider, 120+ foot right of way of Burnet Road and overlaps with Mid- and Upper Burnet (from Koenig Avenue/2222 to US 183). The ATD report did not address Lower Burnet (south of Koenig Avenue/2222) where the road narrows to approximately 65 feet.

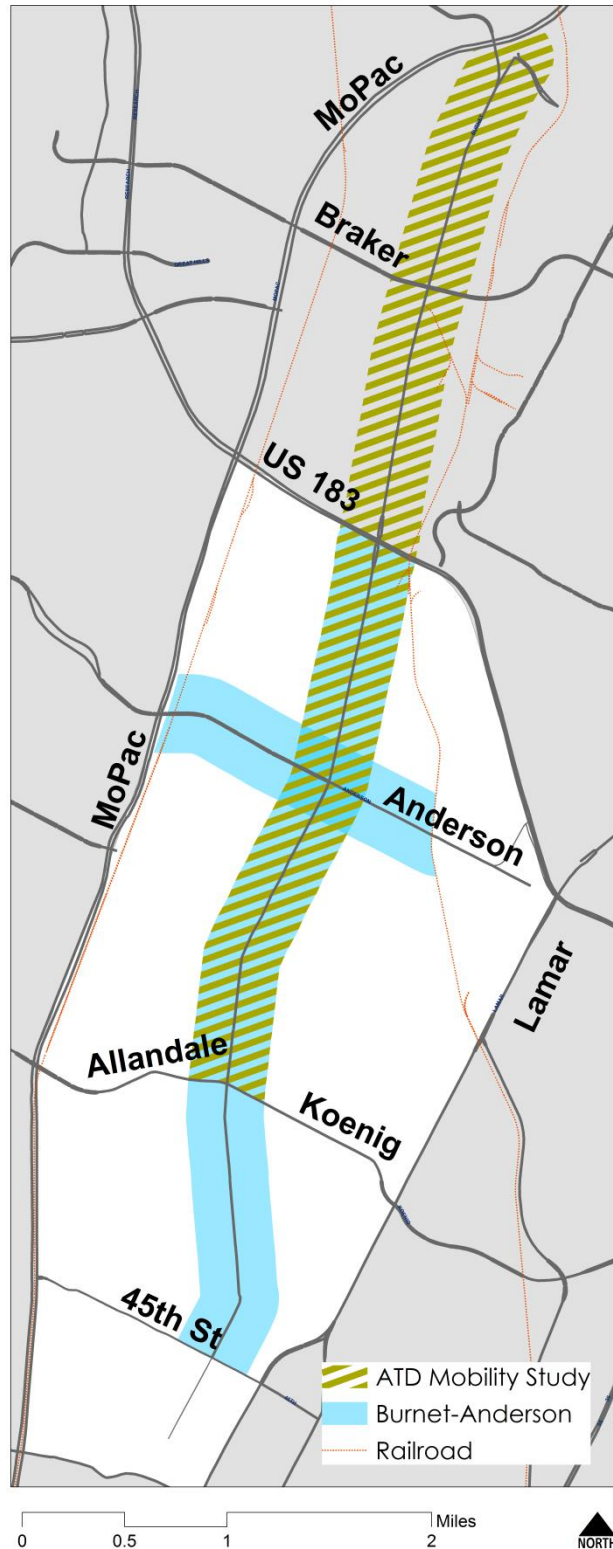
This Burnet Road Project Report builds on some of ATD's recommendations as well as develops recommendations for the narrower right of way south of Koenig/2222.

Key ideas presented in the ATD report include:

1. Add crossings (PHBs)
2. Fill in missing sidewalks
3. Address driveways
4. Address skewed intersections
5. Add missing bus benches and shelters
6. Street section (median, protected bike lanes)

ATD's 2013 Corridor Report recommends almost \$77 million in short- and long-term capital improvement projects for the Burnet Road from Koenig Lane to Mopac.<sup>iv</sup> As part of the 2016 bond, ATD is working with a consultant to review and prioritize the recommendations in all of corridor studies.

## ATD'S CORRIDOR REPORT AND BURNET ROAD PROJECT BOUNDARIES





# STROAD CHALLENGES

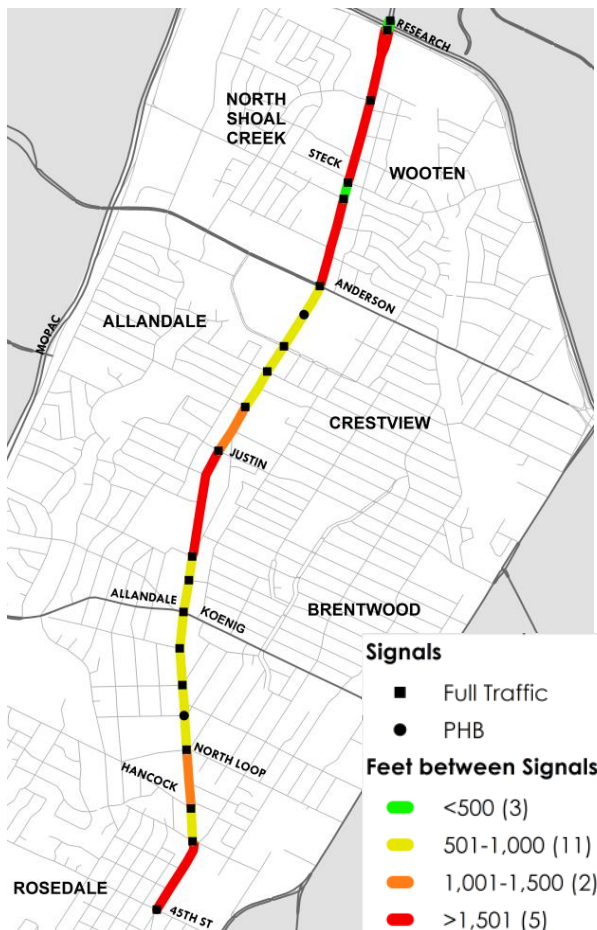
Over the fifty years, Burnet Road has developed into a patchwork of small and large parcels with buildings set back from the street, long blocks with limited crossings, skewed intersections where subdivisions with different grids came together, and parking lots with wide driveways. These land use characteristics prevent the completion of many improvements outlined in the Austin Transportation Department Corridor Report and neighborhood plans. The following section discusses key land use-transportation issues that must be addressed before the shared vision of a street can be achieved.

## LONG BLOCKS AND FEW PROTECTED CROSSINGS

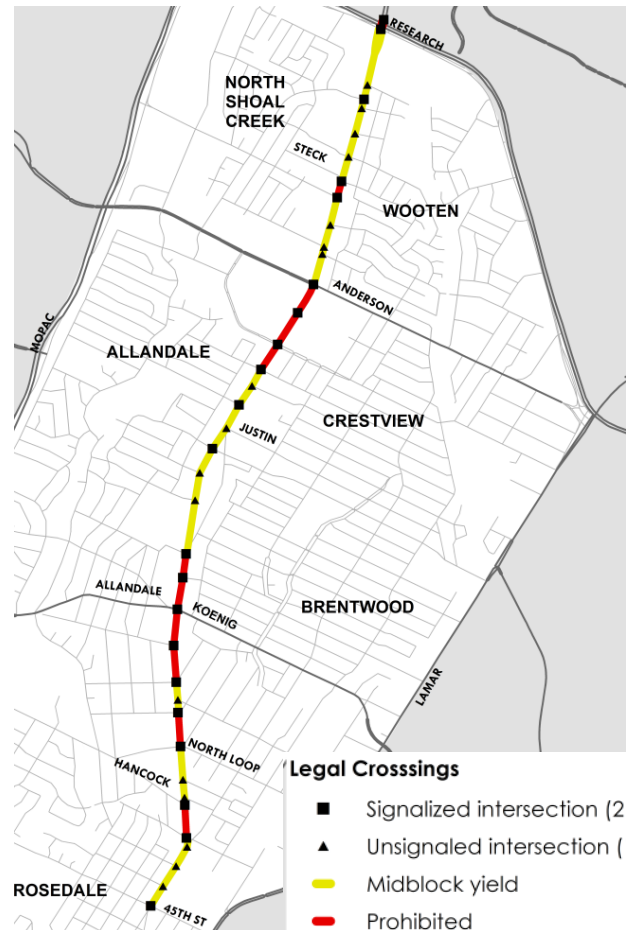
Long block lengths and distances between signalized crossings discourage walking and increase the likelihood of people crossing Burnet between signalized intersections to access businesses and transit. Block lengths along Burnet average about 1,068 feet, more than twice the best practice recommendation of no more than 500 feet between signalized crossings.<sup>viii</sup> In some cases, the crossing distance is as high as 2,590 feet, over five times the recommended distance.

The five, planned pedestrian hybrid beacons (PHBs) on Mid- and Upper Burnet and the newly-installed PHB on Lower Burnet will begin to shorten some of the longest block lengths. However, they will leave 1,000 foot block lengths, which are still twice the recommended distance.

DISTANCE BETWEEN CROSSINGS



LEGAL CROSSINGS



# Burnet Road Project Report

## MISSING SIDEWALKS

In addition to limited crossings, Burnet is missing sidewalks, particularly north of Koenig. Mid-Burnet, between Koenig and Anderson Lane, has the most gaps (see image on page 14). Over a 43% of the east side of the road is missing sidewalks. Upper Burnet fares somewhat better with between 10-16% of the road missing sidewalks.

## DRIVEWAY INTERRUPTIONS OR “DRIVEWALKS”

The number and width of driveways along the corridor also needs to be addressed (see image on page 14). As noted in the Austin Transportation Department 2013 Corridor Report, driveway frequencies along the corridor are higher than the 22 driveways per mile recommended by the Transportation Research Board (TRB). Driveway cuts pose a safety concern because they create a point of conflict between people entering the corridor and those already traveling along it.

On Upper Burnet, the east side of the road has 53.3 driveways per mile, or over twice TRB’s recommendation. At an average of 30 feet wide, driveways account for a third (33%) of Upper Burnet.

On Lower Burnet, there are slightly fewer driveways per mile (45), but the driveway widths increase to an average of 45 feet. While this area has sidewalks, 42% of the walking experience is driveways. These wide driveways with sidewalks are so common we created the portmanteau “drivewalk” to describe the problem. The photo below illustrates how shallow parcels with head-in parking create an almost continuous driveway curb cut along the property’s frontage.

“DRIVEWALK” ON THE 4600 BLOCK OF BURNET ROAD



[Image capture: Nov 2016 @Google](#)



MISSING SIDEWALKS AND "DRIVEWALKS" ON BURNET ROAD

Upper Burnet



Mid Burnet



Lower Burnet



## APPLYING A SUBURBAN CODE TO SMALL URBAN LOTS

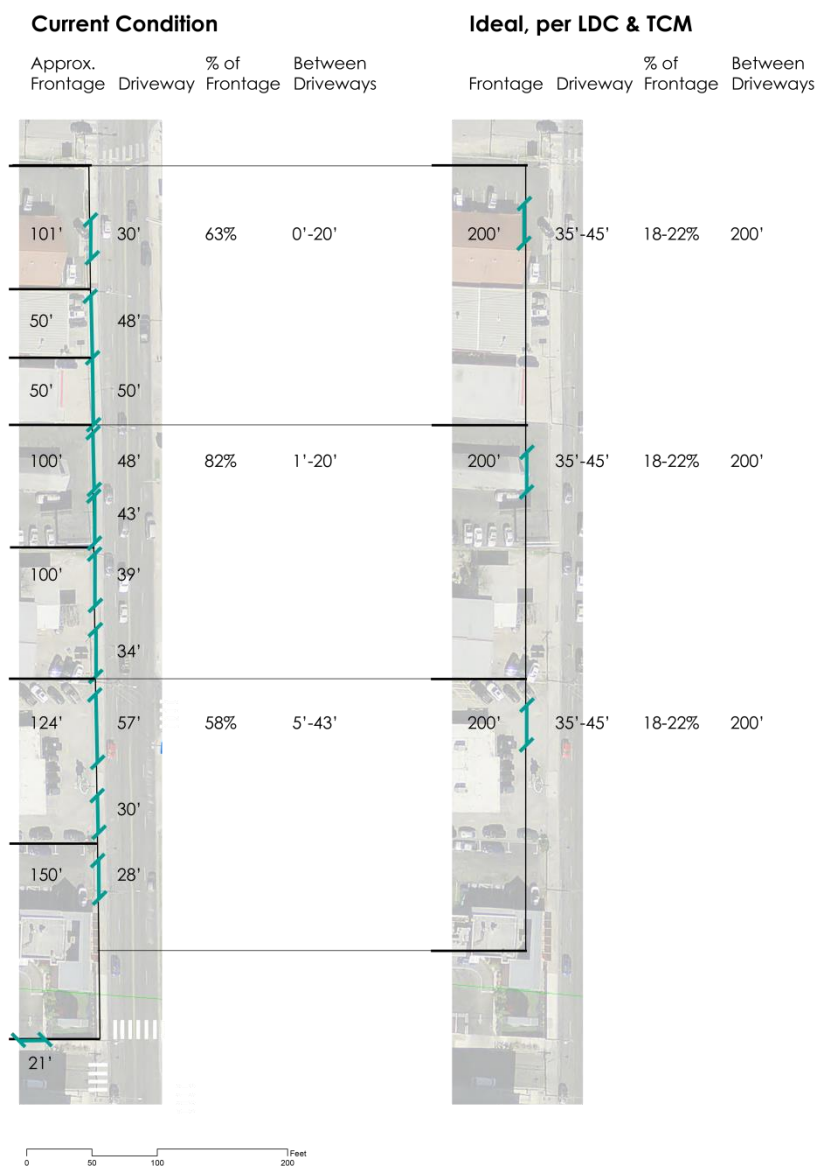
Both the Land Development Code (LDC) and the Transportation Criteria Manual (TCM) have requirements that aim to limit the number of driveways. However, paired with historic platting of small lots, these requirements are resulting in frequent, wide driveways.

On a two-way, undivided major arterial like Burnet, the TCM requires a minimum of 200 feet between commercial driveways,<sup>ix</sup> and the LDC requires a minimum frontage of 200 feet.<sup>x</sup> According to these regulations, there should be one driveway every 200 feet.

Historic platting, however, has resulted in properties with much smaller frontages, particularly on Lower Burnet. In some cases, the frontages are as narrow as 50 feet. Because the LDC guarantees private properties access to at least one public road, and there are few cross streets and no alleys, each property must have driveway access. As the image on the right illustrates, on some parts of Burnet, the minimum distance between driveways is between 0 and 43 feet, less than a quarter of the recommended distance.

Minimum driveway width requirements also contribute to the “drivewalk” problem. With a 35 foot minimum driveway width, 70% of a property’s 50 feet of frontage could be driveway. However, the TCM allows up to a 45 foot wide driveway, which would mean up to 90% of a 50 foot frontage could be driveway.

Many small, shallow parcels lack the physical space to meet current development regulations, which are designed for large suburban development. As a result, property owners of shallow parcels are reinvesting through remodeling, instead of redeveloping. Remodels use the site plan exemption process, which does not have streetscape requirements. Therefore, many of these frequent and wide driveways on small, shallow parcels will remain.





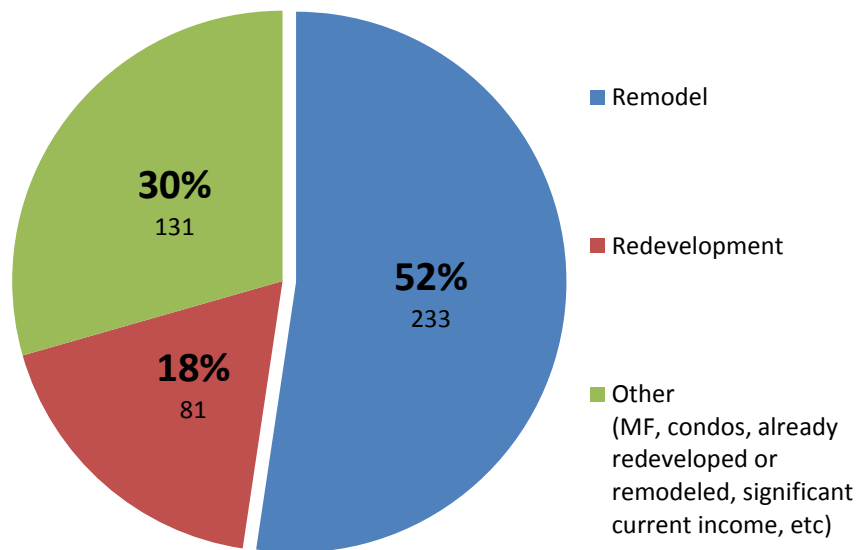
## LIMITED REDEVELOPMENT

Real estate development trends along Burnet fall into two categories: larger parcels redeveloping and smaller parcels remodeling. Only larger sites along Burnet can accommodate a building large enough to offset Austin’s rising land and construction prices with enough space to meet on-site development regulations (particularly parking requirements and single family compatibility).

Smaller (<1 acre), shallow parcels characterize 84% of properties and one third of the land area along Burnet. The lack of space on these small parcels, coupled with existing zoning and building regulations (single family compatibility affects 87% of the smaller parcels), makes redevelopment of these sites unfeasible. Therefore, remodeling often makes the most sense.

Using the land use evaluation tool Envision Tomorrow, Burnet’s current reinvestment trends were modeled to determine the redevelopment readiness of commercial and multifamily properties along the corridor. Based on current land values, rules and regulations, rents, and construction costs, the model predicted that the majority of parcels would remodel (52%), rather than redevelop (18%) in the next eight years. The remaining third (30%) have already remodeled, redeveloped, or are profitable enough to not warrant reinvestment.

TREND BY PARCEL



Under the current code,<sup>1</sup> remodels and projects with site plan exemptions are not required to provide the streetscape improvements required of redevelopment such as consolidated driveways, wide sidewalks, street trees, and furniture. This trend of remodels along the corridor will not fill the gap between Burnet’s current state as a “stroad” and the vision of it becoming a street.

The economic and regulatory incentives to remodel rather than redevelop create a substantial barrier to realizing the vision and preferred street sections outline in the 2013 Austin Transportation Department Corridor Report.

<sup>1</sup> ordinance number 20100624-149

## Burnet Road Project Report

### LIMITED PUBLIC FUNDING

Austin Transportation Department's 2013 Corridor Report recommended almost \$153 million in capital improvement projects for North Lamar and Burnet Road.<sup>xi</sup> \$77 million in long- and short-term improvements were for Burnet Road from Koenig Ave/2222 to Mopac.<sup>xii</sup>

In 2012, voters approved \$15 million in funding for the two corridors, which covers about 10% of the total recommendations. However, with \$5 million for design work and the remaining \$10 million split with North Lamar, Burnet Road will receive roughly \$5 million in improvements.

In 2016, Austinites passed a \$720 million bond, the city's largest transportation bond in history. Over two thirds of the funding (\$482 million) was approved for Corridor Improvement Projects, but it only covers roughly a third of the need identified in the Corridor Mobility Program (\$1.5 billion).

However, even with full funding the City will not be able to achieve the vision for Burnet Road without consolidating and narrowing existing driveways and managing parking.

### LIMITED RIGHT OF WAY ON LOWER BURNET

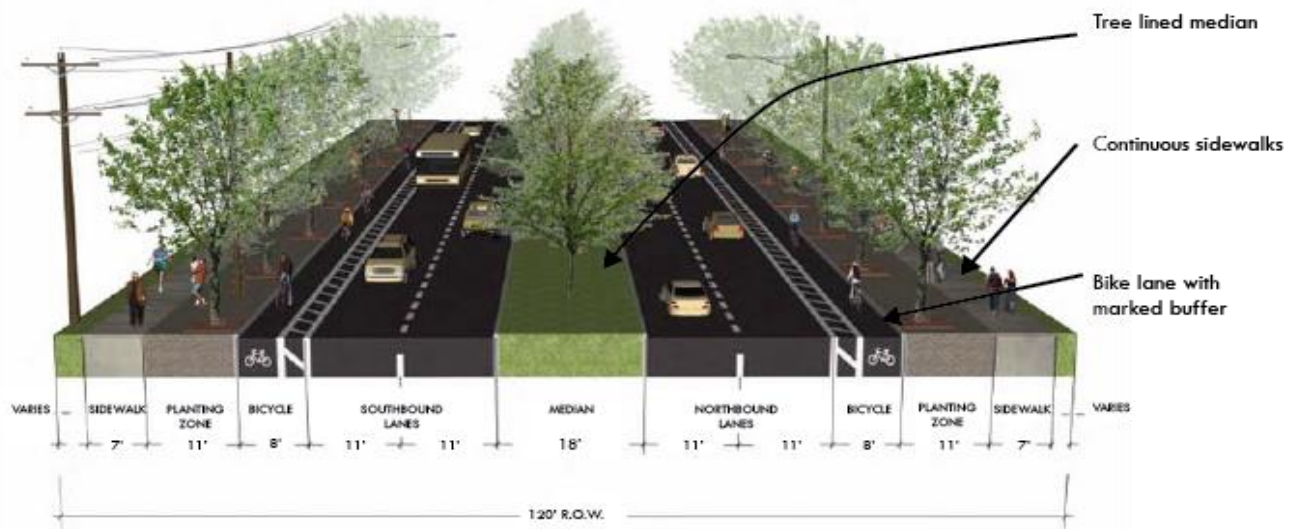
The public right of way on Burnet Road changes dramatically from: approximately 65 feet on Lower Burnet (south of Koenig 2222) to 135 feet on Mid- and Upper Burnet (north of Koenig Avenue/2222). On Lower Burnet, 65 feet of right of way is just enough space to fit two 13-foot travel lanes in each direction (52 feet), and two 5-foot sidewalks on either side of the street (10 feet).

Even with minimum width lanes, there is simply not enough space to accommodate two 10-foot travel lanes in each direction (40 feet), two 7-foot sidewalks (14 feet), and two 8-foot planting zones (16 feet) required by Subchapter E of the Land Development Code (total of 70 feet). Squeezing additional infrastructure, such as sidewalks and protect bike lanes, is not an option with limited ROW segments, like Lower Burnet. Other programs, tools, and partnerships will be necessary to achieve a better streetscape in these areas.

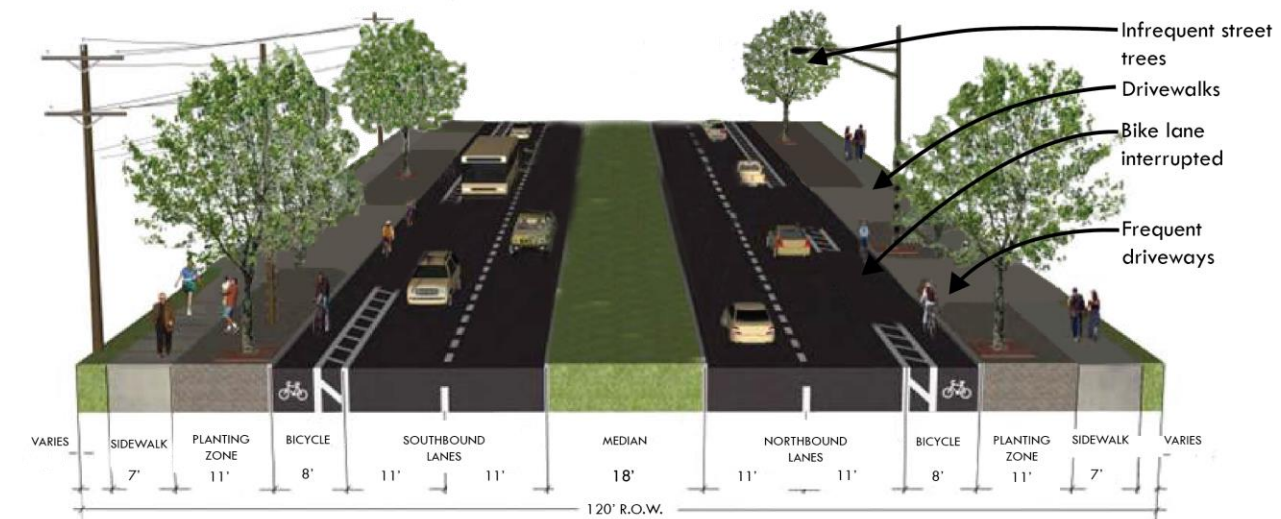
## DRIVEWAYS INTERFERE WITH VISION

Given current trends and regulations, typical methods used to rectify land use and transportation issues – private redevelopment, public capital improvement projects, and redesigning the right of way – alone will not fully address Burnet’s driveway issue. Without new tools to consolidate and narrow driveways, it will be difficult to achieve the tree-lined sidewalks, protected bike lanes, and medians with trees in the short term street section for Mid-Burnet envisioned in Austin Transportation Department’s 2013 Corridor Report.

### SHORT TERM SECTION: BURNET ROAD - KOENIG LANE TO ANDERSON LANE<sup>2</sup>



### SHORT TERM SECTION: WITHOUT ADDRESSING FREQUENT DRIVEWAYS



<sup>2</sup> From p.6-10 of the 2013 N. Lamar/Burnet Corridor Report



# TESTING STREET SOLUTIONS: BURNET ROAD BETTER BLOCK

To address these challenges, the City used a Better Block event to temporarily test eight recommendations in this report to convert a few blocks of Burnet Road from a stroad to a street for a day:

1. Realign Skewed Intersection
2. Narrow Driveways
3. Add Pedestrian Crossings
4. Paint Crosswalks
5. Add Street Trees and Furniture
6. Create a Pavement-To-Plaza
7. Add a Rain Garden
8. Share Parking

Better Blocks temporarily demonstrate how an unsafe or under-utilized space could be converted to look and feel safer and activated. Better Blocks have been used by community groups across the country to create better streets and public spaces.



The City of Austin's Planning and Zoning Department, in partnership with numerous City departments and agencies, area businesses, and residents, organized a Better Block event on Sunday, September 11, 2016.<sup>3</sup> The event was held from 11am-5pm on the 5300 block of Burnet Road between the intersections of Clay Avenues and Houston Street. The event focused on short-term, small-scale changes to improving pedestrian safety and comfort, and activating the street.

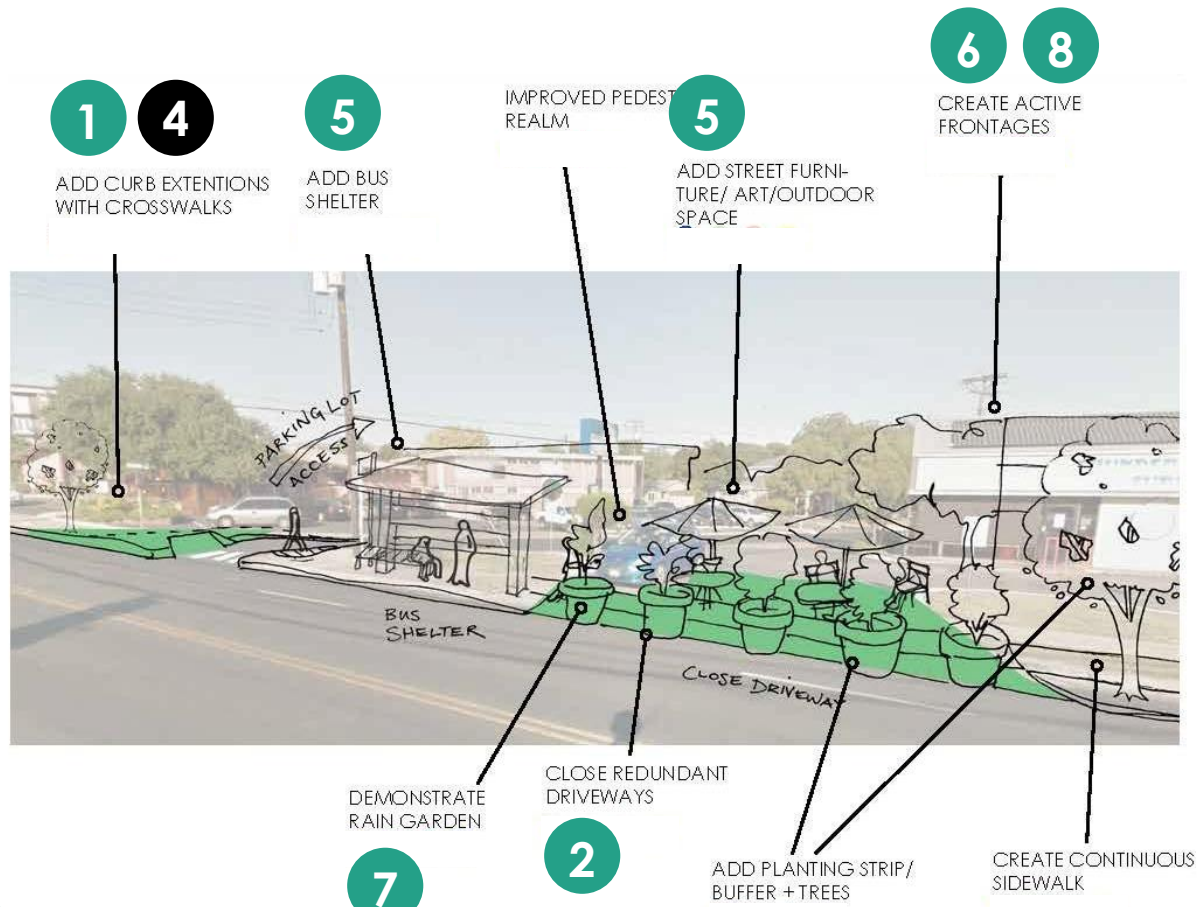
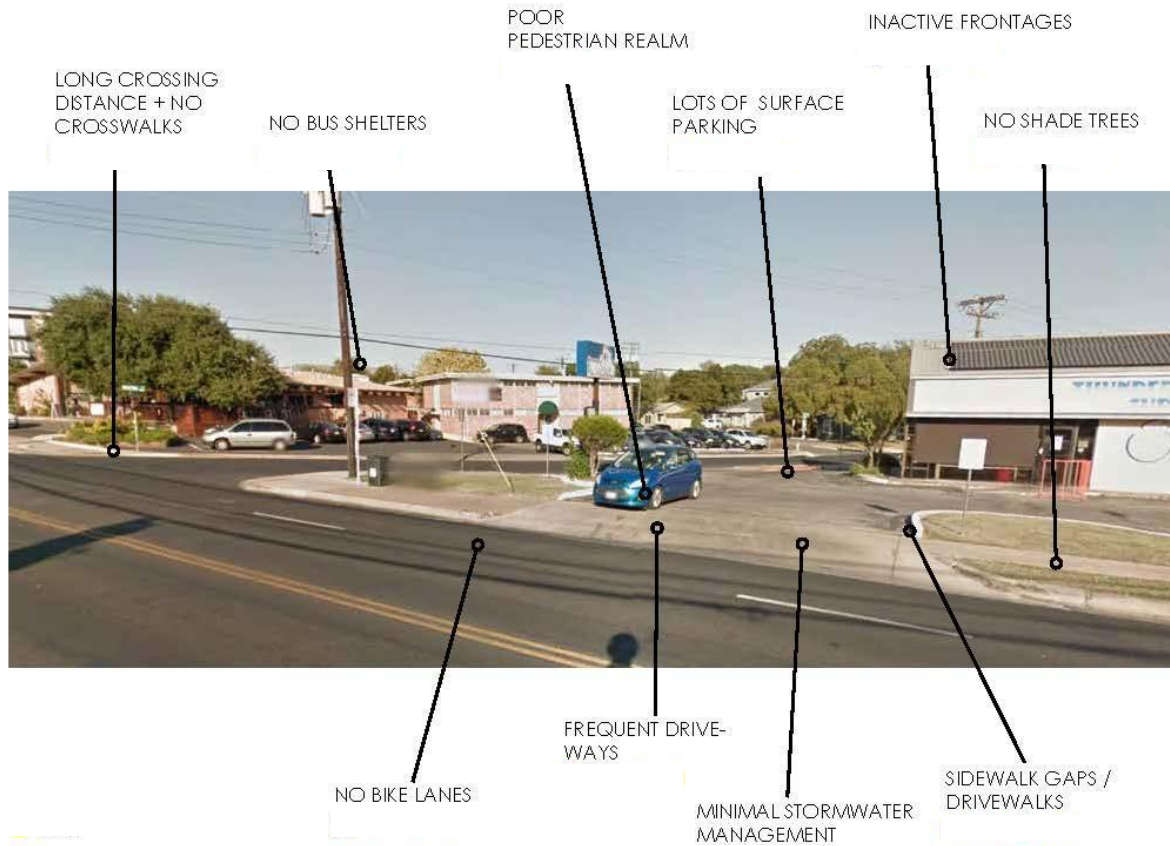
## FROM STROAD TO STREET, FOR A DAY

The goal of the Better Block was to convert a section of Lower Burnet from a stroad to a street for a day. Pedestrian safety and placemaking are defining characteristics of a street. Since pedestrian safety is foundational for all other improvements, the Better Block first focused on realigning a skewed intersection, narrowing driveways, shortening crossing distances, and adding a signalized crossing. Then, the Better Block worked to improve comfort with street plants, street furniture, and a bus shelter and demonstrated a Pavement-to-Plaza by activating the space with music, games, food, and a tiny petting zoo. Last, the Better Block used posters to educate people about these changes and collected quantitative and qualitative data before, during and after the event.

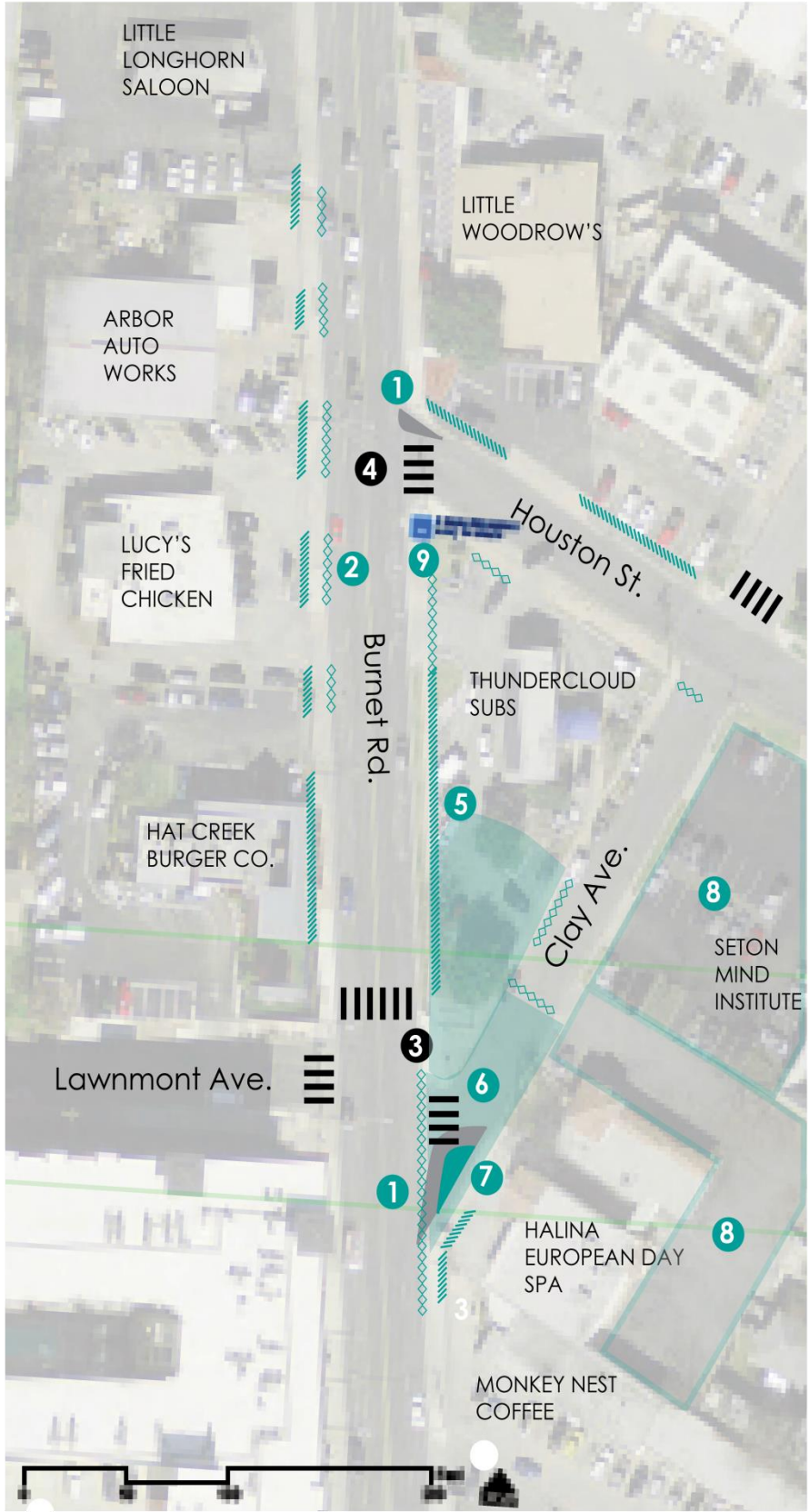
The following sections highlight the temporary demonstrations (green dots) and permanent installations (black dots) highlighted at the Better Block event.

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<sup>3</sup> Participating partner departments: Public Works, Economic Development, Watershed Protection, Austin Transportation, Austin Resource Recovery, Sustainability, and Austin Water. Partner agencies: Capital Metro. Area businesses: Halina Day Spa, Seton Mind Institute, ThunderCloud Subs, Monkey's Nest Coffee, Little Woodrow's, Little Longhorn, Arbor Auto Works, Lucy's Fried Chicken, and Hat Creek.



- T** Temporary improvements
- P** Permanent improvements



**Temporary (& Permanent) Improvements**

- 1 sidewalk extensions (2) 
- 2 narrowed driveways 
- 3 pedestrian hybrid beacon 
- 4 new crosswalks (5) 
- 5 street trees / furniture 
- 6 pavement-to-park 
- 7 rain garden 
- 8 shared parking 
- 9 bus shelter 



## START WITH PEDESTRIAN SAFETY

The top priority improvements focused on enhancing safety for people walking and reducing conflicts with people driving. Many of the redesigns for improve safety created opportunities for public amenities, including rain gardens and landscaping.

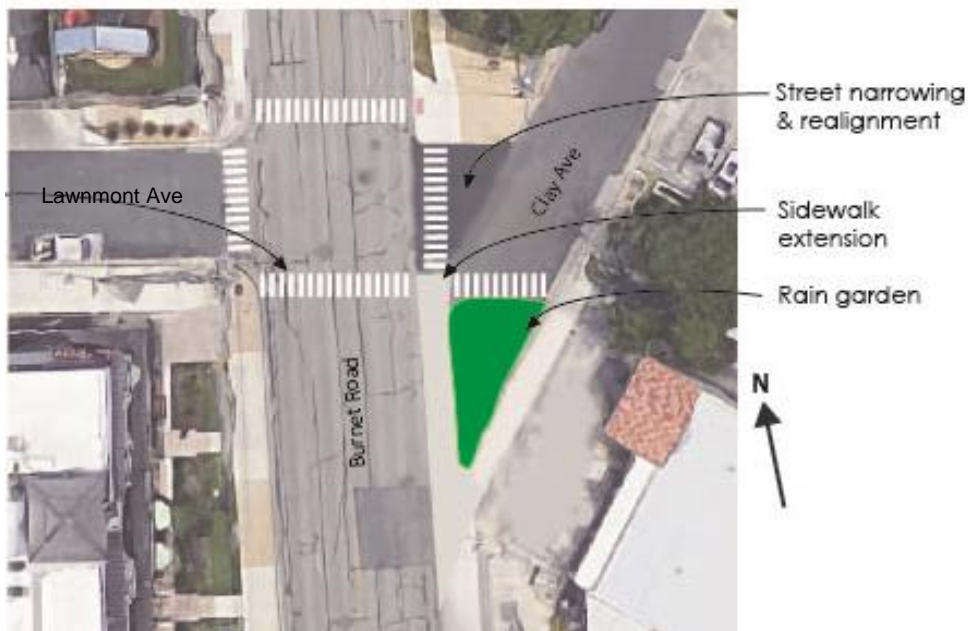
1

### Realign skewed intersection; add a rain garden

A key demonstration at the Better Block was aligning the skewed intersection of Clay Avenue with Lawnmont Avenue. The Better Block used temporary chalk, cones, and potted plants to extend the sidewalk north, shorten the distance to cross Clay Avenue, and demonstrate where a raingarden could treat runoff from the road. A permanent realignment would reduce the Clay Avenue crossing distance by 27 feet (from 67 to 40 feet) and could create an opportunity to add a crosswalk on the south side of the intersection.

7

CONCEPTUAL SKETCH OF PROPOSED IMPROVEMENTS AT BURNET RD. AND CLAY/LAWNMONT AVES.



LOOKING SOUTH AT THE SIDEWALK EXTENSION AND RAIN GARDEN AT CLAY AVENUE .



2

**Narrow driveways**

The Planning and Zoning Department worked closely with area businesses to demonstrate how narrowed commercial driveways and additional landscaping could enhance the safety and comfort for both pedestrians and patrons. The right of way in this section of Burnet Road ends at the outer edge of the sidewalk, so narrowing driveways and adding landscaping required coordination of both public and private property.

During the Better Block demonstration, orange traffic cones converted “drivewalks” into protected sidewalks and defined driveways. Tightening driveways and temporarily closing two driveways expanded the area’s protected sidewalk by roughly 155 linear feet. The narrowed driveways opened up space for temporary planting areas, which were created with spray chalk, corn starch with food coloring, and container planters.



- Plants add greenery
- Green chalk delineates planting areas
- Orange cones narrow driveways



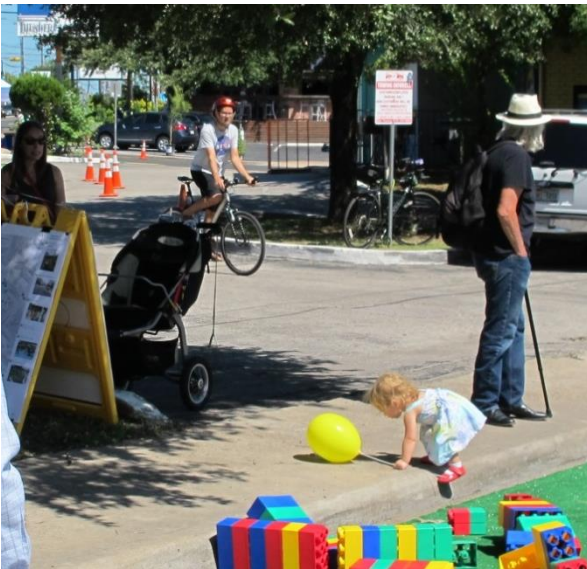


### Short-term Observations

- *Landscaped areas created a safe space for people of all ages to walk and gather*  
Not only did the narrowed driveways making it safer for people, including young children, to walk it also created landscaped areas for people to pause and rest.



- *Better Block encouraged business participation the day-of*  
An area business that was originally hesitant about narrowing their driveway, volunteered to temporarily close two of their three driveways and become a drive-through only during the event. This opened up the parking lot for the event, increasing the event space by 5,000 square feet. After the event, the business said it was happy to participate and had a successful lunch rush.
- *Car parking became bicycle and stroller parking*  
A few of the spaces in the parking lot were taken over by bicycle and stroller parking.



LEFT: AREA BUSINESS CLOSED DRIVEWAYS AND OPENED PARKING LOT TO BETTER BLOCK EVENT  
RIGHT: PARKING SPACES ARE TAKEN OVER BY BIKE AND STROLLER PARKING.



### 3

#### **Add a permanent pedestrian crossing**

Frequent crossings are another defining characteristic of a street. Burnet Road at Lawnmont Avenue was a location where the community had requested a protected crossing. After meeting the Austin Transportation Department's evaluation criteria, a Pedestrian Hybrid Beacon (PHB) was funded by the Burnet Road project. The permanent PHB was turned on the Friday before the Better Block event, and celebrated the day of. Leading up to the event, Austin Transportation Department adjusted the signal timing of other lights along the corridor.



#### *Short-term Observations*

- *Latent demand for crossing Burnet*

Staff performed screenline counts of people walking and bicycling across Burnet between 3 and 5pm on three Sundays - before, during, and after the event. While there was demand before the PHB was installed (average of 45 crossings per hour), there was an average 150% increase in crossings after the PHB was operational.

- *People driving use PHB signal to assist left turns onto Burnet*

Many participants talked about how difficult and scary it was to turn left onto Burnet. After the PHB was activated, drivers used the PHB signal to make a protected left onto Burnet. While there was good compliance with people driving yielding to people walking during the event, area residents mentioned that people driving do not always yield, particularly at night or if there is only one person. Realigning Clay with Lawnmont may create an opportunity to add a crosswalk south of the intersection, which may help this issue.

- *People with mobility issues use the PHB*

While we didn't specifically record demographic data, we observed people with mobility issues such as people using walkers, with small children in tow or in a stroller, or with dogs, use the PHB more often than able-bodied adults.

# 4

## Paint crosswalks

Crosswalks connect business districts, allowing patrons to access goods and services on both sides of the street. Crosswalks also connect neighborhood residents to the business district and local transit. Painting crosswalks raises the visibility of people walking by showing where they can cross and alerting people driving that they are entering a walkable business district.

Typically, Austin Transportation Department installs crosswalks at intersections with control device (sign or signal) and an ADA accessible ramp. Public Works Department installs ADA accessible ramps where there are sidewalk connections. Planning and Zoning Department identified five unmarked crossings that met these criteria: across Lawnmont at Burnet, Clay at Burnet, Houston at Burnet, Burnet at Lawnmont, and Clay at Houston. Austin Transportation Department funded and painted the crosswalks as part of a cost-sharing collaboration for the Burnet Road Better Block.





## ADDRESS COMFORT

Once safety was addressed, the event focused on improving comfort for people walking, including for older adults, younger children, and people with disabilities. These improvements focused on providing shade, greenery, and places to sit and rest.

5

### Add street trees and furniture

Currently, much of Lower Burnet lacks shade features and seating, and, there is not currently space to add street trees or furniture due to a narrow right of way that ends at the back of the sidewalk. Coordination with private properties to provide space for tree plantings or furniture will be necessary to add shade and seating.

Container plantings and nursery trees were used to demonstrate where street trees and landscaping could provide shade and relief to people walking along the corridor. The plants were placed in the landscape areas created by narrowing driveways. The Planning and Zoning Department worked closely with Thundercloud Subs, to set up Adirondack chairs and plants between the sidewalk and the stop bars in their parking lot, and in a grassy triangle at the southern tip of their property.

The City also placed small tables and chairs in the temporary Pavement-to-Plaza created by the street closure, and worked with CapMetro to set up a temporary bus shelter at the bus stop at Burnet Road and Houston Avenue.





6

### Create a pop-up plaza

The temporary street closure provided an opportunity to create a Pop-up Plaza, which activated roughly 8,500 square feet. Converting underutilized right of way into public spaces for events and social gatherings has the potential to generate foot traffic along the business corridor and promote active transportation in the area.



### Music

Music is a great way to set the tone or mood of an event. A family-friendly band that is loud enough to overcome road noise is ideal to attract passersby and create a festive atmosphere.



### Giant Games

AstroTurf and giant games, such as checkers and building blocks, encourage people of all ages to play, linger, and people watch.



### Tiny Petting Zoo

People of all ages enjoy petting zoos, whether it's

petting them, or watching others interact with the animals. Many tiny petting zoos have a variety of animals (e.g., rabbits, turtles, ducks, chicks, lizards) and require minimal space.





# Burnet Road Project Report

## Short-term Observations

- *Speeds were lower during Better Block*

We used a handheld radar gun to take three speed readings at the beginning of every fifteen minute increment between 3-5pm. We avoided taking readings right after the PBH was activated. Except for two intervals, average speeds were lower during the Better Block event than before or after event. In some cases, average speed was almost 5mph lower.

- *The Pavement-to-Plaza created demand for crossing*

On a typical Sunday between 3pm and 5pm there is a heavy flow of people walking west across Burnet to Little Longhorn for chicken bingo. The Burnet Road Better Block event created an eastward draw that equaled the westbound demand.

- *Better Block attracted families with young children*

It is often difficult to get families with small children to planning events. By providing programming for small children, the Better Block brought out more people with small children than we typically see at government-run public engagement events.

- *Participants used active transportation*

Many participants, including children, walked and biked to the event. People parked their bikes and strollers in the parking lot, against trees, and tied to road closure signs.



## EDUCATE, ENGAGE, & DOCUMENT

The Better Block included posters to educate participants about the improvements they were seeing, including the reason for and benefits of each improvement. In addition, during the event, staff collected qualitative data from participants, asking two open-ended questions:

1. What have your past experiences on Burnet Road been like?
2. How was today's experience different?

### *Short-term Observations*

- *Concern about transportation safety for all modes*  
Many participants made comments about how “Burnet Road has been terrifying by bike, car, and when walking.” Multiple people had stories of witnessing traffic crashes. A woman with children described how she drives miles out of her way to avoid turning left onto Burnet Road. In fact, avoidance of Burnet Road due to fear was a common theme among walkers, bikers, and drivers alike.
- *Demand for pedestrian access*  
Participants commented that typically Burnet Road is “tough/difficult/hard to cross,” “not pedestrian friendly,” and “full of awesome businesses...but you can't access them.” On the day of the event, attendees said that they “like the walkability” of the area and that it was “easier to cross/walk” and more “human-friendly.” The Better Block improvements made pedestrians feel prioritized, which stood in sharp contrast to their past experiences along Burnet Road.
- *Demand for public gathering space*  
The Better Block created a plaza-like experience that encouraged social interaction. Many participants talked about how the Better Block “unified the neighborhood” and was a “great community building event.”
- *Appreciate Better Block as a tool*  
Many participants told staff they appreciated the event and the effectiveness of the demonstration event. One attendee said that they “love that their city government is doing events like this” and they “like the idea of demonstrating some of these elements before they are implemented or to educate the community about them.” Multiple participants mentioned learning something new during the event, including the benefits of shared parking and narrowing “drivewalks.”





## POTENTIAL SOLUTIONS: TOOLS TO BECOME A STREET

The Burnet Road Better Block demonstrated several tools to address the transportation-land use mismatch on Lower Burnet Road by converting the stroad to a street for a day. These tools and others will be needed to achieve the preferred street section proposed in Austin Transportation Department’s Corridor Report.

An expanded toolkit will require building on existing programs (installing PBHs, parking benefits districts, transportation demand management), revising existing policies (shared parking, driveway requirements), and developing new tools (driveway retrofitting and parking-to-patio programs). Demonstrations, pilots, and additional data collection will be needed to develop this toolkit.

### INVEST IN PEDESTRIAN SAFETY

Focusing on pedestrian safety ensures all people, regardless of age, ability, or income, have access to goods and services. Pedestrian safety is also foundational to walkable business districts, which are more economically productive.<sup>xiii</sup> Pedestrian safety translates into safety improvements for all people, including people who drive.

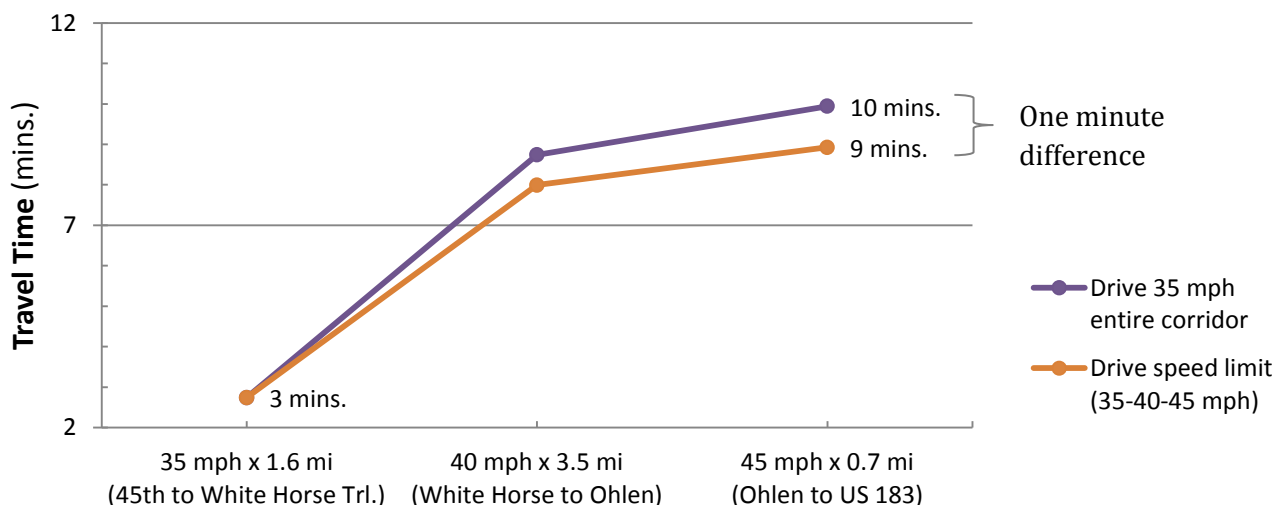
#### Use design to slow travel speeds for safety and “Main Street” areas

The posted speed limit on Burnet Road in the NCA area increases from 35mph to 45mph as one travels north.

- 35 mph - Lower Burnet and the southern part of Mid-Burnet
- 40mph - northern part of Mid-Burnet and southern third of Upper Burnet
- 45 mph - northern two thirds of Upper Burnet.

In urban areas, travel time is more affected by traffic signals, than travel speed. For instance, if one drove 35mph on Burnet Road from 45<sup>th</sup> Street to US 183 without having to stop for a signal, the travel time would be 10 minutes. In contrast, if one drove the posted speed limits on Burnet Road, the travel

TRAVEL TIME, BY SEGMENT AND TRAVEL SPEED



time would be 9 minutes, a one minute savings. However, an increase in speed from 35mph to 45mph greatly increases both the risk and severity of crashes, which cost the City, the individuals involved, and other travelers' time and money.

While Texas law dictates that posted speed limits are set using the 85% percentile speed, there is an opportunity to bring the Burnet's design speed into alignment with a slower target speed. Narrower travel lanes, more intersections, bulbouts or neckdowns at intersections, and signals timed to a slower target could encourage slower speeds. Adding signalized crossings, including the planned and newly-installed PHBs on Mid- and Upper Burnet, could create more stopping and indirectly lower travel speeds, which improving safe access across and onto the corridor. In addition, design elements such as street trees, landscaping and furniture, as well as street activation, through programs like Pavement-to-Plaza or Parking-to-Patio, could signal to people driving that they are entering a business district and will want to reduce their travel speed due to frequent people turning onto and out of the corridor.

### *Examples*

- [Arterial Slow Zones](#) –In 2014, New York reduced the speed limit from 30mph to 25mph on 25 arterials on their high injury network. Their “Arterial Slow Zones” program included retiming traffic signals and aim to reduce traffic-related deaths and injuries.<sup>xiv</sup>
- [Residential Slow Zones](#) –New York also developed a “slow zone” program for residential areas to reduce travel speeds to 20mph.

### **Add safe pedestrian crossings**

Pedestrian crossings facilitate safe movement across Burnet Road, reducing block lengths, reconnecting the community and business district, and improving access to transit. The Pedestrian Hybrid Beacons (PHBs) recommended in Austin Transportation Department's 2013 Corridor Report for Mid- and Upper Burnet are already funded or installed.<sup>xv, xvi</sup> Adding safe pedestrian crossings on Lower Burnet (for instance at Houston or North Street), would continue these connections south of 2222/Koenig. Devices to increase crossings for all people may include PHBs, roundabouts, crossing islands, or other traffic calming devices.

### **Create a Driveway Retrofitting Pilot program**

The Federal Highway Administration (FHWA) identifies “narrowing or closing driveways, tightening turning radii, and converting driveways into right-in/out only movements” as ways to improve pedestrian safety.<sup>xvii</sup> A driveway retrofitting pilot program would work with business and property owners to consolidate and narrow commercial driveways to improve safety, maintain access, and amplify transportation bond investments. Key partners could include the Public Works Department's sidewalk program, Economic Development's Soul-y Austin Program, and the bond implementation team in Austin Transportation Department.

### **Realign skewed intersections**

Burnet Road has several intersections where streets do not meet at a 90 degree angle, which create long crossing distances for pedestrians and encourage turning at high speeds.<sup>xviii</sup> Many of these intersections, such as Burnet at Woodrow Ave, Jeff Davis Ave., Clay Ave., Adams Ave., and Burnet Lane, occur where two different street grids come together. Realigning these intersections to come

## Burnet Road Project Report

closer to 90 degrees would improve traffic safety and could be studied for opportunities to recover this space for public use and/or green stormwater management.

### Example

- The [NACTO Urban Street Design Guide](#) has a section on [Complex Intersections](#) and provides examples of design alternatives.

### Revise codes and manuals to reduce and narrow driveways

The minimum and maximum driveway widths in the Transportation Criteria Manual (TCM) should be revised to consider street type, adjacent land uses and activity, and speed limit. For instance, on Lower Burnet (south of Koenig/2222), where the right of way is limited (e.g. 65 feet), frontages are narrow (e.g., 50 feet) and there is frequent pedestrian activity and bus service (e.g., 803 MetroRapid), the maximum widths for commercial (Type II) driveway requirements could be reduced (e.g., from 45 to 35 feet, the standards in some Transit Oriented Development (TOD) districts).<sup>xix</sup>

Requirements in the Land Development Code (LDC) and TCM will also need to be revised to reduce driveways frequency, particularly on properties with narrow frontages. These revisions include limiting the number of driveways, increasing the distance between driveways, requiring alleys and shared access to public roads, and requiring remodels to meet current driveway widths.

Specific changes to the Land Development Code (LDC) and Transportation Criteria Manual (TCM) include:

- Revise the LDC/TCM to reduce the number of driveways and modify their design:  
*The director has the discretion to deny access and to modify access design based on :*
  - *safety,*
  - *conflicts with transportation modes*
  - *right of way operations*
  - *site operations and size of vehicle,*
  - *expected vehicle turnover rate*
- Revise the LDC/TCM to limit properties to one driveway:  
*Any driveways over one shall be reviewed and approved by the director.*
- Revise TCM (Table 5-2 Type II Commercial Driveway Criteria) to increase driveway spacing on all arterials to 330 feet:
  - *minor arterials from 150 to 330 feet*
  - *major arterials from 200 to 330 feet*
- Revise § 25-6-381 of the LDC to increase the spacing between driveways on all arterials from 200 to 330 feet and increase the distance between driveways and intersections:
  - *Revise definition of “major roadway” to include minor arterials.*
    - *(A) in this section, “major roadway” means a roadway that is designated as a **minor arterial**, major arterial....*
    - *(B) Except as provided in Subsections (C) and (D), a subdivision plat or a site plan may not provide for direct access from a lot to a major roadway unless the lot contains **330***



*~~200~~ feet or more of frontage on the major roadway and alternative access is not available.*

- *(C): The director shall permit access to a major roadway from a property with less than 200 feet of frontage on a major roadway if the property is subject to right of way condemnation and if:*

*(1) the property possessed more than ~~330~~~~200~~ feet of frontage on the roadway before condemnation;*

...

*(3) the proposed driveway is the lesser of 100 feet or ~~70~~ ~~60~~ percent of the frontage from the intersection; and"*

- Revise the LDC to require public access easements between adjacent properties to reduce the number of driveways and to provide future access to rear alleys, when properties redevelop and buildings are built to the street:

*In order to reduce driveways and provide adequate access to public roads in the future, stub out driveway and provide public access easement to adjacent buildings.*

- Revise the LDC to require alley access, when applicable:  
*Corner lots shall provide access on rear to stub out to adjacent property.*
- Revise the LDC to require projects with site plan exemptions (remodels) to meet minimum ADA sidewalk standards and reduce driveway widths for public health safety and welfare.
- Revise the LDC to allow on-site parking reductions down to 0% based on criteria/location (e.g., TDM, fee in lieu, district parking facility)

# Burnet Road Project Report

## ACTIVATE THE STREET EDGE

Creating an active, pedestrian-friendly street will not only require changes to mobility, but also land use. Potential land use solutions include: being more efficient with parking in the district, converting parking spaces into patio or plaza spaces, using zoning to support area businesses and transit, and commercial narrowing driveways to install street trees and furniture, including bus benches and shelters.

### Pilot a Parking-to-Patio program

A parking-to-patio program converts all (or a portion) of a business's on-site parking into active or place-making space. The patio may increase revenue-generating space for small businesses, activate the street, and reduce parking and driveway interruptions.

Strip centers with large parking lots may be ideal candidates as they are already accustomed to sharing parking and may be over-parked. Studying parking for interested candidates would provide insight into current use, highlight potential issues, and identify potential opportunities to shared parking.

If additional parking for the patio is not available on the site, activating the site with a food truck or mobile retail vendor may be a better short term option as they do not require additional parking. In the longer term, districts with small properties will need an expanded suite of parking tools, such as revised shared parking policy, transportation demand management (TDM) and payment in lieu to meet parking requirements, and a parking benefit program.



[Image capture: Nov 2016 @Google](#)

### *Examples*

- There are not currently equivalent programs. However, the Austin Transportation Department's three pilot parklets on Congress Ave. converted public on-street parking (as opposed to private off-street parking) into private patios. This might be an opportunity to create or expand these pilots into a more formal program that is available in other locations.

### **Develop a Pavement-to-Plaza/Parklet program**

Pavement-to-Plaza or Parklets programs convert small sections of underutilized pavement and convert it into activated space. Similar to Parking-to-Patio but typically on public land, such as excess right of way, instead of private property and the space is available for public use. Pavement-to-Plaza or Parklets may be an option when realigning skewed intersections. These programs may also create opportunities to add greenery and civic spaces to the street.

### *Examples*

- San Francisco's Planning Department's [Pavement to Parks program](#) converts on-street parking and underutilized street into publicly accessible space Parklets or Plazas.
- New York – DOT has a [Plaza](#) program, which converts underutilized street space into public space.
- Philadelphia – Office of Transportation and Infrastructure Systems manages a [Parklet](#) program.
- Los Angeles – DOT operates the People Street's [Parklet](#) and [Plaza](#) programs.
- Seattle – DOT manages a [Pavement to Parks](#), [Parklet](#), and a [Play Streets](#) program. The latter closes neighborhood streets to traffic to create spaces for children and adults to be active.

### **CREATE A "PARK ONCE" DISTRICT**

A "Park Once" district is a business district that allows customers to park once and walk to all destinations around them. A Parking Benefit District, paired with shared parking requirements and Transportation Demand Management (TDM) tools such as payment in lieu of parking, are some of the tools that would support a Park Once district.

### **Study parking**

Parking and driveways are the transition between mobility and accessibility. They constrain how a site is used and influence how people travel and access a location. A parking study will evaluate how parking is used along the corridor including spatial and temporal patterns, identify potential opportunities for sharing, and recommend how to best maximize this limited resource.

### **Revise Austin's shared parking policy**

The City of Austin's current shared parking policy ([LDC Section 25-6-476](#)) requires businesses that wish to utilize shared parking for new site plans or construction to initiate a Restrictive Covenant (RC) that runs with the land. This requirement is onerous for many businesses, as most rent from the property owners who must accept the Restrictive Covenant.

Revising the shared parking policy to eliminate the Restrictive Covenant requirement, replacing it with an agreement between businesses, and creating a matchmaking service or database would make it easier for businesses to share parking.



### *Examples*

- Agreements – Seattle, WA ([code section 23.54.020 G.1](#)) allows parking to be shared among different uses (or different hours of operation) with an agreement that is executed by the parties involved and filed with the Director. The shared parking remains in effect as long as the agreement is enforced.
- Database – San Francisco, CA and Seattle, WA inventory existing public and private parking (number of spaces, ownership, peak demand) to create provide a database available to developers and property owners to see where shared parking opportunities are located.
- Credits - Some cities calculate minimum parking requirements for uses on the same lot or within a minimum distance (e.g., 500 feet) by the how much and when parking is required for each use, reducing requirements.

### **Expand Transportation Demand Management (TDM) and Payment in Lieu to meet parking requirements**

For change of use, remodels, or redevelopment of smaller constrained parcels, replacing existing, allowing on-site parking requirements to be met through Transportation Demand Management (TDM) strategies and a fee-in-lieu would provide more flexibility in managing overall parking supply and demand. Transportation Demand Management (TDM) strategies are measures that seek to increase the efficiency of our existing parking and transportation systems by encouraging travelers to shift away from always driving alone and towards walking, bicycling, carpooling, and taking transit. Business and property owners could reduce automobile trips and parking demand by employees and customers by using Transportation Demand Management (TDM) strategies (e.g., subsidizing public transit passes for employees, providing bike racks and showers/lockers, allocating parking space for carshare vehicles, providing incentives for customers, etc.). Business or property owners could use TDM to meet their on-site parking requirement and pay any remaining parking requirement as a fee-in-lieu. Fee structure could be per space (e.g., \$18,500/space) or an ad valorem tax (e.g., \$1 for every \$100 of assessed value) paid upfront or over a set period of time. TDM strategies and fee-in-lieu would be particularly useful on business corridors with MetroRapid or frequent transit service, particularly for businesses on small, shallow parcels.

Parking fee-in-lieu funds could be used to build:

- walking infrastructure to and along the corridor (e.g. sidewalks, pedestrian hybrid beacons, shade trees, awnings),
- bicycling infrastructure (e.g. bike racks, bike lanes, publicly accessible showers/lockers, etc.),
- transit infrastructure (e.g. benches, shelters, signage, real-time transit displays), and
- TDM strategies (e.g. district subsidized transit passes, district provided education campaigns, bikeshare stations, carshare parking spaces).
- publicly managed surface parking lots or garages. Publically managed parking would minimize curb cuts and conflicts for driveways, work towards a “Park Once” district, potentially allow existing businesses to expand or additional businesses to move in, make wayfinding easier, and improve efficient use of parking as a limited resource.

### *Examples*

- Vancouver, BC – allows developers to pay a fee in lieu of \$20,200 per parking space.<sup>xx</sup>
- Santa Monica, CA - allows developers in the Third Street Promenade commercial district to pay an in-lieu fee of \$20,000 per space,<sup>xxi</sup> which is revised annually based on the local Consumer Price Index.<sup>xxii</sup>
- Davis, CA - allows developers to pay a fee in lieu of \$8,000 per parking space in Central Commercial (CC) and Mixed Use (MU) districts and a fee in lieu of \$4,000 per parking space in all other zoning districts.<sup>xxiii</sup>
- Other cities: Orlando, FL; Ann Arbor, MI; Montgomery County, MD; Needham, MA; Somerville, MA; Seattle, WA; Westport, CT

### **Expand Austin’s Parking Benefit District program**

A Parking Benefit District (PBD) is a geographic area where a portion of the revenues generated from parking (e.g., metered parking, payment in lieu) may be used locally, for instance to fund streetscape improvements. The City of Austin currently has one PBD in West Campus.

A Parking and Transportation Management District (PTMD) is a larger version of a Parking Benefit District with more management, the option of off-street spaces, and more funding options including park maintenance, signage, wayfinding, and sidewalk improvements. The City has two PTMDs, one at Mueller and another in East Austin. Both these programs actively manage all on- and off-street parking and install meters for on-street parking. According to ordinance, merchants or business associations are required for the formation of PTMDs. They are also important partners for PTMD management and offer potential revenue-sharing opportunities.

A PBD or PTMD on Burnet is a longer term recommendation as it will require study, including a larger suite of funding and parking tools. A PBD or PTMD could help fund recommendations in this report (e.g., add protected pedestrian crossings, add sidewalks to transit and business corridor, install bus benches and shelters, plant street trees,) or recommendations in existing plans and programs.

### *Examples*

- [Parking Benefit District](#) in West Campus has been such a success that the neighborhood association, University Area Partners, requested to expand it.<sup>xxiv</sup>
- [Parking and Transportation Management Districts](#), one in Mueller and another in East Austin.

### SUPPORT TRANSIT INVESTMENTS

#### **Add sidewalks to transit and business corridor**

While there are sidewalks along much of Lower and Upper Burnet, few extend from Burnet Road to the residential areas of the neighborhood. Building key sidewalks that link residential areas to the commercial corridor would support transit as well as area businesses. Potential funding mechanisms or partners could include a Parking Benefit District or the Economic Development Department's Soul-y Austin program.

#### **Plant street trees**

Street trees provide protection from the elements as well as slow people driving. In the short term, there currently are a limited opportunities to plant trees on public property (e.g., in front of Next to New Shop) due to the limited right of way. However, there may be opportunities to plant trees on private property (e.g., Thundercloud). Narrowing driveways would increase the amount of space for trees as well as bus benches and shelters. In the longer term, tree plantings south of Koenig/2222 would likely require easements through redevelopment.

#### **Install bus benches and shelters at CapMetro stops**

CapMetro had offered to install a bus shelter at the northbound 3 stop as part of a cost-sharing collaboration with the City. However, as CapMetro was consolidating some of the 3 and 803 stops and were unsure of the location of the new stop, they deferred the decision. Throughout the corridor, narrowing and consolidating driveways may be necessary to create space for the benches and shelters. On areas with limited right of way, like Lower Burnet, CapMetro and the City may need to work with area businesses and residents to install missing bus benches and shelters on private property. On Mid- and Upper Burnet, where the right of way is wider, there may be opportunities for transit plazas. In the longer term, Parking Benefit Districts may assist in funding some of these transit improvements.

#### **Use zoning to support area businesses and transit**

Consider aligning zoning and land uses with business corridor and transit goals. Consider creating Transit Oriented Development (TOD) areas around 803 MetroRapid station areas (e.g., through a new citywide density bonus program) to encourage densities that support higher frequency and capacity transit. Evaluate reducing parking requirements, encouraging shared parking in new developments, and modifying compatibility standards to support area businesses and transit.

#### **Consider Business Access Transit (BAT) Lanes**

Business Access Transit priority (BAT) lanes are travel lanes for use by rapid transit, turning right into and out of driveways. On Burnet, the City could test converting outside lanes into Business Access Transit lanes (BAT) lanes. These lanes would function similarly to the BRT lanes downtown and support Capital Metro's continued investments in the 803 Rapid service, and make it safer and easier for neighbors, employees, and customers to turn into and out of side streets and driveways.

#### *Examples*

- [Seattle, WA](#) and [Shoreline, WA](#) - From 2013-2014, Seattle's DOT constructed BAT lanes on Aurora Avenue from N. 38th Street to N. 115th Street. From 2014-2016, the City of Shoreline extended the BAT lanes on Aurora Avenue within their community by three miles, from N. 192nd Street to N. 205th Street.



## EXPAND DATA COLLECTION AND USE DEMONSTRATIONS TO TEST NEW TOOLS

Many of these new tools will require new data and metrics that examine how the street is used. It will also require looking beyond the public right of way at how different people use the street differently, how the street functions economically, and the safety and public health impacts of transportation investments. Low-cost, high-impact demonstrations and pilots can be used to collect data and test and build support for these new tools.

### **Use demonstrations and pilots**

Shorter term demonstrations, such as Better Blocks, can be used to temporarily test designs as well as to educate and engage residents and businesses on how sidewalks, street trees, bike lanes, and medians improve safety and access. The City of Austin could expand its use of longer-term pilots to test and develop new programs, such as driveway retrofitting, parking-to-patio, or slow zones.

#### *Examples*

- San Francisco – The Planning Department runs a [Prototyping](#) Program, which designs streetscape improvements such as mobile parks, stages, bike corrals, and art walls.
- Seattle – The DOT's [Adaptive Streets](#) program includes [Tactical Urbanism](#) projects that focus on inexpensive, temporary solutions to enhance safety and mobility.

### **Count people**

Measuring pedestrian and bicycle trips along and across the corridor will provide a more complete understanding of how roads are used. Collecting counts of all modes both before and after an installation of any improvement will help evaluate the effectiveness of that improvement.

Capturing the demographics of who is navigating the corridor, and how they do so will also be useful. For instance, noting whether someone is walking with a walker, cane, stroller, child, dog may give a better idea of how different types of people cross.

### **Measure speed**

Vehicle counts are routine to any transportation study, but speed is not always captured. Collecting speed by travel lane would allow us to better understand how the street is currently being used.

### **Measure business impacts and travel patterns**

Expanding data collection to economic impacts begins to measure the full effect of street improvements. Collecting business sales before and after new tools are implemented can help to build the case for future improvements, for the public, policy makers, and businesses. Strong business partnerships will be important for effective data collection.

Creating ways to collect data on how customers get to businesses (zip code of credit card, asking at register, discounts for answering surveys/interviews, cameras) before and after improvements may provide a clearer understanding of how different people travel and potentially build support for future street improvements.

### **Incorporate crash data and public health impacts**

The Austin Transportation Department included a Health Assessment Impact Study as part of its 2016 S. Lamar Corridor Report. Expanding the study of health impacts of transportation investments, including crashes, could improve public health outcomes as well as open up funding opportunities for additional investments.

# Burnet Road Project Report

## IMAGINE AUSTIN “STROAD” TOOLBOX

	<b>Imagine Austin Program</b> <i>Examples on Burnet Rd.</i>	<b>Timeframe</b>	<b>City Depts.</b>	<b>Other Partners</b>	<b>Pg. #</b>
Invest in Pedestrian Safety					
1	Use design to slow travel speeds for safety and “Main Street” areas	Medium (4-8 yrs.)	ATD, EDD	CapMetro, Businesses, Nbhd. Assn.	31
2	Add protected pedestrian crossings <ul style="list-style-type: none"> <li>• <i>at W. 46<sup>th</sup> St., Wildcat Run/W. 47<sup>th</sup> St., North St., Houston Ave., Addison Ave., Burnet Ln./Cullen Ave., Pasedena Dr., Teakwood Dr., Penny Ln./Doris Dr.</i></li> <li>• <i>see ATD report for list of PHBs</i></li> </ul>	Medium (4-8 yrs.)	ATD, PWD, EDD, WPD	CapMetro, Businesses, Nbhd. Assn.	32
3	Create a drivewalk retrofitting program	Short (1-3 yrs.)	PWD, PAZ, DSD, ATD, EDD	Businesses, Property owners	32
4	Realign skewed intersections <ul style="list-style-type: none"> <li>• <i>at Clay Ave. - extend sidewalk north and trim tip of northern triangle to align with Lawnmont Ave.</i></li> <li>• <i>at Houston Ave., North St., W. 51<sup>st</sup> St. - extend sidewalk south to square intersection</i></li> <li>• <i>at Hancock Dr., Adams Ave, Burnet Ln. - extend sidewalk north to square intersection</i></li> <li>• <i>at Jeff Davis Ave., Woodrow Ave.</i></li> </ul>	Medium (4-8 yrs.)	ATD, PWD	Businesses, Nbhd. Assn.	32
5	Revise Land Development Code and Transportation Criteria Manual to reduce and narrow driveways	Short (1-3 yrs.)	PAZ, DSD, ATD, EDD		33

	<b>Imagine Austin Program</b> <i>Examples on Burnet Rd.</i>	<b>Timeframe</b>	<b>City Depts.</b>	<b>Other Partners</b>	<b>Pg. #</b>
<b>Activate the Street Edge</b>					
6	Pilot a Parking-To-Patio program <ul style="list-style-type: none"> <li><i>Strip centers with ample shared parking</i></li> <li><i>Shallow parcels in combination with other parking tools (revised shared parking policy, additional protected crossings, parking reductions and/or TDM)</i></li> </ul>	Medium (4-8 yrs.)	EDD, DSD, ATD, PAZ	Businesses, Property owners, Nbhd. Assn.	35
7	Develop a Pavement-To-Plaza or -Parklet program	Medium (4-8 yrs.)	PAZ, EDD, DSD, ATD, PARD	Businesses, Property owners, Nbhd. Assn.	36
<b>Create a “Park Once” District</b>					
8	Study parking	Short (1-3 yrs.)	ATD, PAZ, EDD, DSD	Businesses	36
9	Revise Austin’s shared parking policy	Short (1-3 yrs.)	PAZ, DSD, EDD	Businesses, Property owners, Nbhd. Assn.	36
10	Expand Transportation Demand Management (TDM) and Payment in Lieu to meet parking requirements	Short (1-3 yrs.)	PAZ, DSD, ATD, EDD	CapMetro, Businesses, Property owners, Nbhd. Assn., Movability Austin	37
11	Expand Austin’s Parking Benefit District (PBD) program	Medium (4-8 yrs.)	ATD, EDD	Businesses, Property owners, NAs	38



	<b>Imagine Austin Program</b> <i>Examples on Burnet Rd.</i>	<b>Timeframe</b>	<b>City Depts.</b>	<b>Other Partners</b>	<b>Pg. #</b>
<b>Support Transit Investments</b>					
12	Add sidewalks from residential areas to business corridor	Medium (4-8 yrs.)	PWD, ATD, EDD, PAZ	CapMetro, Nbhd. Assn., Businesses	39
13	Plant street trees <ul style="list-style-type: none"> <li><i>In green spaces on Thundercloud property</i></li> <li><i>in ROW in front of Next to New Stop</i></li> </ul>	Short (1-3 yrs.)	DSD, PWD	Businesses, Property owners, Nbhd. Assn.	39
14	Install bus benches and shelters at CapMetro stops	Short (1-3 yrs.)	DSD, ATD, PWD	CapMetro, Businesses, Property owners	39
15	Use zoning to support area businesses and transit	Medium (4-8 yrs.)	PAZ, EDD	CapMetro	39
16	Consider Business Access Transit (BAT) Lanes <ul style="list-style-type: none"> <li><i>Mid- &amp; Upper Burnet - consider BAT when medians are installed</i></li> <li><i>Lower Burnet - consider narrow medians and roundabouts at intersections to eliminate left turns to improve safe business access</i></li> </ul>	Medium (4-8 yrs.)	ATD, EDD	CapMetro, Businesses, Property owners	39
<b>Expand Data Collection</b>					
17	Count people walking, bicycling, and taking transit	Short (1-3 yrs.)	ATD, PAZ, EDD		40
18	Measure speeds	Short (1-3 yrs.)	ATD		40
19	Measure business impacts	Short (1-3 yrs.)	EDD, PAZ	Businesses	40
20	Measure customers travel patterns	Medium (4-8 yrs.)	EDD	Businesses	40
21	Study public health impacts	Medium (4-8 yrs.)	APH	PAZ, ATD	40

# APPENDIX

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COUNCIL RESOLUTION 20140612-032

**RESOLUTION NO. 20140612-032**

**WHEREAS**, Burnet Road and Anderson Lane are identified in the Imagine Austin Growth Concept as Activity Corridors, and are experiencing and will continue to experience development, particularly with the Capitol Metro Rapid bus service that will soon begin operation along Burnet Road; and

**WHEREAS**, creating corridor plans for Burnet Road and Anderson Lane will provide an opportunity to develop a vision and recommendations to guide growth, including character zones with urban design recommendations, a capital improvement plan, and recommendations for tools to achieve the vision, including policies, programs and potential code changes; and

**WHEREAS**, the corridor plans will serve as a pilot for CodeNext development to assess the adequacy of the tools it provides; and

**WHEREAS**, the corridor plans will be grounded in priorities and policies set forth in Imagine Austin, including:

- to achieve "complete communities" that serve all ages and abilities with amenities and services that are easily accessible, which would serve to address increasing traffic congestion, deficiencies in open space, and the decreasing number of families with children in the general area;
- to establish harmonious transitions between different types of land uses, specifically between the corridor and the adjacent residential areas and to respect existing neighborhood plans;



- to create, nurture, and retain small and local businesses and minority- and women-owned businesses; and

**WHEREAS**, the planning process will engage a broad array of stakeholders, with attention to engagement of non-English speaking Austinites, and will include participation by Capital Metro and Lone Star Rail to discuss locations of transit stations along the corridors; and

**WHEREAS**, the planning process will evaluate current conditions, including demographics of the area, and will address, in particular, populations who might be made vulnerable to displacement or other social disruptions through efforts to attain identified goals for the future, and will leverage the work of the City's Housing/Transit/Jobs Action Team as appropriate; and

**WHEREAS**, staff will identify best practices or modelling tools such as Envision Tomorrow, to incorporate into the planning process to assess foundational information for policy recommendations, including infrastructure capacity and the impact of the mix of housing types on resulting residential population age distributions; **NOW, THEREFORE**,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

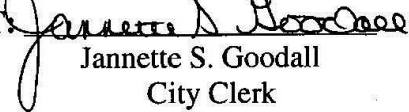
The City Council directs the Planning Commission to consider corridor plans for Burnet Road from 45<sup>th</sup> Street to U.S. 183 and Anderson Lane from

Mopac to the Capital Metropolitan Transportation Authority's railroad track with an effective date of June 12, 2014.

**BE IT FURTHER RESOLVED:**

The City Council directs the Planning Commission to consider a neighborhood plan for the North Shoal Creek Neighborhood Planning Area with an effective date of June 12, 2014.

**ADOPTED:** June 12, 2014

**ATTEST:**   
Jannette S. Goodall  
City Clerk

# TOOLS TO ACHIEVE RESOLUTION & IMAGINE AUSTIN GOALS

## HOUSING

- ● ● ● ● ● Provide additional housing (IACP, p. 104)
- ● ● ● ● ● Preserve existing affordable housing (IACP, p. 104)
- ● ● ● ● ● Provide new affordable housing (IACP, p. 104)
- ● ● ● ● ● ID best practices or modelling tools to assess mix of housing types (Res. 20140612-032)
- ● ● ● ● ● Assess impact of mix of housing types on resulting residential population age distributions (Res. 20140612-032)

## MOBILITY

- ● ● ● ● ● Reduce per capita car use w/new development (IACP, p. 106)
- ● ● ● ● ● Pedestrian friendly, increase walking w/new development (IACP, p. 98, 106)
- ● ● ● ● ● Bike friendly, increase biking w/new development (IACP, p. 98, 106)
- ● ● ● ● ● Transit friendly, increase transit use w/new development (IACP, p. 98, 106)
- ● ● ● ● ● Reduce walking distance to transit and destinations (IACP, p. 106)
- ● ● ● ● ● Leverage COA HTJ team (Res. 20140612-032)
- ● ● ● ● ● Work with Capital Metro and Lone Star Rail to discuss locations of transit stations (Res. 20140612-032)
- ● ● ● ● ● Complete communities that serve all ages and abilities with amenities and services that are easily accessible...address traffic congestion (Res. 20140612-032, Complete Streets, A.1)
- ● ● ● ● ● Connected travel networks (Complete Streets, A.2)

## ECONOMIC DEVELOPMENT

- ● ● ● ● ● Additional jobs (IACP, p. 104)
- ● ● ● ● ● Create, nurture, and retain small and local businesses and minority- and women-owned businesses (Res. 20140612-032)

## LAND USE

- ● ● ● ● ● Intensity corresponds to available transit (IACP, p. 106)
- ● ● ● ● ● Intensity corresponds to available public space (IACP, p. 106)
- ● ● ● ● ● Intensity corresponds to available walkable destinations (IACP, p. 106)
- ● ● ● ● ● Variety of land uses (IACP, p. 106)
- ● ● ● ● ● Establish harmonious transitions between different types of land uses, specifically between the corridor and the adjacent residential areas (Res. 20140612-032)

## URBAN DESIGN

- ● ● ● ● ● Achieve safety and comfort (IACP, p. 106)
- ● ● ● ● ● Character zones with urban design recommendations (Res. 20140612-032, Complete Streets, A.4)
- ● ● ● ● ● Beautiful, interesting and comfortable places for people (Complete Streets, A.3)

## PARKS AND PUBLIC FACILITIES

- ● ● ● ● ● Draw people outdoors (IACP, p. 106)
- ● ● ● ● ● Incentivize green infrastructure and public spaces in new (re)development (IACP LUT A39)
- ● ● ● ● ● Address deficiencies in open space (Res. 20140612-032)

## INFRASTRUCTURE

- ● ● ● ● ● Green infrastructure (IACP, Complete Streets, A.5)
- ● ● ● ● ● Sustainable water use (IACP)
- ● ● ● ● ● ID best practices or modelling tools to assess infrastructure capacity (Res. 20140612-032)
- ● ● ● ● ● All public and private projects that affect or occur in the ROW shall adhere to the Complete Streets policy (Complete Streets, A.6 & A.7)

### Key



### Shorter Term/Remodel Tools:

- create open space: pavement-to-plaza/parklet\*
- improve access: pedestrian hybrid beacon (PHB), parking benefit district (PBD), shared parking policy\*, access management\*, slow zones\*
- support businesses: merchants associations (Soul-y Austin), public improvement district (PID)\*, business improvement district (BID)\*, parking-to-patio

\*new or revised tools

### Longer Term/Redevelopment Tools:

- CodeNEXT
- NHCD's Housing Plan (2016)
- Capital Metro's TOD Strategic Tool



PROJECT TIMELINE

2014

Research & Analyze

- Jun - Council Resolution
- Jun - Envision Tomorrow (ET) Analysis
- Jul - "Drivewalk" Analysis
- Aug - Research Findings
- Oct - Technical Advisory Group Meeting
- Nov - Technical Advisory Group Meeting
- Nov - CodeNEXT Walk
- Nov - EPA Grant Application Letter
- Dec - TAG Walk

2015

Coordinate & Consult

- Jan - Technical Advisory Group Meeting
- Feb - EPA Grant Awarded
- Jul - EPA Self-Assessment
- Sep - EPA Walk
- Sep - EPA Workshop
- Oct - NACTO Data Collection
- Oct - NACTO Walk
- Oct - NACTO Workshop

2016

Collect & Test

- Feb - EPA Memo/Report
- Apr - Tactical Urbanism Walk
- Sep - Better Block Data Collection
- Sep - PHB Installed, Crosswalks Painted
- Sep - Better Block Event
- Nov - Better Block Data Collection

2017

Construct & Report

- May - Business Outreach
- May - Develop Visual Renderings
- May - Business Coordination Meetings
- Sep - Project Final Report
- Oct - "Drivewalks" narrowed

Key

- Guidance/Grants
- Research
- Meetings/Workshops
- Walks
- Permanent Improvements

## EXAMPLE TIMELINE



# Burnet Road Project Report

## BETTER BLOCK SURVEY

Below are the two questions in the open-ended survey used at the Better Block event. Participants wrote in their comments or gave staff in-person interviews.

### **Burnet Road Better Block Demonstration Event Attendee Survey**

*City of Austin Planning Department*

What have your past experiences on Burnet Road been like?

How was today's experience different?

# BETTER BLOCK SURVEY RESULTS - WRITTEN

Survey #	Question #1) What is your experience typically like on Burnet?	Question #2) How was your experience today different?	Other Comments	safety + accessibility	shade + furniture	green infrastructure	event + activities	community + sense of place
1	I hate Burnet Rd. It's ugly, depressing as hell, hot, bright, and cluttered. It's one of the worst streets to walk or drive in Austin.	I am so happy the City is looking at this strip to improve it. And make some green spots.	See if Hancock Branch of Shoal Creek could have pocket park near Burnet. Thanks			1		
2	Just moved to this area from Boston, but so far not bad! Sometimes tough to cross the road on foot or bike...	Nice to have area roped off/blocked off for pedestrians only ;)	Loved the marimba music too:)	1			1	
3	I lived from 1988-1993 on W 51st Street with Burnet Road a short distance away. I am happy to see many small local iconic businesses still exist along the street. I used to walk to eat and shop and catch the #5 and #3 when I lived there and now ride the #603 each workday along Burnet. It's still too hard to bike on Burnet, but there are alternative side streets.	Today was better in terms of pedestrian safety because of the Pedestrian Hybrid Beacon, the large number of other pedestrians present, the presence of APD.	thank you APD	1				
4	Not pedestrians friendly. No bike lane.	Like the walkability. Appreciate the crosswalks. Enjoyed the street furniture.		1	1			
5	Traffic is getting worse. Hard to navigate by foot.	Street feels like a destination not a strip mall.						1
6	Lives next to Hat Creek. Works at Out of the Past. Sees one crash a week. Crosses at the 2ft wide median closer to North Loop	Unified the neighborhood. Made it easier to cross.		1				1
7a	has a small child, wants to walk but doesn't feel safe, wishes there was more shade and crosswalks. Knew she didn't feel safe but couldn't put her finger on it until she heard the word "drivewalk.!"	noticed how much better/safer she felt with fewer/narrower driveways	Jessamine	1	1			
7b	was the woman with the stroller in Google maps, has two small children, worked to get speed bumps on Romeria.		Issac and Kim	1				



Survey #	Question #1) What is your experience typically like on Burnet?	Question #2) How was your experience today different?	Other Comments	safety + accessibility	shade + furniture	green infrastructure	event + activities	community + sense of place
8	It is difficult to cross, but I like all the businesses on this street. The food and shops are great! Shade is a problem too.	The marimba makes all the difference! If there is music everything feels great. Shade is still a problem, it's hot. I like the park space in between with traffic moving on Burnet there should be a semi-fence in between so park activities are shielded.	Thank you for the ice cream and putting this together.					
9	Lots of great businesses are reasons to come here! I never felt comfortable biking. Up north, I'd always drive between places because it's hard to cross.	Great to see people out on the street. Love the community, PHBs are the best.						
10	In the past, Burnet Road has had a bad reputation with traffic and ugly commercial development. But now, since the rest of the city is like ____, Nabur has good people-oriented, ____ stuff and cool second hand shops and a community feel. Keep it up!	Great marimba music. Kids having fun, ____ bikes and critters and ice cream.						
11	Feels like just a car-centric road. Nice to see more pedestrian friendly places.	great learning experience and really cool way to bring together different city departments. I hope the city does more of these.						
12	As a bicyclist and pedestrian, Burnet is S-C-A-R-Y. Seriously, you ever tried walking on it? I check my life insurance policy before doing so. I recommend a road diet from HEB to Medical.	Love the pedestrian crosswalks. We needed it!						
13	Overall really good experiences. It is getting very busy though. I think one day soon it will be like South Congress. Too bad there is no center turn lane.	It was the same.						
14	I remember how Burnet Road was featured on Good Morning America as one of the ugliest streets in the USA back in the late 1970s. It definitely looks better these days.	It's great seeing people enjoying the area. The seating under the trees is very nice and the idea of a rain garden is great. Thank you for a great community building event!						
15	Too narrow. No bike lanes [no room]. No sidewalks in some areas. Need to revisit some lights and signs at intersections. No more high rises. NO parking for many businesses.	Someone listened.						

Survey #	Question #1) What is your experience typically like on Burnet?	Question #2) How was your experience today different?	Other Comments	safety + accessibility	shade + furniture	green infrastructure	event + activities	community + sense of place
16	As a cyclist, I stay off Burnet and use Woodrow. I prefer safer, quieter routes. I would like to see signs on Burnet indicating "Safe Bike Routs ->" to encourage cyclists off of a major road. Would also like "SAFE ROUTES" be the focus of major intersection improvements. Ask the bike community what their preferred cross town routes, and provide wayfinding to guide cyclists to specific, improve intersections.							
17	bicycles, has noticed that traffic has increased on Burnet, concerned about Lamar Middle school children including when they travel on Romeria, concerned about lighting		Dave Considine (President of Crestview NA)	x				
18	There are all of these awesome local businesses on Burnet Road but you can't access them.	Burnet feels more human-friendly. The cars slowed down. I like the public gathering space. I appreciate the safe crossings. Narrowed driveways are fantastic idea. We really want to improve the public realm here.		]			]	]
19	busy road		closed before 4pm pretty much, so not as advertised until 5pm. We were here just after 3pm and already pretty much done.					
20	I live near here and drive by everyday. I moved here 1.5 years ago and it is amazing how much the city changed over the past years, Burnet is much better. I agree. So is West Anderson Lane area.	I walked! I love the chairs. Maybe we could have a Burnet get together once a month with food vendors instead of city workers. :) and live music			]		]	]

# Burnet Road Project Report

Survey #	Question #1) What is your experience typically like on Burnet?	Question #2) How was your experience today different?	Other Comments	safety + accessibility	shade + furniture	green infrastructure	event + activities	community + sense of place
27	I've lived in this neighborhood 12 years, previously in Austin since the 80s. Especially last 5 years - Burnet increasingly hard to cross. "bunch of ugly" going up. VMUs and McMansions. Rent has nearly doubled in past 4-5 years (\$200 in one year)	Like more green! Substantial greenery is important. Need trees and greenspace. Have to add green when you add impervious cover. Want to see more park spaces in neighborhoods like Republic Square Park. Open lot behind Monkey's Nest pocket park prospect!				1		
28	Hot, loud, smelly, dangerous	Still hot, loud. We spent the whole time under the two trees. If the event were farther back from the street, with more shade, it would be better. Love the crosswalk. Love the ice cream, and kids' activities. Still doesn't seem like the side of Burnet is a great location.		1	1		1	
29	With young children (11 and 6 years old), Burnet Road has been scary and dangerous, dominated by loud and smelly automobiles and very fast. We have tried using sidewalks on Burnet, but they are too close to the roadway for families to use safely, and too patchy (places where no sidewalks at all). Lots of curb cuts with cars coming in and out of businesses and side streets.	It's great having the street closures! But obviously that is temporary :) Today's event calls attention to the lack of features needed for a family-friendly and pedestrian and bike-friendly corridor. The cluster of people under the trees reminds me of how important shade is to encourage pedestrian and bike use. Need more trees! The band/live music was a great choice...much better with an acoustic act loud enough without amplification. Thank you! In sum: more trees, better sidewalks further from street, and more encouragement for alternate modes of transportation on Burnet!		1	1	1	1	
<b>Totals</b>				<b>15</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>12</b>

BETTER BLOCK SURVEY RESULTS - IN PERSON INTERVIEWS:

Survey #	Who?	NOTES	safety	shade + furniture	accessibility	green infrastructure + greenery	event + activities	intersection issues
30	Local Mom	"Left turns [on Burnet Road] are so scary when I'm driving, especially with my kids in the car. So I usually drive over to Airport Blvd so that I can make right turns only. I don't walk along Burnet. I only drive."	1					
31	Neighborhood Residents	They are regulars at all of the local businesses along Burnet Road. Commute to work and drive on Burnet Road. They saw a horrible accident years ago along Burnet. Burnet is notoriously bad for left turns and high speeds. The crosswalks are great. They really want to see the intersection at Burnet Rd and Lawnmont Ave squared up.	1		1			1
32	Monkey's Nest employee	The PHB is great! It was so needed here. She's seen a minimum of one accident per year along this stretch of Burnet Road. Left turns here are a major problem.	1		1			
32	Monkey's Next owner	He loves the rain garden idea. He would definitely love to see the Lawnmont intersection cleaned up. He loves the signalized crossing.			1	1		1
33	Neighborhood Resident	They love the PHB! They love all of the improvements made, they made it much easier to walk in the area. Concerned that some shrubs further north on Burnet Rd decrease visibility as the intersection. The sidewalk connectivity is very bad.			1			
34	Local Grandmother	Typically no one stops for her when she tries to cross the street. She loves having a light to let cars know she is there. She does not like it when bikes ride on the sidewalk where she's walking. Sometimes they run into her when she is walking on the sidewalk with her grandson.	1		1			
35		They feel safer in places that prioritize pedestrians. They love the signalized crosswalk on Burnet Road because it is responsive to pedestrians but doesn't regularly inhibit traffic. They would definitely be more inclined to spend time in places that provide shade, greenery, seating. They really want the City to straighten up the wonky intersection at Burnet Rd and Lawnmont Ave and also some other bad intersections along Burnet Rd.	1	1	1	1		1
36		The pedestrian mall is a good idea. The signalized crossing is great. They loved the event. When driving at night it is really hard to see pedestrians crossing so the painted crosswalks are really good for visibility.			1		1	1

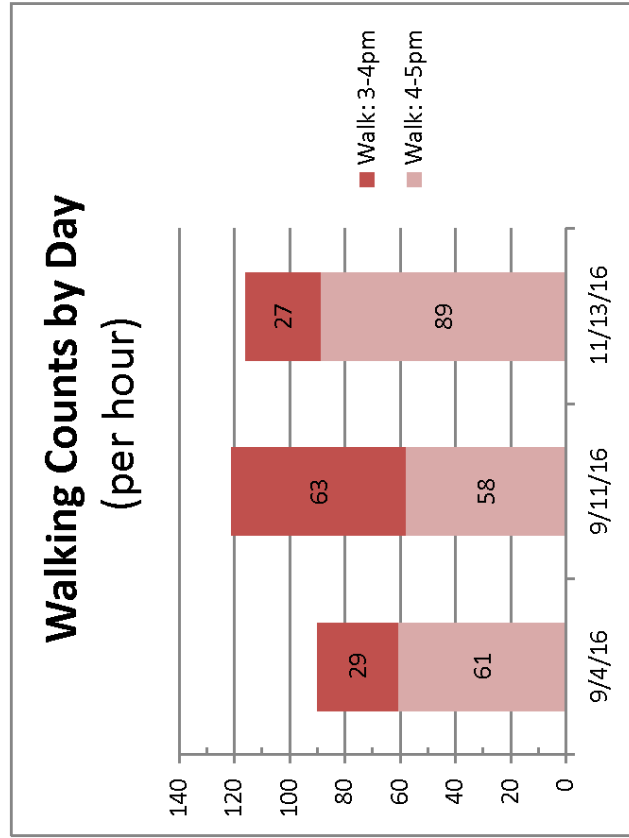
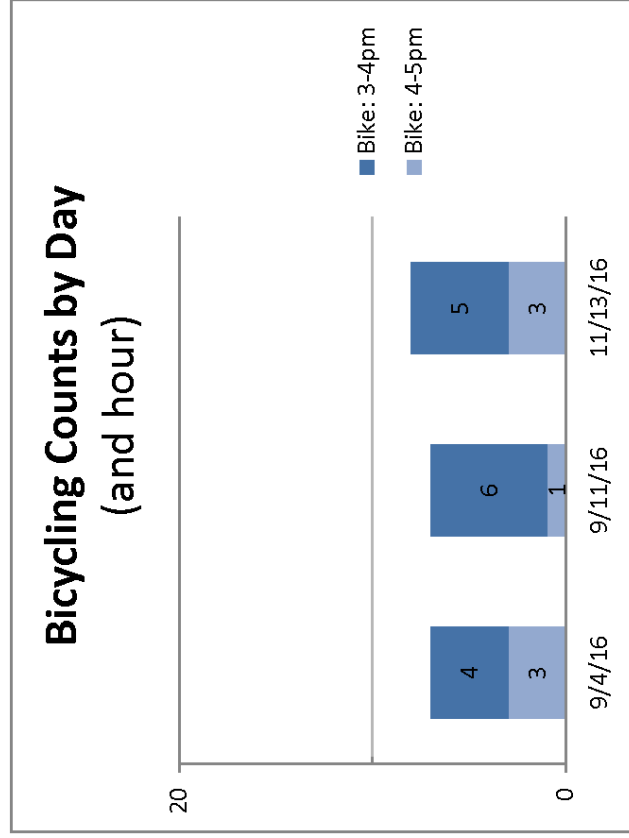
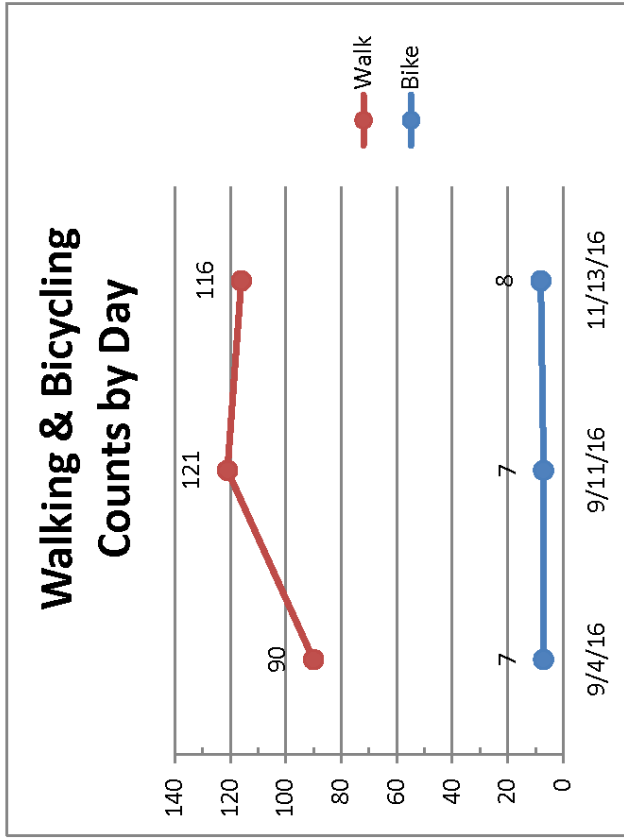


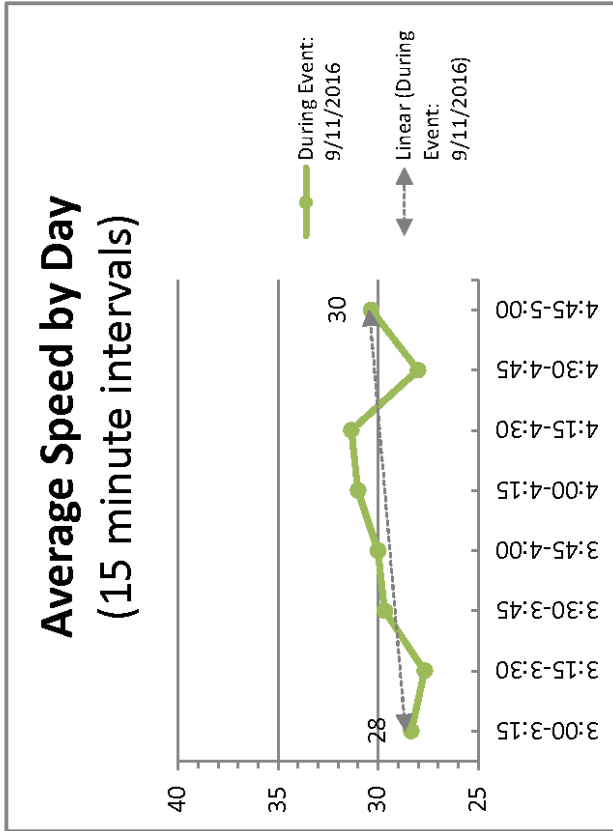
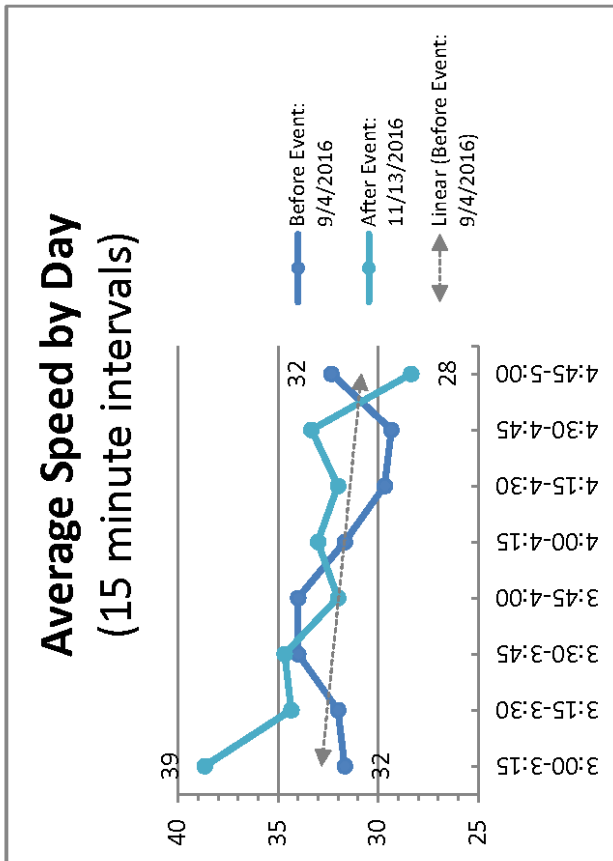
# Burnet Road Project Report

Survey #	Who?	NOTES	safety	shade + furniture	accessibility	green infrastructure + greenery	event + activities	intersection issues
37	Young Woman	The raingardens are incredible. They are pro straightening up the intersection. The wonky crossings make for very poor visibility. They like the block party event. The added crosswalks are good. They like the sensor kind of signals because they are good for drivers. Said that they are a happier pedestrian in the area because of the changes. The event and demonstrations made them think about wide driveways. They also love that their city government is doing events like this and they like the idea of testing/demonstrating some of these elements before they are implemented or to educate the community about them.	1		1	1	1	1
38	Young Dad	Sidewalk cuts (referring to driveways) are a major issue in this area of Burnet. Hard to walk, especially with kids, when there are cars entering and exiting all over the sidewalk.			1			
39	Area Regular	Burnet Road has been terrifying by bike, car, and when walking. The wide "driveways make it uncomfortable to be on Burnet Road. They put me on edge." Because of the "driveways" there are not really any sidewalks. They thought we should look into more parking opportunities like shared parking. Their idea was that maybe the City could build a parking garage for the area and then all of the local businesses pay into it.	1		1			
40	Young Adult Group (3 people)	The only things that they remembered about Burnet Road was that it was a high traffic area and that it was a difficult place to be as pedestrians. They thought the PHB was really good and they liked that it was responsive to pedestrians unlike other signalized crosswalks. They thought the raingarden is a really nice element and very eco-friendly, helps with runoff and also adds greenery to the space. It is a good idea to clean up the intersection there at Clay Ave and shorten the distance that pedestrians have to cross. They read about the driveways and liked the idea of narrowing them to make more space for accessible sidewalks. They all said they would be more inclined to visit places that had these kind of elements that they saw today. They would love to hangout in places that had outdoor seating and provided shade. They learned more about Shared Parking and thought that it was just made a lot of sense. They learned about current City parking requirements and thought that we should definitely change them because they were bad. They thought that "towing enforced" signs are really unfriendly in a neighborhood.	1	1	1	1		1
<b>Totals</b>			<b>6</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>5</b>

# BETTER BLOCK CROSSING & SPEED COUNTS

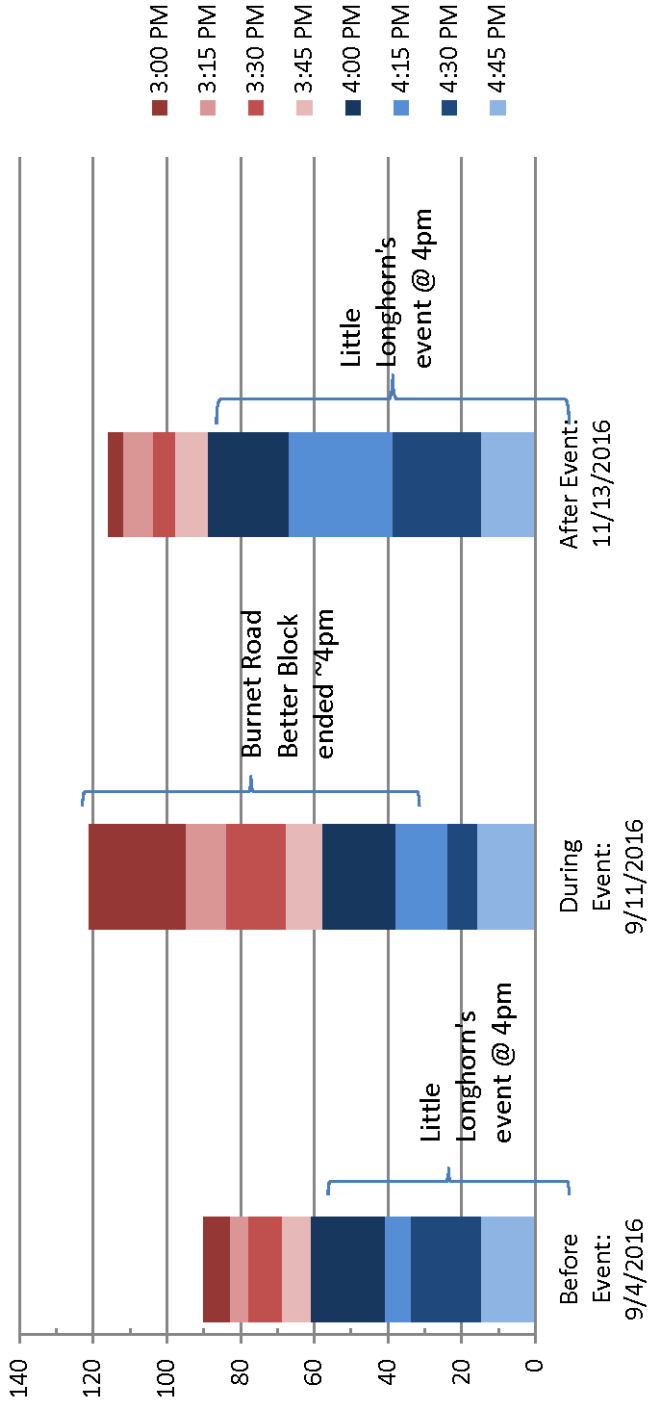
Walk & Bike Crossings	Before Event: 9/4/2016	During Event: 9/11/2016	After Event: 11/13/2016
Walk Total (3-5pm)	90	121	116
Walk: 3-4pm	29	63	27
Walk: 4-5pm	61	58	89
Bike Total (3-5pm)	7	7	8
Bike: 3-4pm	4	6	5
Bike: 4-5pm	3	1	3





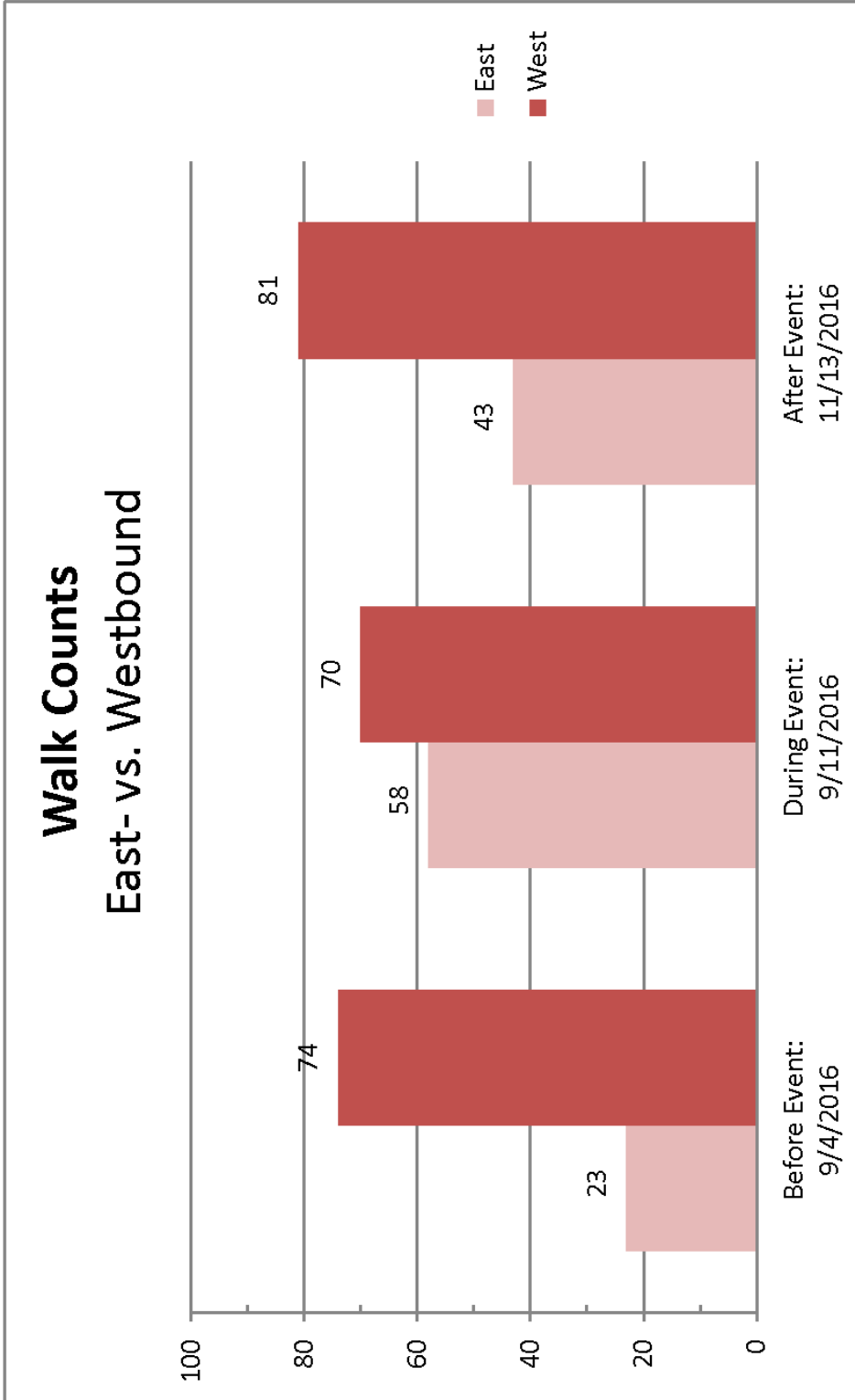
Average Speed (mph)	Before Event: 9/4/2016	During Event: 9/11/2016	After Event: 11/13/2016
3:00 PM	31.7	28.3	38.7
3:15 PM	32.0	27.7	34.3
3:30 PM	34.0	29.7	34.7
3:45 PM	34.0	30.0	32.0
4:00 PM	31.7	31.0	33.0
4:15 PM	29.7	31.3	32.0
4:30 PM	29.3	28.0	33.3
4:45 PM	32.3	30.3	28.3
<b>Daily average</b>	<b>32.3</b>	<b>29.5</b>	<b>33.3</b>

## Walk Crossings by Day & Event (15 minute intervals)



Walk Crossings (15 min. intervals)	Before Event: 9/4/2016	During Event: 9/11/2016	After Event: 11/13/2016
3:00 PM	7	26	4
3:15 PM	5	11	8
3:30 PM	9	16	6
3:45 PM	8	10	9
4:00 PM	20	20	22
4:15 PM	7	14	28
4:30 PM	19	8	24
4:45 PM	15	16	15





Walking Crossings by direction	Before Event: 9/4/2016	During Event: 9/11/2016	After Event: 11/13/2016
East	23	58	43
West	74	70	81

Screenline Counts	Before Event: 9/4/2016						During Event: 9/11/2016						After Event: 11/13/2016						
	walk			bike			walk			bike			walk			bike			
	east	west	total	east	west	total	east	west	total	east	west	total	east	west	total	east	west	total	
15 min. intervals																			
3:00-3:15	2	5	7	0	0	0	10	16	26	0	0	0	4	0	4	0	0	0	
3:15-3:30	1	4	5	0	0	0	3	8	11	0	0	0	3	5	8	1	2	3	
3:30-3:45	0	9	9	3	0	3	11	5	16	0	0	0	1	5	6	0	1	1	
3:45-4:00	0	8	8	0	1	1	5	5	10	4	2	6	1	8	9	0	1	1	
4:00-4:15	3	17	20	0	0	0	7	13	20	0	0	0	7	15	22	2	0	2	
4:15-4:30	0	7	7	0	0	0	10	4	14	0	0	0	8	20	28	0	0	0	
4:30-4:45	10	9	19	0	0	0	1	7	8	0	0	0	9	15	24	1	0	1	
4:45-5:00	3	12	15	1	2	3	7	9	16	0	1	1	6	9	15	0	0	0	
<b>Total per reading (2 hours)</b>	19	71	90	4	3	7	54	67	121	4	3	7	39	77	116	4	4	8	
Total: 3-4pm	3	26	29	3	1	4	29	34	63	4	2	6	9	18	27	1	4	5	
Total: 4-5pm	4	38	42	3	1	4	26	31	57	4	2	6	12	33	45	3	4	7	

Before Event: 9/4/2016				During Event: 9/11/2016				After Event: 11/13/2016			
1st	2nd	3rd	Average	1st	2nd	3rd	Average	1st	2nd	3rd	Average
33	26	36	31.7	28	28	29	28.3	38	36	42	38.7
27	29	40	32.0	27	30	26	27.7	31	37	35	34.3
36	35	31	34.0	32	31	26	29.7	34	33	37	34.7
34	35	33	34.0	29	29	32	30.0	28	35	33	32.0
34	33	28	31.7	29	30	34	31.0	34	35	30	33.0
28	31	30	29.7	29	32	33	31.3	37	28	31	32.0
30	25	33	29.3	30	27	27	28.0	28	34	38	33.3
39	26	32	32.3	26	34	31	30.3	31	26	28	28.3
<b>Daily Average Speed (2 hours)</b>			32.3				29.5				33.3

Before Event: 9/4/2016				During Event: 9/11/2016				After Event: 11/13/2016			
1st	2nd	3rd	Average	1st	2nd	3rd	Average	1st	2nd	3rd	Average
32.6	30.0	32.9	32.9	28.8	30.1	29.8	29.8	32.6	33.0	34.3	34.3
32.5	31.3	35.0	32.9	29.0	29.5	28.3	29.0	32.8	35.3	36.8	36.8
32.8	28.8	30.8	30.8	28.5	30.8	31.3	28.5	32.5	30.8	31.8	31.8

Before Event: 9/4/2016				During Event: 9/11/2016				After Event: 11/13/2016			
1st	2nd	3rd	Average	1st	2nd	3rd	Average	1st	2nd	3rd	Average
32.6	30.0	32.9	32.9	28.8	30.1	29.8	29.8	32.6	33.0	34.3	34.3
32.5	31.3	35.0	32.9	29.0	29.5	28.3	29.0	32.8	35.3	36.8	36.8
32.8	28.8	30.8	30.8	28.5	30.8	31.3	28.5	32.5	30.8	31.8	31.8

**Averages by Reading**  
Daily Average by Reading  
1 hour by Reading: 3-4pm  
1 hour by Reading: 4-5pm

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