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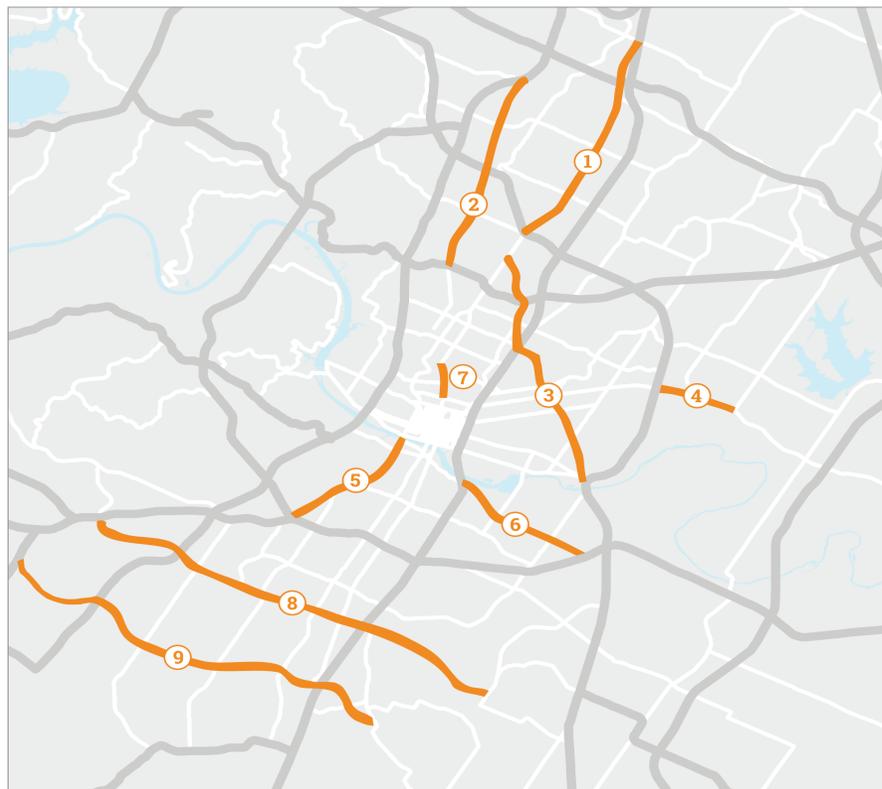
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Corridor Construction Program

In Spring 2018, City Council adopted a \$1.4 billion Corridor Construction Program on nine major Austin corridors. The Corridor Construction Program includes mobility, safety, and connectivity improvements for everyone—including for people who drive, walk, bike, and take transit. These projects will get funding from the \$482 million for corridors approved by voters in the 2016 Mobility Bond.

CORRIDOR CONSTRUCTION PROGRAM

- ① NORTH LAMAR BOULEVARD FROM US 183 TO HOWARD LANE
- ② BURNET ROAD FROM KOENIG LANE TO MOPAC EXPRESSWAY
- ③ AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- ④ EAST MARTIN LUTHER KING JR. BOULEVARD/FM 969 FROM US 183 TO DECKER LANE
- ⑤ SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US 290
- ⑥ EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- ⑦ GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET
- ⑧ WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY
- ⑨ SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD



PROJECTS ARE EXPECTED TO:

- Improve safety for all modes of transportation
- Reduce vehicular delay
- Improve the effectiveness of transit
- Create continuous ADA-compliant sidewalks along the entire length of the corridors
- Create continuous bicycle facilities along the entire length of the corridors



Project Purpose & Goals

The purpose of the Corridor Construction Program is to improve mobility, safety, connectivity and quality of life in the corridor. Here are key outcomes we seek to achieve.

MOBILITY

- Reduce delay
- Increase people throughput
- Improve reliability
- Improve level-of-service for all modes
- Improve connectivity
- Manage congestion
- Improve effectiveness of transit operations

SAFETY

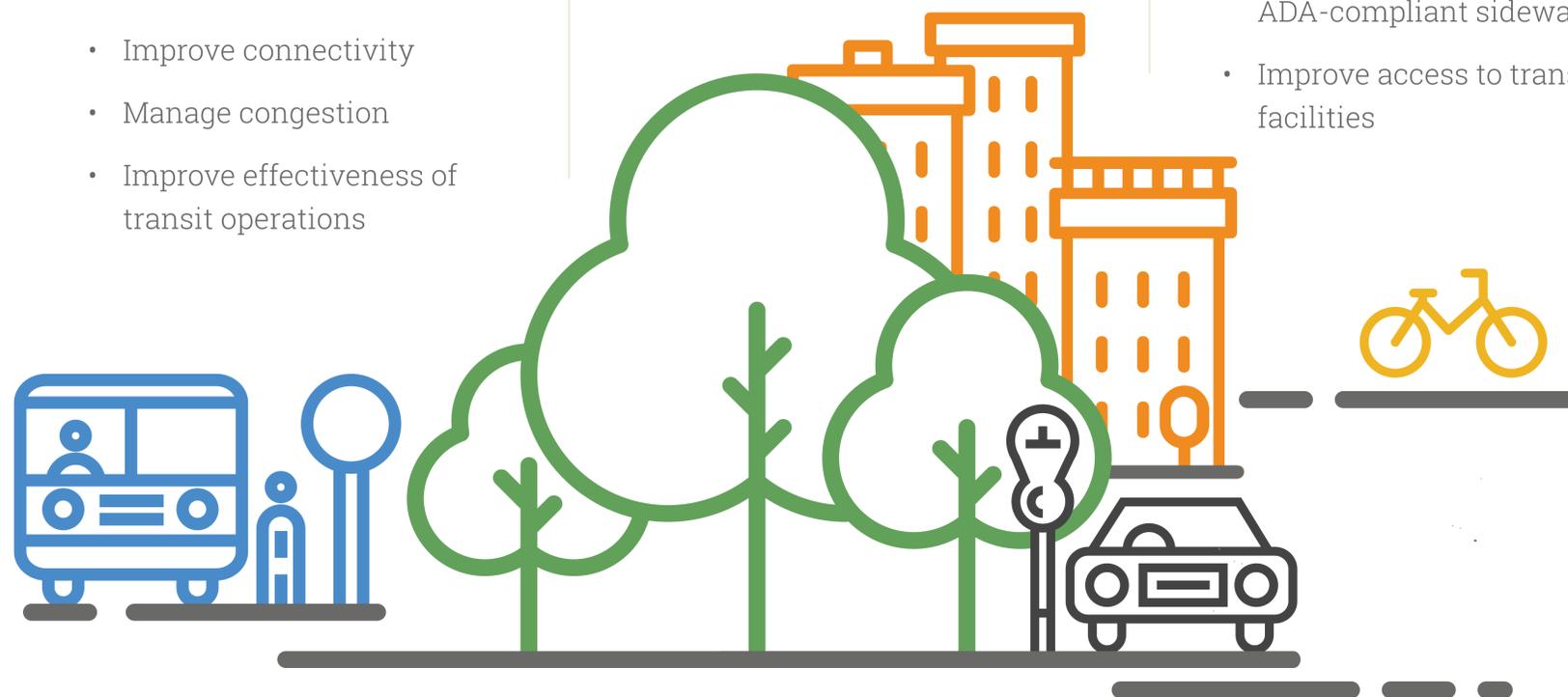
- Reduce crashes
- Increase confidence to bicycle and/or walk
- Improve level-of-service for all modes

CONNECTIVITY

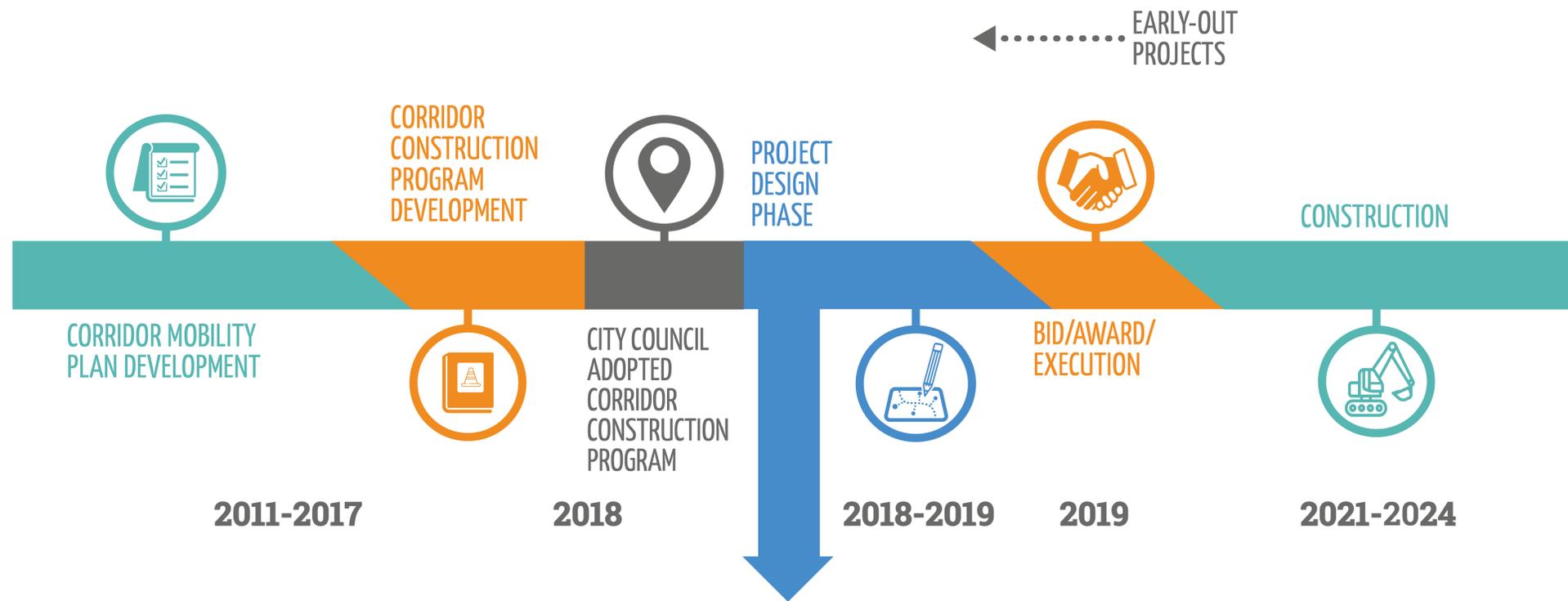
- Improve ability to safely get where you want to go
- Increase connections to bicycle routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit facilities

QUALITY OF LIFE

- Improve access to employment opportunities, services, healthcare, affordable housing, businesses, education, entertainment, recreation, cultural centers and parks/greenspace
- Enhance community vibrancy
- Support businesses so they can thrive
- Create livable, walkable, safe and transit-supportive corridors
- Allow for affordable and mixed-income housing
- Enable healthy, equitable and complete communities



Corridor Construction Program Timeline



Preliminary Engineering Timeline



Preliminary Engineering / Design-Phase Activities

Improvements in the Corridor Construction Program are at a conceptual/preliminary level. Additional design must take place before the projects are ready for construction.



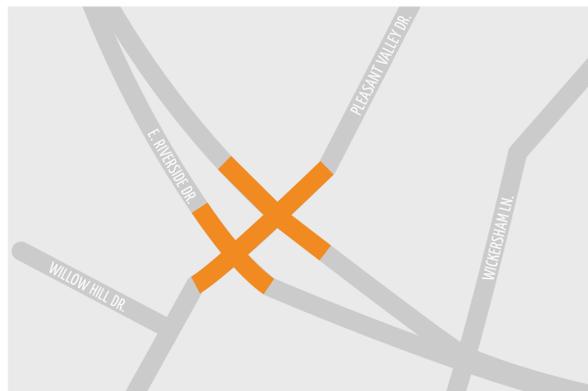
Preliminary engineering is the first part of the design phase. During preliminary engineering, the following activities take place:

- Land surveying to gather information about utilities, property lines, and trees
- Collecting soil samples and assessing pavement condition
- Community outreach
- Updating cost estimates and looking for budget efficiencies
- Refining design of improvements

Corridor Mobility Plan

The City of Austin has completed Corridor Mobility Plans for nine major Austin corridors. The improvements in the Corridor Construction Program are based on recommendations in these Corridor Mobility Plans.

The City of Austin finalized the East Riverside Drive Corridor Mobility Plan in December 2013. Since then, the City of Austin has built recommendations in the plan as funding has become available. The Corridor Construction Program will include more comprehensive improvements to enhance mobility, safety and connectivity along the entire corridor.



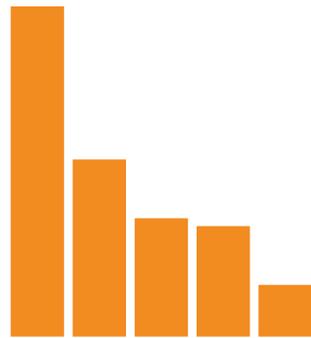
Clockwise from top left: Mobility and safety improvements at the Lakeshore Boulevard intersection facing west. Mobility and safety improvements at the Lakeshore Boulevard intersection facing south. Sidewalk and ADA ramp improvements at the Pleasant Valley Drive intersection completed in 2013.

DEVELOPMENT OF THE PLAN INCLUDED

- Public engagement
- Data collection
- Assessing needs and missing infrastructure
- Drainage analysis
- Future travel demand analysis
- Recommendations for improvements

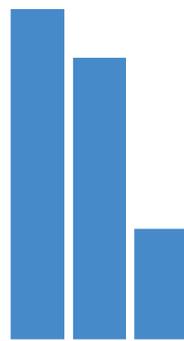
Corridor Mobility Plan Public Feedback

1. WHEN ASKED HOW THEY USE THE EAST RIVERSIDE CORRIDOR, RESPONDENTS ANSWERED:



- 40 Connection to other locations
- 23 Commuter to downtown
- 18 I don't travel on East Riverside Corridor on a regular basis
- 17 Airport connection
- 6 College / University connection

2. WHEN ASKED WHERE THEY CURRENTLY ENTER/EXIT THE EAST RIVERSIDE CORRIDOR, RESPONDENTS ANSWERED:



- 41 Other
- 38 I-35
- 17 SH 71

3. WHEN ASKED ABOUT AREAS IN THE EAST RIVERSIDE DRIVE CORRIDOR, RESPONDENTS INDICATED THAT THESE MODES OF TRANSPORTATION NEED TO BE IMPROVED:



- 51 Bicycle / Pedestrians
- 38 Transit (bus or rail)
- 18 Cars

Public Engagement was an important component of the Corridor Mobility Plan development process for East Riverside Drive. It included:

- Two open house meetings
- One open house meeting for businesses
- Three focus group meetings
- Stakeholder meetings with transportation and public agencies, major landowners, transportation advocates and interest groups

This board shows a sample of the public input received through a questionnaire provided at an open house meeting.

4. WHEN ASKED ABOUT TRANSPORTATION PRIORITIES, THE COMMUNITY RANKED THE FOLLOWING WITH 1 BEING THE MOST IMPORTANT.



#1 Enhanced pedestrian experience



#2 Improved transit access



#3 Enhanced bicycle access and mobility



#4 Improved automobile access

Other Nearby Improvements

PLEASANT VALLEY/ELMONT INTERSECTION IMPROVEMENTS

Austin Transportation completed safety and mobility improvements in June at the intersection of Pleasant Valley Road and Elmont Drive. This is the first 2016 Mobility Bond-funded Intersection Safety/Vision Zero project for which construction has been completed.

The purpose of the Pleasant Valley/Elmont improvements is to reduce crashes by addressing left-turn conflicts and enhancing pedestrian and bicycle safety.



Improvements include:

- New exclusive left turn lanes northbound and southbound on Pleasant Valley
- New raised center-medians on Pleasant Valley and Elmont
- New shared use path on both sides of Pleasant Valley for bicyclists and pedestrians
- Upgraded Americans with Disabilities Act (ADA)-compliant pedestrian ramps at all four corners of the intersection
- High-visibility continental crosswalks
- Signal phasing improvements

LAKESHORE BOULEVARD PROJECT

In 2015, the Austin Transportation and Public Works departments teamed up to resurface Lakeshore Boulevard and create a two-way protected bikeway and parking lane on the north side of the roadway between East Riverside Drive and Pleasant Valley Road.

Before



After

Image courtesy of Kelly Daacon

What We Want to Achieve

The Corridor Construction Program aims to improve mobility, safety and connectivity along East Riverside Drive, whether you drive, bike, walk or take transit.

CURRENT CORRIDOR CONDITIONS

- The intersections of East Riverside Drive and Willow Creek Drive, Wickersham Lane, Tinnin Ford Road and Pleasant Valley Road are among Austin's Top 28 crash intersections
- Cyclists must share vehicular lanes or sidewalks because there are no bicycle facilities
- Sidewalks are not in good condition and need to be upgraded/rehabilitated
- Signalized pedestrian crossings are spaced too far apart



HOW WE ARE IMPROVING THE CORRIDOR

- Reducing delay by an estimated 25% on average for all of the corridors compared with doing nothing
- Upgrading intersections, including modifications to turn lanes
- Adding and upgrading traffic signals with enhanced technology
- Improving four of Austin's Top 28 crash intersections (at Willow Creek Drive, Wickersham Lane, Tinnin Ford Road and Pleasant Valley Road)
- Upgrading sidewalks to complete an ADA-compliant network for the full length of the corridor
- Creating bicycle facilities along the full length of the corridor
- Creating streetscapes with shade for pedestrians and bicyclists
- Adding connections to 3 existing bike routes, resulting in connections to 12 interconnected routes
- Coordinating transit improvements with Capital Metro
- Improving connectivity to transit stops through added sidewalks, bicycle facilities and midblock pedestrian crosswalks (pedestrian hybrid beacons)

Mobility, Safety and Connectivity Improvements

The Corridor Construction Program includes mobility, safety and connectivity improvements on East Riverside Drive between I-35 and SH 71.

We anticipate putting approximately \$84 million from the 2016 Mobility Bond into improvements on East Riverside Drive that best meet City Council's Contract With Voters.

Design and Construction

 Up to 17 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety

 Intersection improvements with possible turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety at:

1. Tinnin Ford Rd
2. Willow Creek Dr
3. S Pleasant Valley Rd
4. Montopolis Dr

 Up to 3 miles of full pavement reconstruction and/or rehabilitation to repair spot damage, restore surface, and improve rideability

 Bridge widenings at Country Club Creek to provide safer crossings for drivers, pedestrians, and bicyclists

 Evaluation and possible construction of new or reconfigured midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

- Summit St
- Willow Hill Dr (2)

 On-corridor stormwater drainage upgrades from Shore District Dr to Montopolis Dr to support mobility improvements



 Up to 4 miles of protected bicycle lanes from Shore District Dr to Montopolis Dr to improve safety and mobility for bicyclists and drivers

 New street lighting from Shore District Dr to Montopolis Dr to improve visibility and enhance safety

 Streetscape enhancements with elements like banners, aesthetic treatments, hardscaping, landscaping, etc.

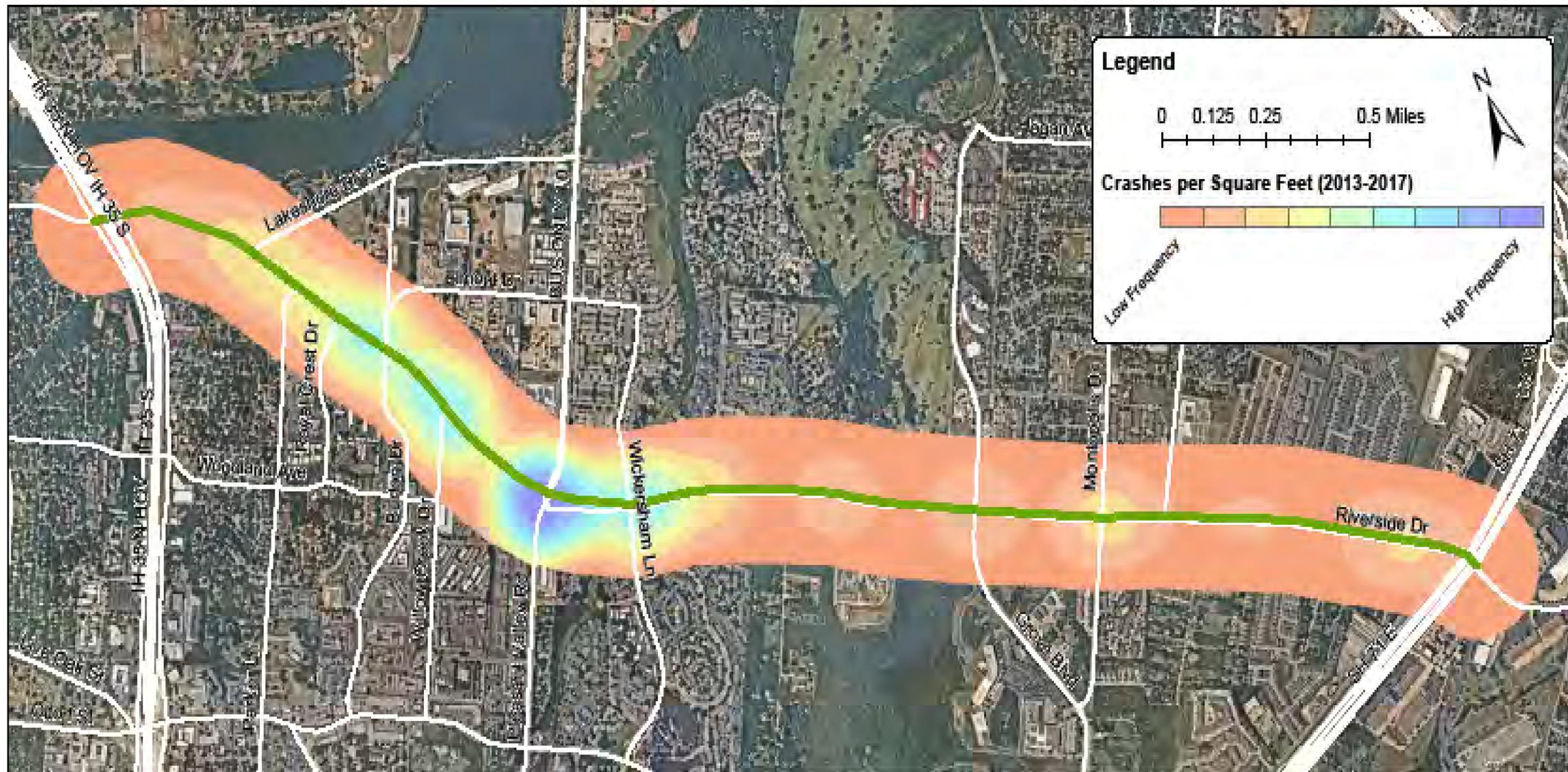
 Up to 4.5 miles of new or rehabilitated sidewalks or shared-use paths to create continuous ADA-compliant sidewalks along length of corridor, with wider sidewalks from Shore District Dr to Montopolis Dr

A single improvement may benefit multiple transportation modes.

● Vehicular ● Bicycle
● Pedestrian ● Transit
 Corridor Limits

Crash Frequency

This map depicts crash locations on East Riverside Drive from 2013-2017.



Source: City of Austin Transportation Department

Environmental Considerations

During the design phase of the Corridor Construction Program, the City of Austin will analyze these environmental considerations in accordance with Land Development Code requirements and the National Environmental Policy Act (as needed). The results of the analyses will be used to help refine the improvement projects to reduce impacts.

As appropriate, the City of Austin will analyze the direct, indirect and cumulative effects of these environmental considerations, and will coordinate with State and Federal Regulatory Agencies, including the Texas Historical Commission, Texas Parks and Wildlife Department, U.S. Fish and Wildlife Service, and U.S. Army Corps of Engineers.



Air Quality and Traffic Noise
(where applicable)



Biological Resources
(including threatened and endangered species as well as other fauna and flora)



Cultural Resources
(including historic places and archaeological sites)



Geology, Soils and Land-Use Patterns



Hazardous Materials



Parkland Impacts



Social and Community Impacts
(including low-income populations, limited English proficiency, parks, community centers, and residential and business impacts)



Water Resources

Public Outreach

In addition to outreach conducted when the Corridor Mobility Plan was created, the City of Austin conducted the following community engagement during development of the Corridor Construction Program (between July 2017 and April 2018).

WHAT WE HEARD

“We encourage access for all modes walk/bike/public/auto; but do not discriminate or deter against auto.” – East Riverside Drive business owner

Your feedback helped shape the improvements. Here’s what we heard:

- Improve pedestrian facilities by rehabilitating and filling in gaps in sidewalks and curb cuts, and adding safe crossings
- Address unprotected left-turns
- Make it easier and safer for handicapped community members to get around
- Build a dedicated bike lane
- Concern about traffic congestion from development
- Add lighting along the corridor

WE HOSTED A POP-IN MEETING LAST YEAR

97 conversations with the public

12,924 postcards sent to homes and businesses

2,500 residents reached through NextDoor

WE HAD AN ONLINE SURVEY

254 community surveys completed for East Riverside Drive corridor

WE SPOKE WITH PROPERTY-OWNERS & BUSINESSES

149 letters sent to property owners

80 door-to-door conversations with corridor businesses

Pleasant Valley Road Intersection

The East Riverside Drive and Pleasant Valley Road intersection is one of the most dangerous intersections on East Riverside Drive and in Austin.

The Corridor Construction Program reconfigures the intersection in a way that will improve safety and reduce delay, and makes innovative use of the space currently occupied by the wide median.

It also creates an opportunity for the community to help come up with ideas for creating a new community space. The image here is just one idea for the future of that space.

Figure 6-6: Recommended Pleasant Valley Road

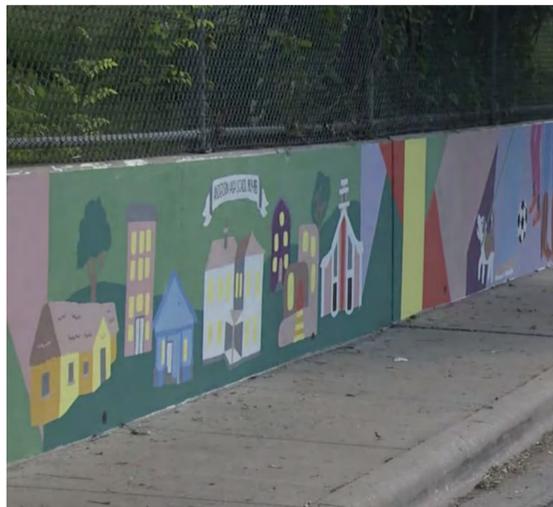


Source: East Riverside Drive Corridor Mobility Plan

Placemaking

As part of the design phase, we want you to think about how to enhance the character of the corridor through placemaking. Use these images to inspire you as you respond to the questionnaire.

“Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.”
– Project for Public Spaces



Help Us Refine Improvements

The goals of the Corridor Construction Program are to improve mobility, safety and connectivity. Help us refine the improvements to better meet these goals by giving us feedback on comment cards.

MOBILITY

- Where along the corridor do you see the most traffic back-ups?
- Where are your most frequent destinations on the corridor?

SAFETY

- Are there locations in the corridor where it is difficult to see?
- When biking or walking along the corridor, are there particular places that feel unsafe?

CONNECTIVITY

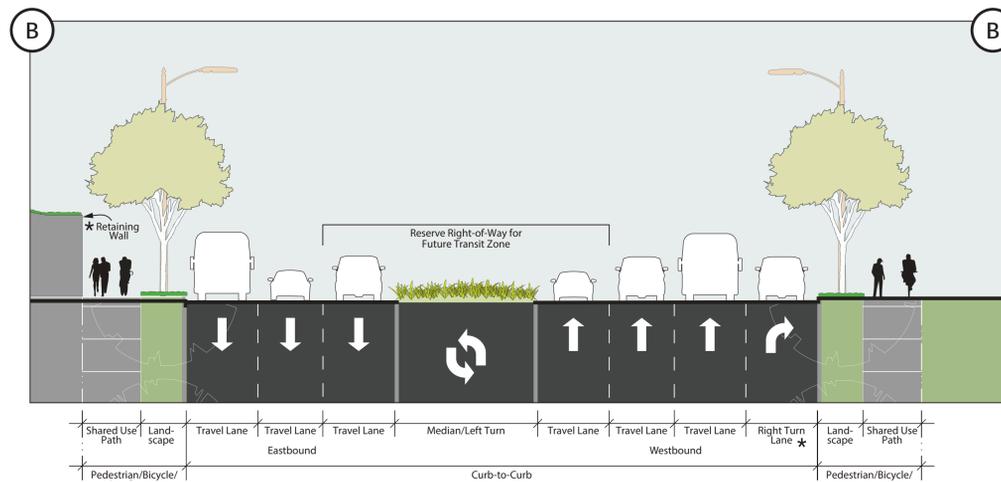
- Are the proposed midblock pedestrian crosswalk signals (pedestrian hybrid beacons) located in the best places?

QUALITY OF LIFE

- Where would shade trees/structures be most beneficial?
- How can transportation and mobility improvements support community priorities like livability and quality of life?

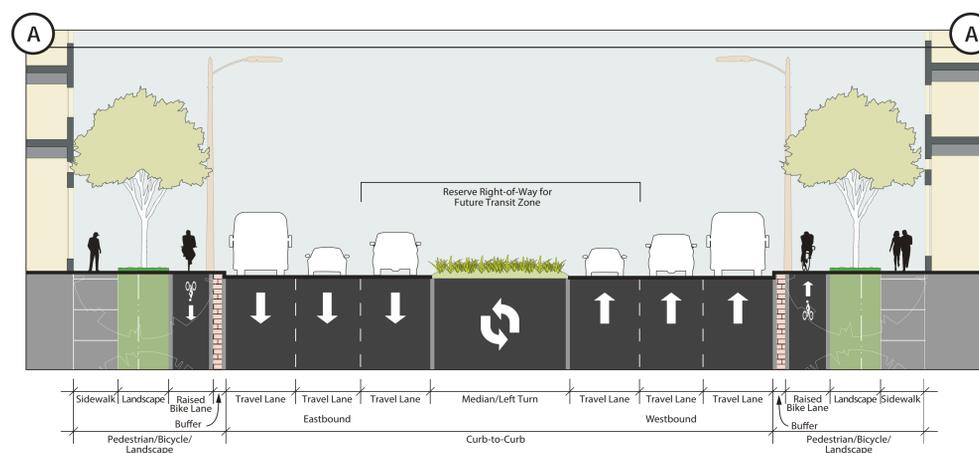


Typical Cross-Sections

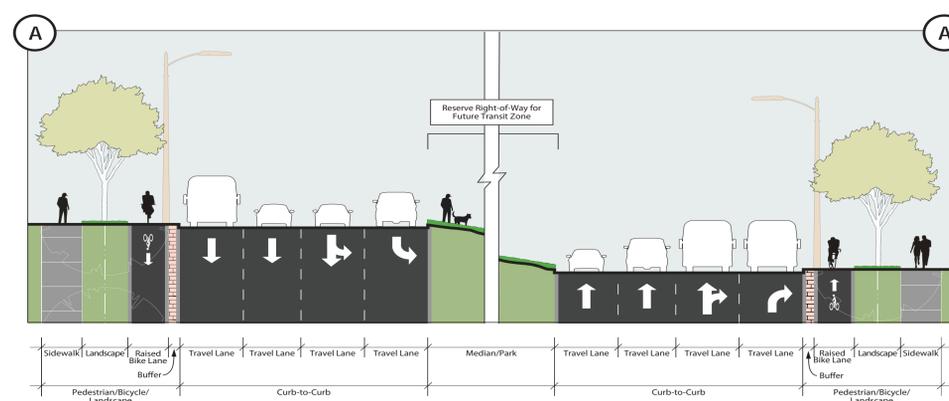


SH 71 to Montopolis Drive and
Shore District Drive to I-35

*Retaining wall and right-turn lane from Summit St to I-35



Willow Creek Drive to Shore District Drive and
Montopolis to Wickersham Lane



Wickersham Lane to Willow Creek Drive

The cross-sections depicted are preliminary and subject to change. Trees and street lighting are subject to preliminary engineering and design.

Understanding the Impacts

Whenever transportation and mobility projects are constructed, properties and businesses near the improvements can be affected. Typical impacts that may be associated with these types of improvements are listed below.

- Adjustments to utility service lines
- Access adjustments
- Right-of-way acquisition
- Temporary construction easements
- Grading and topography easements
- Parking

We understand these changes will be of concern to some property and business owners, and are seeking ways to mitigate impacts.

Boundary surveys are underway, and we anticipate having more information about impacts to specific properties later this year.

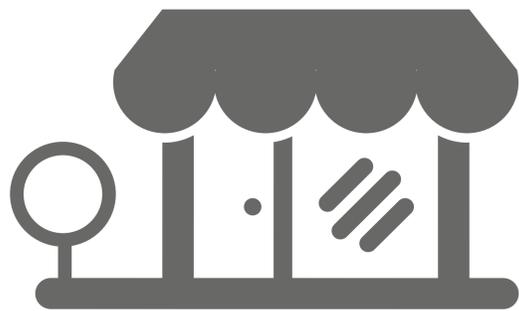
If you own a property or business and you have questions or concerns, please email Sara Behunek at corridors@austintexas.gov or call (512) 974-7840.

Are you a neighbor or stakeholder with a concern? Reach out to us at the above email and phone number.



Supporting Businesses During Construction

We know construction can be disruptive, and we're actively considering how we can minimize impacts to businesses throughout the process.



We will discuss these and other ideas at a business roundtable meeting this fall. If you own or manage a business on the corridor and would like to participate, please email or call Sara Behunek at corridors@austintexas.gov or (512) 974-7840.

WHAT WE ARE DOING:

- ✓ Having a Corridor Ambassador team for each corridor to connect the public to the project team, answer questions, and address concerns
- ✓ Maintaining access to businesses during construction and providing signage to help direct drivers, bicyclists and pedestrians
- ✓ Using multiple methods to keep people informed (e.g., door-to-door, Nextdoor, small group meetings, emails, Austin 3-1-1, events and mailings)
- ✓ Responding to inquiries promptly

Project Partners

The City of Austin Corridor Program Office is partnering with other City of Austin departments and regional public agencies. These are the public agencies and City of Austin departments we are working with:

Public Agency Partners

- Capital Area Metropolitan Planning Organization
- Capital Metropolitan Transportation Authority
- Texas Department of Transportation
- Travis County

The Corridor Program Office is also coordinating with others, like private utilities and nonprofits, and seeking more partnership opportunities. If you have suggestions for partnerships, let us know.

City of Austin Partners

- Austin 3-1-1
- Austin Energy
- Austin Fire Department
- Austin Public Health
- Austin Transportation Department
- Austin Water
- Capital Contracting Office
- Development Services Department
- Economic Development Department
- Equity Office
- Neighborhood Housing and Community Development
- Office of Real Estate Services
- Office of Sustainability
- Parks and Recreation Department
- Public Works Department
- Small and Minority Business Resources Department
- Watershed Protection Department