



Resolution of the Zilker Neighborhood Association Executive Committee Supporting Installation of a Traffic Signal at S. Lamar Blvd. and Collier St. / Evergreen Ave. Adopted by ZNA's Executive Committee July 6, 2026

Whereas, the intersection of South Lamar Boulevard with Collier Street and Evergreen Avenue (the "Intersection") is an unsignalized crossing on a Core Transit Corridor and Imagine Austin Activity Corridor, served by four Capital Metro bus routes including a MetroRapid line and lying within the Collier, East Oltorf, and Lamar Square Equitable Transit-Oriented Development (ETOD) station areas, where transit riders, including those who depend on these routes and cross South Lamar on foot, must navigate the Intersection with no traffic signal or crosswalk;

Whereas, the Intersection sits on one of the few stretches of the South Lamar corridor where residents can cross between the Zilker and Bouldin neighborhoods, yet it offers no signalized crossing for people on foot or bicycle; the nearest crossing, at Hether Street, is awkwardly aligned and can be confusing and hazardous for drivers and pedestrians alike; and a modern traffic signal at the Intersection, with a marked crosswalk and pedestrian signal heads, is the single most effective way to give people walking and biking a safe crossing of South Lamar Boulevard;

Whereas, the City's own South Lamar Boulevard Transportation Corridor Project, funded by the voter-approved 2016 Mobility Bond, identified the Intersection as one of the corridor's highest-crash locations (63 reported crashes, January 2009 to August 2014) and recommended a new traffic signal there as a near-term safety improvement;

Whereas, the Intersection is also the primary point at which Austin Fire Department units based at Station No. 11, a block away on the City lot at Kinney Avenue and Collier Street, enter South Lamar Boulevard when responding to emergencies, and today must do so across fast corridor traffic with no signal to control it; a traffic signal would give responding apparatus a controlled entry and could be integrated with the emergency-vehicle preemption system the City already operates, giving the apparatus a protected green, a capability an unsignalized intersection cannot provide;

Whereas, the need to signalize the Intersection has been recognized for decades: as early as 1989, the City conditioned the rezoning of 1400 South Lamar Boulevard (Case No. C14-88-0094) on the owners posting fiscal surety toward their share of the cost of signalizing the Intersection;

Whereas, the City has nonetheless continued to approve high-density development flanking the Intersection, including two Density Bonus 90 (DB90) rezonings that Council approved in reliance on staff reports representing that the corridor signal at the Intersection was in final design with construction expected to begin in 2026: 1700 South Lamar Boulevard (Case No. C14-2024-0163; Ordinance No. 20250925-083), approved September 25, 2025, and 1430 Collier Street (Case No. C14-2025-0057; Ordinance No. 20251120-068), approved November 20, 2025, adding 187 units plus retail;

Whereas, by no later than August 2025, within months of those approvals, the City had already split the South Lamar Corridor construction plan at Montclair Street and deferred the Northern Segment containing the Intersection (Capital Project 11887.009), which is not now expected to bid until approximately 2029, with construction beginning in Fall 2029 and no funds yet obligated, so that the signal Council was told would be built in 2026 has slipped years into the future;

Whereas, because the Intersection lies within the deferred Northern Segment (construction anticipated to begin in Fall 2029 and conclude in Fall 2032), and because comparable capital schedules have routinely slipped, the signal is unlikely to be in service before 2032, and more probably only long after the adjacent developments are occupied;

Whereas, the 1700 South Lamar project is now in active site plan review as Case No. SP-2026-0136C (Stonelake Capital Partners), proposing 459 residential units, retail, and a high-turnover restaurant that draws all vehicular access from two Collier Street driveways with none on South Lamar, and is projected to add about 1,474 net new daily trips (per the March 19, 2026 TIA Determination) onto Collier Street, a Level 1 local residential street with no bicycle lanes and with insufficient pedestrian infrastructure, whose width and design were never intended for that volume, all funneling to the unsignalized Intersection, with construction expected to begin in early 2027, so that the site plan review now underway is the City's live opportunity to secure signal-related mitigation before the site's access and circulation are locked in;

Whereas, the result is a multi-year gap in which hundreds of new residents and thousands of new daily vehicle trips will arrive at the Intersection years before the promised signal, a foreseeable and avoidable safety risk concentrated on the residents, pedestrians, and transit riders who use this crossing every day;

Whereas, a funded path already exists: under the City's Street Impact Fee (SIF) program, developer-paid fees must be spent on eligible capacity projects within the Service Area where collected; the Intersection lies in Service Area L, where the SIF Roadway Capacity Plan has identified an eligible signal at this location (Project LI-5) since the program's 2019 study, and uncommitted Service Area L funds remain, so the money is already collected and eligible for this signal, and the City need only choose to spend it rather than raise new revenue;

Whereas, adjacent residents and homeowners have raised traffic and safety concerns, and the Executive Committee of the Zilker Neighborhood Association (the "ZNA ExCom") seeks constructive coordination with the City, the developers, neighboring associations, and local businesses rather than opposition; now, therefore, be it

Resolved, That the ZNA ExCom supports prompt installation of a traffic signal at the Intersection designed to provide a safe, signalized crossing for people walking and biking as well as for vehicles.

Resolved, That the ZNA ExCom requests that the signal be designed to prioritize safety at the Intersection, consistent with the City's Vision Zero commitments, including a marked crosswalk, accessible pedestrian signals, a Leading Pedestrian Interval (LPI) that gives people walking and biking a head start before parallel vehicle traffic receives a green, and integration with the emergency-vehicle preemption system the City already operates to protect the access of Austin Fire Department Station 11.

Resolved, That the ZNA ExCom urges the City, and in particular the Transportation and Public Works Department and the South Lamar Corridor Program, to prioritize and accelerate this signal ahead of the adjacent developments' occupancy, including by deploying available Service Area L Street Impact Fee funds toward Project LI-5 and pursuing any street or intersection mitigations available under the Land Development Code (Chapter 25-6) through the site plan and transportation review process.

Resolved, That the ZNA ExCom requests that the office of District 9 (Council Member Zo Qadri), as the district in which the Intersection and the 1700 South Lamar project lie, take the lead in facilitating interdepartmental coordination and aligning development timing with signal delivery.

Resolved, That the ZNA ExCom further requests the support of the office of District 5 (Council Member Ryan Alter), whose constituents in and around the Zilker neighborhood would be significantly affected, in advancing this signal.

Resolved, That the ZNA ExCom supports good-faith collaboration with the developer of the 1700 South Lamar Boulevard project on its site plan to coordinate construction sequencing, traffic control plan, and any contributions, dedications, or mitigations consistent with law.

Resolved, That the ZNA ExCom invites nearby neighborhood associations, adjacent homeowners associations, and local businesses to join in advocating for this signal.

Resolved, That the ZNA ExCom directs the Association's officers and committee representatives, including the chairs of the Zoning and Transportation committees, to transmit this resolution to the relevant City staff and Council offices.