

# WALKSHED CONSIDERATIONS

## ABOUT ULI

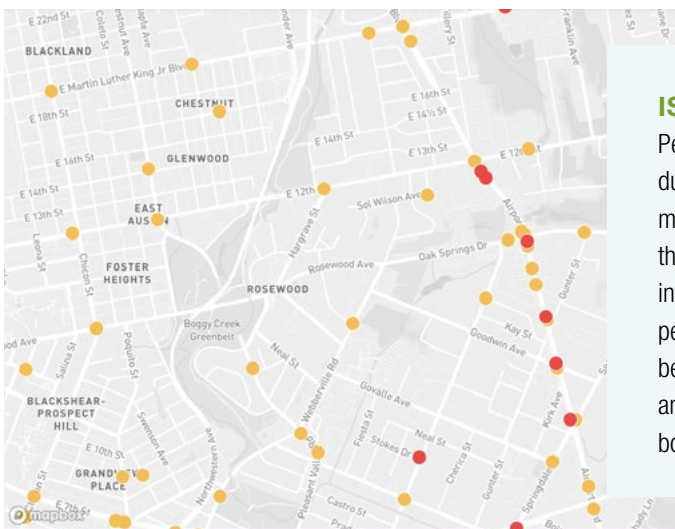
The Urban Land Institute (ULI) is a member driven organization focused on shaping the future of the built environment for transformative impact in communities worldwide. As the preeminent, inter-disciplinary real estate forum, ULI facilitates the open exchange of ideas, information and experience among local, national and international industry leaders and policy makers who are dedicated to creating better places. ULI has long been recognized as one of the world's most respected and widely quoted sources of objective information on urban planning, growth, and development.

Established locally in 1994, ULI Austin is a district council of the Urban Land Institute where real estate professionals from across Central Texas exchange ideas and best practices to serve community needs. ULI Austin's Strategic Councils convene public, private, and non-profit entities to discuss and impact local issues. Current councils are Affordability, Transportation and Creative Culture. The Transportation Strategic Council focuses on issues related to mobility across Central Texas. ULI Austin does not advocate; we offer fact-based information through research, education and publishing.

## WHY WALKSHED?

Walkshed is the area that is reachable to a person on foot and is defined by the paths available for pedestrians to reach their destination. An area's walkshed impacts efforts to encourage alternative means of transportation, as well as walkability scores for affordable housing. Walkshed is particularly important in Austin as additional high-capacity and high-frequency transit is built through Project Connect and access to those transit lines and stops for community members will affect the overall success of the project. Walkshed is equally important in new communities as they plan access to amenities, commercial zones, and municipal services.

## BARRIER ONE **BLOCK LENGTH**



Concentration of traffic crashes between E. 12th and Springdale along Airport Blvd. (Source: Visionzero)

### ISSUE ONE

Pedestrians and cyclists are exposed due to wide intersections with no medians, multiple driveways along the corridor, no protected infrastructure for bikes and pedestrians, at least 0.5 miles between signalized intersections, and multiple points of interest on both sides of four-lane road.

### SOLUTION

This corridor should be labeled as part of the High Injury Network in the ASMP. The problem can be addressed by adding medians to help slow vehicles and provide protection for pedestrians and cyclists, improving intersections, adding mid-block crossings, and consolidating driveways to minimize conflicts.

### ISSUE TWO

There are unmarked legal pedestrian crossings that are unsafe between neighborhoods or points of interest on main corridors.

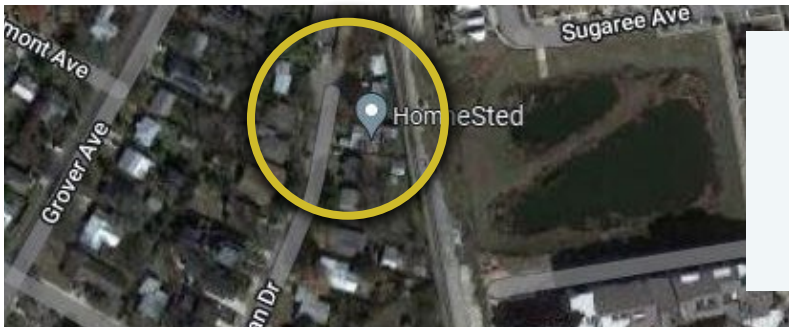
### SOLUTION

This problem can be solved by installing Pedestrian Hybrid Beacons (PHBs), in addition to more signage, striping changes, and other signals to drivers to expect pedestrians at this crossing location.



Unmarked legal pedestrian crossing at South First/Monroe Intersection without PHB

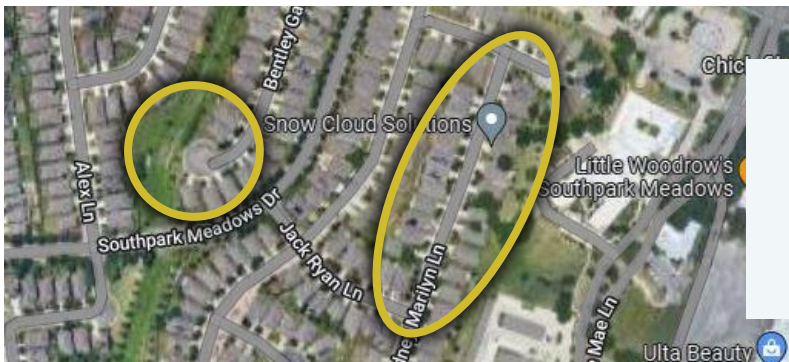
# BARRIER TWO DEAD END STREET



## ISSUE ONE

A cul-de-sac was designed to cut off single-family homes from chemical company property. Crestview Station has replaced the chemical company property and is now a primary destination for work, entertainment, dining and transit.

**ISSUE TWO**  
A cul-de-sac prevents connection to South Congress Avenue and connection to The Yard, a business/entertainment district.



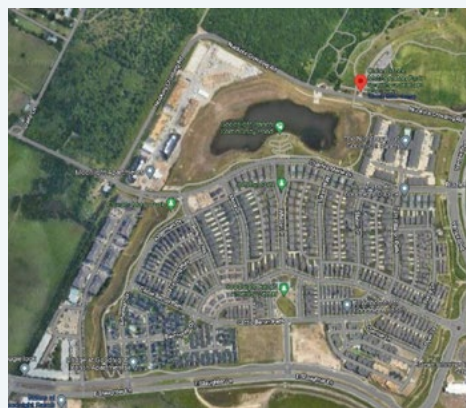
## ISSUE THREE

Cul-de-sacs and dead end streets separate housing from regional shopping center and park. They also prevent bike and pedestrian access to major arterials and connections to transit.

## SOLUTIONS



Cul-de-sacs are mitigated by including a hike and bike connections from the neighborhood to 45th Street in the Grove community. This can be implemented in both new and existing communities!



In the Goodnight Ranch community, there are no cul-de-sacs at all. Dead end streets connect to the hike and bike trail which also connects to Onion Creek Metro park.



In the Mueller development, garden courts (shared yards) are used instead of cul-de-sacs. This allows walking and biking connectivity while limiting auto traffic.

# BARRIER THREE DEVELOPMENT BACKED TO COMMUNITY

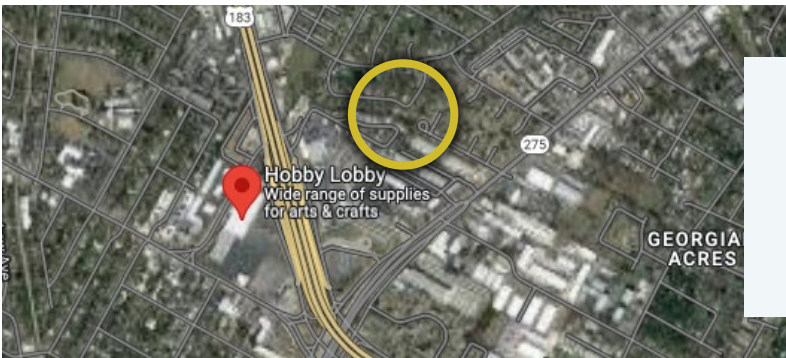


## ISSUE ONE

A cul-de-sac was designed to cut off single-family homes from commercial corridor but now Congress Avenue is a secondary arterial to downtown.

## ISSUE TWO

Disconnected street forces people to create pathways to reach destinations. Disconnected streets have been used as an argument against adjacent affordable housing.



## ISSUE THREE

Disconnected residential neighborhoods and separated commercial/industrial uses keep households from walkable access to the North Lamar Transit Center. Unimproved North Lamar is not comfortable for pedestrians.

## SOLUTIONS



At the AMLI South Shore property, there is a connection between the cultural hub (hike and bike trails) to commercial and transportation corridor via trails.



In the Grove community, cul-de-sacs are mitigated by including a hike and bike connection for the neighborhood to the north via a crossing at 45th Street.

