

## Burnet Road

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### *Short-Term Recommendations*

- **Crossings with Pedestrian Hybrid Beacons**
  - Install pedestrian hybrid beacons at crosswalks in 7 locations
- **Bus Stop Relocation**
  - Move 4 stops closer to signalized intersections and new crossings with PHB
- **Install Right-Turn Lanes**
  - Burnet Road at Koenig Lane (EB and WB)
  - Burnet Road at Braker Lane (EB)
- **Install Left-Turn Lanes**
  - Burnet Road at Koenig Lane (SB) - increase storage bay to 250'
  - Burnet Road at Braker Lane (EB and WB dual left-turn)
- **Conduct Intersection Reconfiguration and Pocket Park**
  - Burnet Road at Burnet Lane
  - Burnet Road at Cullen Avenue

The estimated total cost for short-term improvements for Burnet Road is \$24.7M.

### *Long-Term Recommendations*

- **Install Left-Turn Lanes**
  - Burnet Road at Braker Lane (NB and SB dual left-turn)
  - Burnet Road at Kramer Lane (NB and SB dual left-turn)
- **Conduct Intersection Reconfiguration and Pocket Park**
  - Burnet Road at McNeil Drive

The estimated total cost for long-term improvements for Burnet Road is \$52.4M.

## North Lamar Boulevard

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### *Short-Term Recommendations*

- **Crossings with Pedestrian Hybrid Beacons**
  - Install pedestrian hybrid beacons at the crosswalks in 9 locations
- **Bus Stop Relocation**
  - Move one stop closer to signalized intersection
- **Install Right-Turn lanes**
  - North Lamar Boulevard at Braker Lane (NB, SB and WB)
- **Install Dual Left-Turn lanes**
  - North Lamar Boulevard at Rundberg Lane (EB and WB)
  - North Lamar Boulevard at Braker Lane (EB and WB)
  - North Lamar Boulevard at Parmer Lane (All Approaches)

The estimated total cost for short-term improvements for North Lamar Boulevard is \$22.6M.

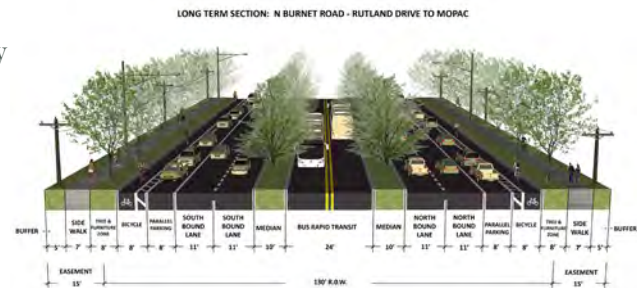


for the short term implementation of roadway reconstruction projects. These locations are Koenig Lane to Anderson Lane on Burnet Road, and Rundberg Lane to Braker Lane on North Lamar Boulevard.

## Corridorwide Improvements

### Short-Term Recommendations

- **Bus Shelters (Locations that meet current CapMetro criteria)**
  - Install additional bus shelters at 16 bus stops on North Lamar
  - Install additional bus shelters at 8 bus stops on Burnet
- **Bicycle Lanes**
  - Implement lane diets where possible to provide bicycle lanes within the existing pavement
- **Signal Timing**
  - Update signal timings
- **Street Lighting**
  - Upgrade street lighting to current safety standards where deficiencies exist
- **Pedestrian Zone**
  - Clear encroachments from the pedestrian zone



### Long-Term Recommendations

- **Roadway Reconstruction**
  - Install raised median
  - Install wide sidewalks
  - Install tree & furniture zone
  - Install 8-foot cycle tracks
  - Improve storm drainage
- **Bicycles at Intersections**
  - Add two-stage turn queue boxes or bicycle signal phases
- **Signal Timing**
  - Update signal timings
- **Streetscape Furnishings**
  - Install streetscape furnishings
- **Shade Trees**
  - Plant trees to provide shade along the corridors
- **Bus Pullouts**
  - Install bus pullouts for BRT stops
- **Driveway Consolidation**
  - Explore opportunities to reduce driveway density



### Long-Term Recommendations

- **Install Right-Turn Lanes**
  - North Lamar Boulevard at Braker Lane (NB and SB)
- **Implement Walnut Creek Bridge Reconstruction**

The estimated total cost for long-term improvements for North Lamar Boulevard is \$53.2M.

## COST

The total cost for short-term improvements for both corridors is \$47.3M, and the total cost for long-term improvements for both corridors is \$105.6M.

### Project Cost Summary

Corridor	Short Term	Long Term	Ultimate Cost
Burnet Road	24,639,000	52,355,000	76,994,000
North Lamar Boulevard	22,575,000	53,192,000	75,767,000
<b>Total Cost</b>	<b>47,214,000</b>	<b>105,547,000</b>	<b>152,761,000</b>

## FUNDING

The improvements recommended by this program could be funded by several funding sources, including Bonds, State Infrastructure Bank, Traffic Impact Fees, the Livable Communities Initiative, and others.

## CORRIDOR JURISDICTION

TxDOT currently has jurisdiction of Burnet Road from US 183 to MoPac and the entirety of the North Lamar corridor. The TxDOT Commission adopted rules that includes context sensitive design concepts to be included as part of project development. Significant revisions were made to the Project Development Process Manual (6-09) in order to reflect the department's goal of incorporating local and regional planning and policy goals into the project development process as early as possible. These revisions also aim to create ongoing local partnership feedback mechanisms to achieve sustainable urban contexts around roadways and transportation networks for appropriate corridors or projects.

This corridor development program implemented a multi-disciplinary approach to the project development process that is consistent with the TxDOT Project Development Process Manual. However, the roads that TxDOT owns are subject to the design criteria provided in the TxDOT Roadway Design Manual, 2010. The vision for the Burnet and North Lamar corridors expressed by members of the public and through the neighborhood and master plans that have been developed is generally for these corridors to be complete streets that add to the unique character of the area. TxDOT's highway design standards are focused primarily on maximizing vehicular throughput on the corridors and are not necessarily consistent with the community vision for these two corridors. For example, the design criteria for recommended improvements such as lane widths and sidewalks are consistent with City of Austin standards but are not what TxDOT would permit for highways. The City of Austin should attempt to work with TxDOT to obtain a variance for the context sensitive

