WELCOME Bienvenidos

SIGN IN

Registrarse

EXPLORE & LEARN

Explorar y aprender

CHAT WITH US

Hablan con nosotros

GIVE US FEEDBACK

Danos su opinión

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CORRIDOR MOBILITY PROGRAM

CITY OF AUSTIN
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Project Purpose & Goals

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

MOBILITY

- Reduce delay
- Get more people moving through the corridor
- Improve reliability
- Give people options for travel modes
- Manage congestion
- Improve transit operations

SAFETY

- Reduce conflict points and crashes
- Define where turns should occur
- Make walking and cycling safer and more comfortable

CONNECTIVITY

- Help people safely and more efficiently get where they want to go
- Enhance bicycle network/provide links to routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit stops

QUALITY OF LIFE

- Improve access to employers, services, healthcare, affordable housing, businesses, schools, recreation, cultural centers, parks/greenspace and more
- 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

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Burnet Road Corridor Challenges

Currently, on this 5-mile segment of Burnet Road between Koenig Lane and MoPac Expressway:

1. Bicycle accommodations are limited or missing along the corridor
2. Sidewalks are missing or interrupted by driveways, and are not ADA-compliant in some areas
3. Signalized pedestrian crossings are spaced too far apart
4. Many of the traffic signals have outdated technology
5. Bicycle and pedestrian connections to transit stops are largely missing

1

2

Traffic crashes can result in bodily injuries, vehicular damage, or worse. In addition, crashes can create traffic delays that may have other negative impacts. A February 2017 article in *USA Today* highlighted several effects of traffic congestion including:

- inability to accurately estimate travel times
- increased fuel consumption (and cost of gas)
- increased pollution due to more emissions
- road rage and more dangerous driving behaviors
- delayed response times for emergency responders

Congestion can also lead drivers to seek alternative routes which can impact neighborhood streets.

(Data courtesy of Morgan, Lee. (n.d.). The Effects of Traffic Congestion. Travel Tips - USA Today. Retrieved from https://traveltips.usatoday.com/effects-traffic-congestion-61043.html)

TRAFFIC CRASHES

Between 2013-2017 the corridor experienced 942 reported crashes resulting in:

(Data provided by Austin Transportation and updated July 8, 2019)

7	34	222	252	44
fatalities	suspected serious injuries	non-incapacitating injuries	possible injuries	crashes involved pedestrians

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How We Are Improving Burnet Road Corridor

Corridor-Wide Improvements

Estimated Cost: $53.2 Million

Planned near-term improvements funded for design and construction through the 2016 Mobility Bond.

- Up to 19 upgraded signals
- Up to 6 Pedestrian Hybrid Beacons
- New, 9-foot-wide shared-use paths along both sides of Burnet Road for the full length of the corridor (Koenig Lane to MoPac Expressway)
- Intersection improvements with turn lane modifications to Koenig Lane, Braker Lane, Esperanza Crossing, and Palm Way
- Intermittent median islands between Koenig Lane and Ashdale Drive and at the approaches to the Burnet Road and Braker Lane intersection
- Pavement improvements along the full length of the corridor
- Transit stop improvements (various locations)
- Up to 5 miles of pavement rehabilitation
- On-corridor stormwater drainage upgrades from US 183 to MoPac to support mobility improvements

Enhanced Multimodal Improvements

Design is underway on the following projects using 2016 Mobility Bond funding. The Corridor Program Office is seeking other funding sources and partnerships for possible future construction.

Enhanced Multimodal Improvements build upon the Corridor-wide Mobility Improvements and bring the corridors up to the visions established in the Corridor Mobility Plans.

Elements include things like:

- Up to 1.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from W. Koenig Lane to W Anderson Lane
- Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Anderson Lane to US 183
- Up to 1 mile of full street reconstruction to widen from four lanes to six lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from US 183 to Braker Lane

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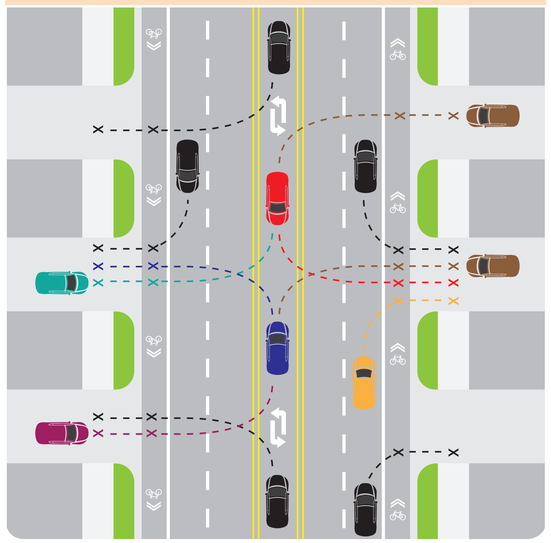
Access Management

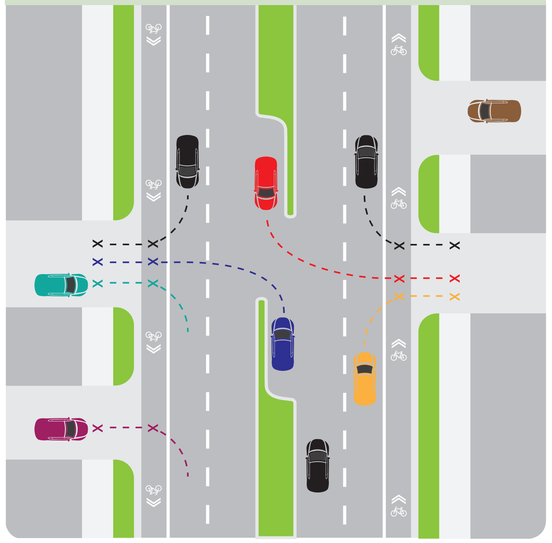
One of the goals of the Corridor Construction Program is to improve safety and reduce crashes through improvements to intersections and along the corridors.

THE PROBLEM:



Continuous center-running turn lanes and a significant number of driveways create several potential points of conflict. This configuration isn't ideal to safely accommodate the increase in vehicular, cyclist and pedestrian traffic that has grown along the corridors in recent years.

ACCESS MANAGEMENT:



Adding medians and modifying driveways will define where turns should occur and reduce potential points of conflict.

Please Note: Graphic illustrations for informational purposes only.

Raised medians according to the Federal Highway Administration

"Pedestrian crashes account for about 12 percent of all traffic fatalities annually. Over 75 percent of these fatalities occur at non-intersection locations. On average, a pedestrian is killed in a motor vehicle crash every 120 minutes and one is injured every 8 minutes. Many of these crashes are preventable. By providing raised medians and pedestrian refuge islands, we can bring these crash numbers down, prevent injuries, and save lives."

Among the benefits, raised medians:

- Reduce motor vehicle crashes by 15% on average
- Increase roadway capacity by over 30% on average
- Reduce vehicle speeds on the roadway
- Decrease delays for motorists by over 30% on average

Federal Highway Administration. (2013) Safety Benefits of Raised Medians and Pedestrian Refuge Areas [Brochure]. https://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/: U.S. Department of Transportation.

Since November 2016:

Corridor Construction Program highlights since Austin voters approved the 2016 Mobility Bond:

9
Corridor Mobility Plans updated

4,500
public inputs received (comments & survey responses)

60
miles of corridor analyzed for land survey, traffic analysis, and more

Coordination initiated with

200+
private developments/ other potential funding partners

$24 MILLION
in grants secured

433
deliverables received and reviewed

80
community engagement events completed, including public meetings, stakeholder group briefings and other input opportunities

Improvements prioritized for bond funding and adopted by City Council

Preliminary Engineering (2018-early 2019)

Work began in April 2018 to collect new information that is being used to refine corridor improvements, associated cost estimates and implementation timelines.

- ☑ Land surveys (including geotechnical borings)
- ☑ Construction packaging, phasing & sequencing recommendations delivered
- ☑ Coordination across City departments & with other local agencies
- ☑ Corridor design standards developed
- ☑ Environmental studies & reviews initiated
- ☑ Corridor roll plots developed & refined
- ☑ Cost estimates updated
- ☑ Fund leveraging & partnership opportunities explored
- ☑ Preliminary drainage analyses
- ☑ Preliminary placemaking opportunities identified
- ☑ Preparations for procurement of construction projects initiated
- ☑ Right-of-way retracement
- ☑ Traffic analyses
- ☑ Tree surveys
- ☑ Utility coordination initiated
- ☑ Community outreach & feedback collection

- **Air Quality & Traffic Noise** (where applicable)
- **Biological Resources** (including threatened & endangered species, other fauna & flora)
- **Hazardous Materials**
- **Parkland Impacts**
- **Water Resources**
- **Geology, Soils & Land-Use Patterns**
- **Cultural Resources** (including historic places & archaeological sites)
- **Social & Community Impacts** (including low-income populations, limited English proficiency, parks, community centers, & residential & business impacts)

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Public Outreach

Public feedback is at the heart of our efforts to make this corridor safer and easier to travel. Here are a few public outreach highlights for the Burnet Road corridor since voters approved the 2016 Mobility Bond.

WHAT WE HEARD

Your feedback helped shape the improvements for the Burnet Road corridor.

"I am a cyclist yet I would NEVER ride on Burnet road. Even though there is a painted bike lane, it is too narrow."

"From approximately Richcreek to Anderson, traffic is often very dense from lunchtime onwards."

- Congestion is particularly challenging at the Burnet/Koenig, Burnet/Anderson and Burnet/Braker intersections
- Desire for safer bicycle and pedestrian facilities
- Concern about median installation and general desire for businesses along the corridor to feel informed and supported throughout this process
- Desire for shade trees
- Desire for future analysis of Burnet Road south of Koenig (particularly, between 45th Street and Koenig)

WE HAD AN ONLINE SURVEY

536 community surveys completed

WE HOSTED A POP-IN MEETING

127 conversations with the public

WE REACHED OUT TO BUSINESSES AND PROPERTY OWNERS ALONG THE CORRIDOR

226 letters sent to property owners

268 door-to-door conversations with corridor businesses

WE HELD AN OPEN HOUSE

864 comments and survey responses received

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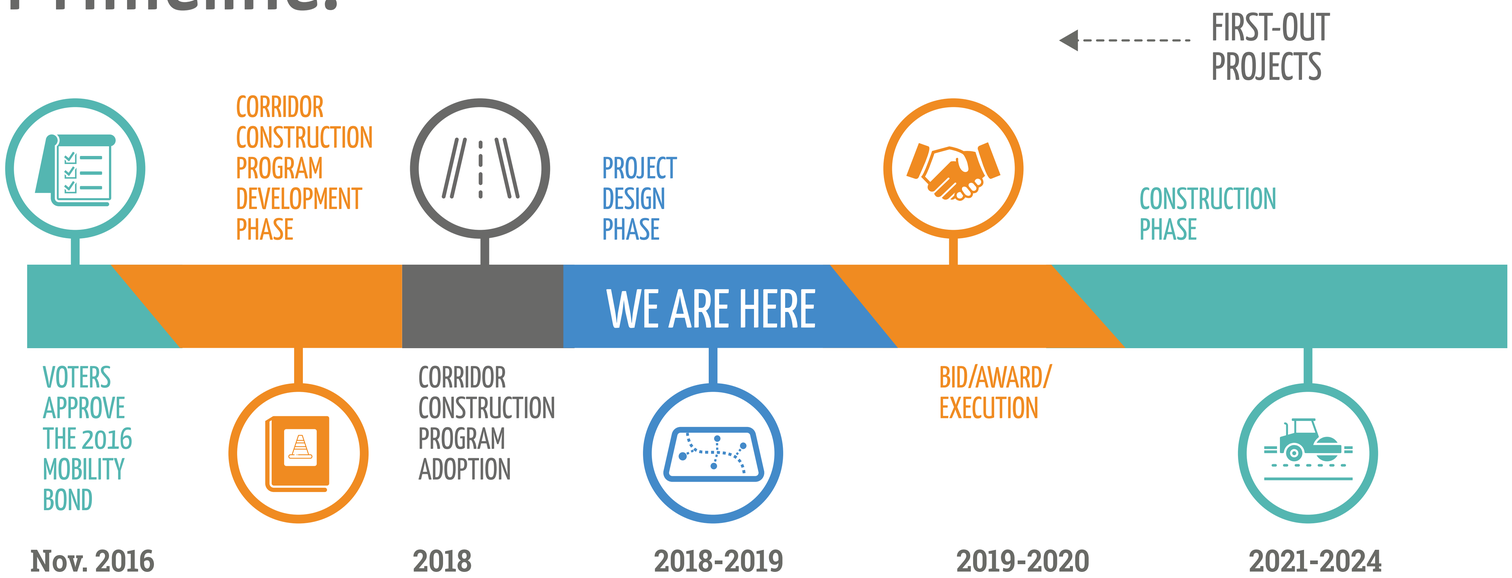
Program Timeline:



Additional project development, design and engineering is needed prior to construction. During final design we will:

- ☐ Conduct outreach to neighborhoods, businesses, property owners & broader community
- ☐ Pursue leveraging and partnership opportunities
- ☐ Develop strategies to minimize impacts from proposed improvements and construction
- ☐ Complete environmental investigations & documentation
- ☐ Obtain permits, develop traffic management plans, coordinate utility relocations & purchase right-of-way
- ☐ Prepare construction projects for procurement
- ☐ Work with community on placemaking opportunities

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