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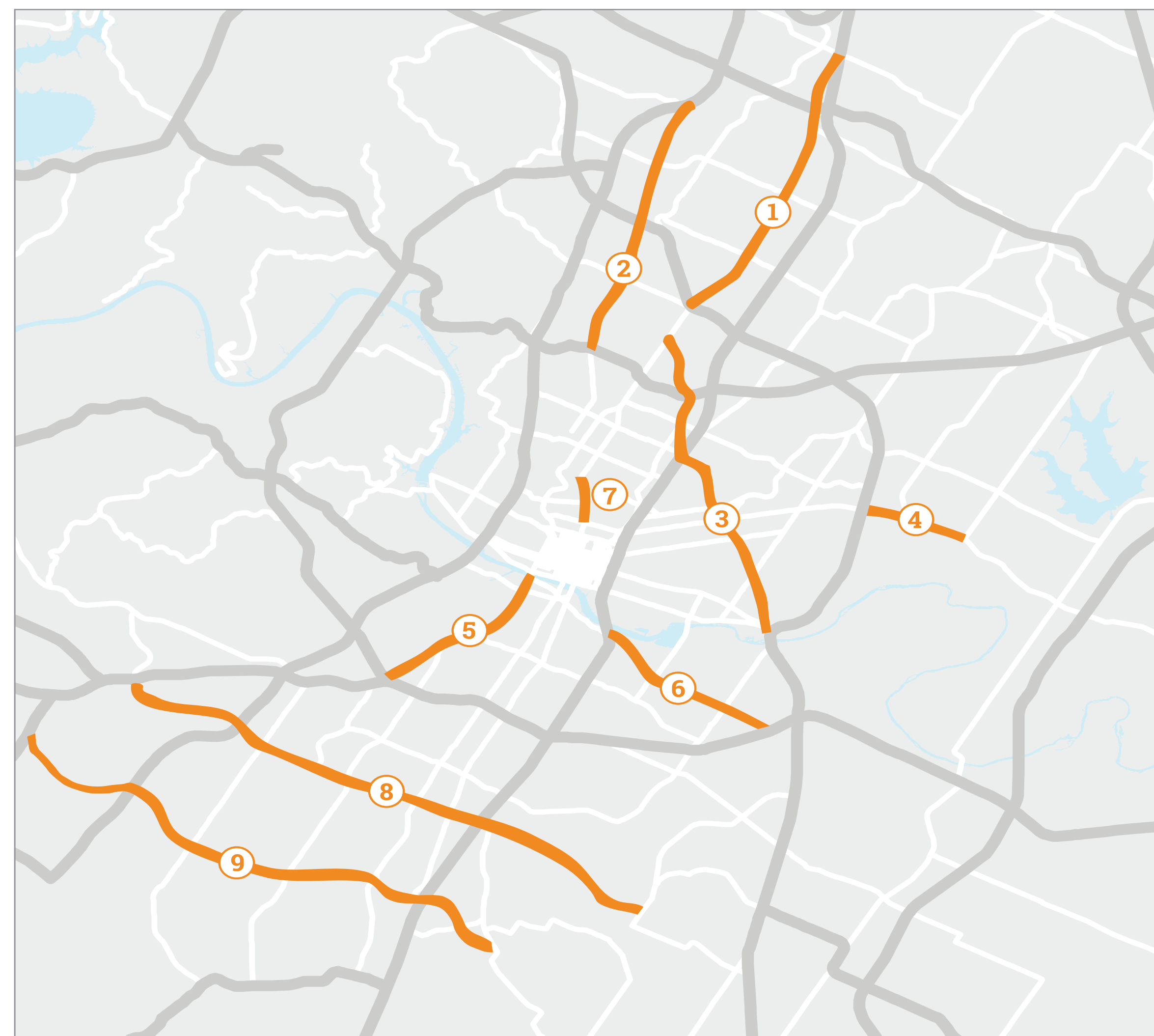
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Corridor Construction Program

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

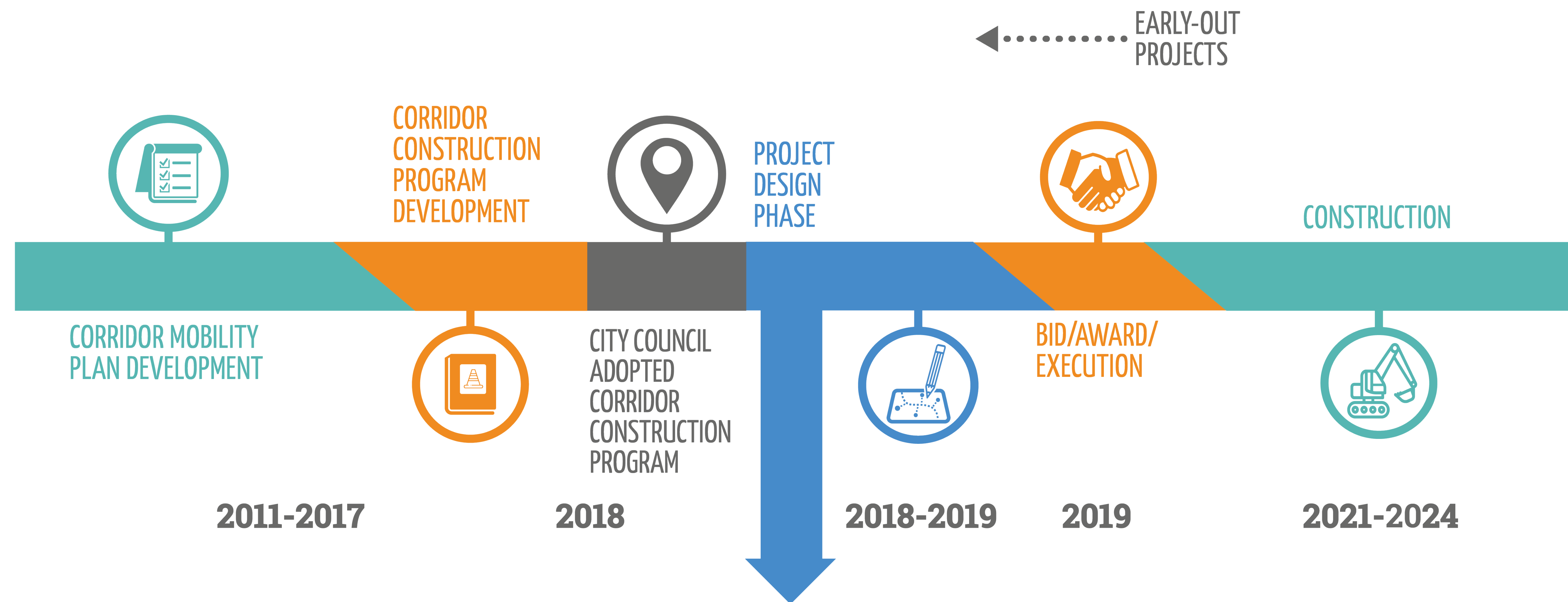
- Improve ability to safely get where you want to go
- Increase connections to bicycle routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit facilities

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 Development and Public Feedback

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 Corridor Mobility Plan for Airport Boulevard was completed in February 2014 following two years of public outreach and technical evaluation. The Corridor Mobility Plan recommends improvements to mobility, safety and connectivity along Airport Boulevard between North Lamar Boulevard and US 183.

Public engagement was an important component of the Corridor Mobility Plan development process for Airport Blvd. It included:

- More than 20 small group meetings with neighborhood associations, PTAs, chambers of commerce, faith-based groups, nonprofits, and others.
- 2 public meetings (public workshop, and a public review forum and business stakeholder meeting).
- A Business Open House in conjunction with the Airport Boulevard Form-Based Code Initiative.
- A telephone survey of 25 business and property owners along the southern segments of the corridor.



Development of the Plan Included:

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

The plan was developed in tandem with the Airport Boulevard Form-Based Code Initiative, which focused on transforming the area north of I-35 with mixed-use pedestrian-oriented development.

A sampling of public comments from the Corridor Mobility Plan:

1. "Would like to see greater emphasis on green infrastructure."
2. "Like the multi-modal lanes BUT: don't really understand or concur with the efficacy of parallel parking and back-in parking adjacent to vehicles lanes..."
3. "I have concerns about the implementation of medians along the corridor."
4. "E. 53rd – south on northbound provide bus stop – back angled parking from intersection/again south of 51st."
5. "Pedestrian bridge across Airport at Ridgetop Elementary"
6. "I would like to see 'large' public art placed/installed within this project."
7. "Allow bikes to go straight across Airport at the Aldrich light – need a simple curb cut on that island."

Other Nearby Improvements

SIDEWALKS

The 2016 Mobility Bond dedicates \$37.5 million for improvements to sidewalks, with a focus on sidewalks rated as “very high” or “high” priorities in the City of Austin 2016 Sidewalk Master Plan/ADA Transition Plan. Projects include installation or rehabilitation/replacement of curb ramps, sidewalks, curbs, driveway aprons and related construction to conform to United States Department of Justice guidance and ADA requirements.



The City of Austin may begin sidewalk improvements in the next 180 days to connecting streets along Airport Blvd.:

- Cherrywood Rd.
- Schieffer Ave.
- E 34th St. and Clarkson Ave.
- Tillery St.
- Oak Springs Dr.



The City of Austin has begun construction of ADA sidewalk and curb ramp improvements east of the Airport Blvd. corridor along:

- E 51st St. from 1800 E 51st St. to Manor Rd.
- E 52nd St. from Cameron Rd. to 1300 52nd St.
- Lancaster Ct. from E 52nd St. to E 51st St.

BIKEWAY IMPROVEMENTS

The 2016 Mobility Bond dedicates \$20 million to Bikeways.

Justin Lane Protected Bicycle Lane

Per the Austin Bicycle Master Plan, the City of Austin completed installation of a two-way protected bicycle lane on Justin Lane between Burnet Road and North Lamar Boulevard in April 2018.



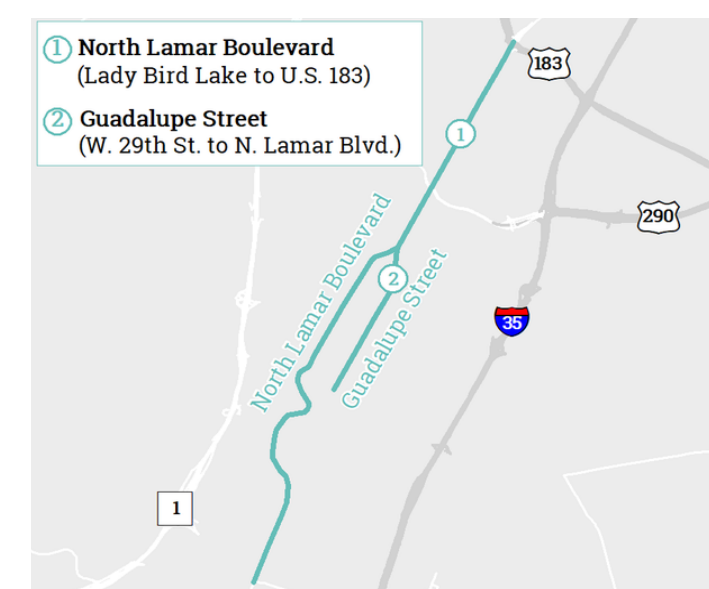
Proposed Improvements Through Mueller

The City of Austin is currently evaluating improvements including:

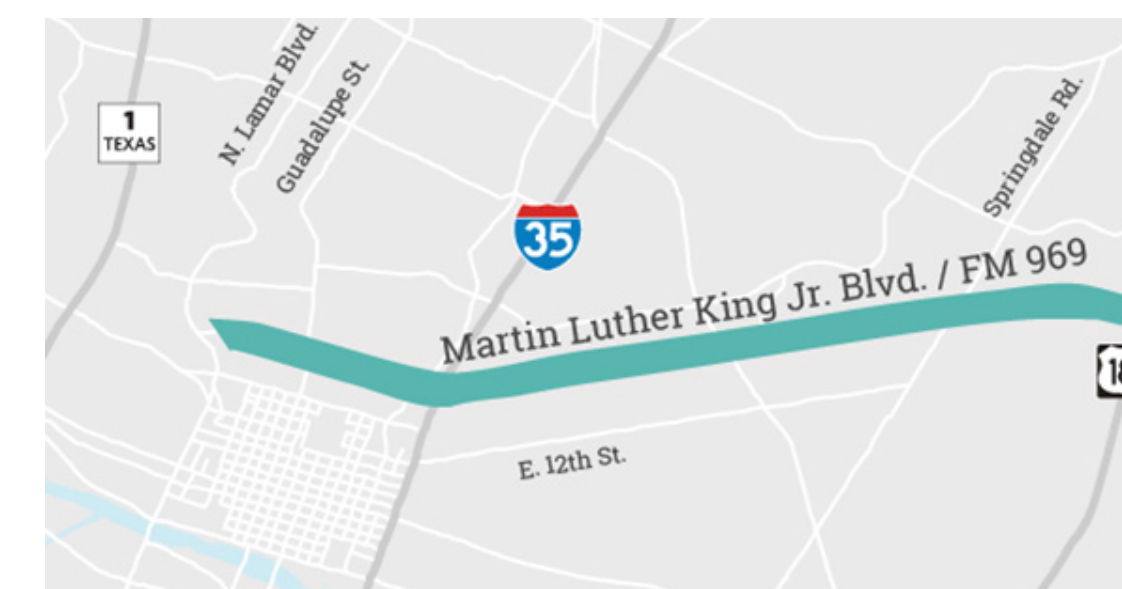
- Along Zach Scott St., the addition of two-way protected bicycle lanes along the north side from Airport Blvd. to Berkman Dr., and the continuation of the existing two-way protected bicycle lanes east of Berkman Dr.
- Extending two-way protected bicycle lanes from Zach Scott St. across Airport Blvd. and onto Schieffer St., where they would end just east of Vineland Dr.

CORRIDOR MOBILITY PROGRAM

The 2016 Mobility Bond puts \$482 million to corridor improvements. Of that, \$5 million is being invested in the development of new Corridor Mobility Plans, to be further developed, designed and constructed with future funding sources. A Corridor Mobility Plan is a preliminary engineering report with recommendations to improve safety, mobility and connectivity.



The limits for the **North Lamar Boulevard/Guadalupe Street Corridor Mobility Plan** are between Lady Bird Lake and US 183 for the North Lamar portion, and from 29th St. to North Lamar Blvd. for the Guadalupe St. portion



The limits of the **Martin Luther King Jr. Blvd./FM 969 Corridor Mobility Plan** are from North Lamar Blvd. to US 183.

What We Want to Achieve

The Corridor Construction Program aims to improve mobility, safety and connectivity along Airport Boulevard for everyone, whether you drive, bike, walk or take transit.

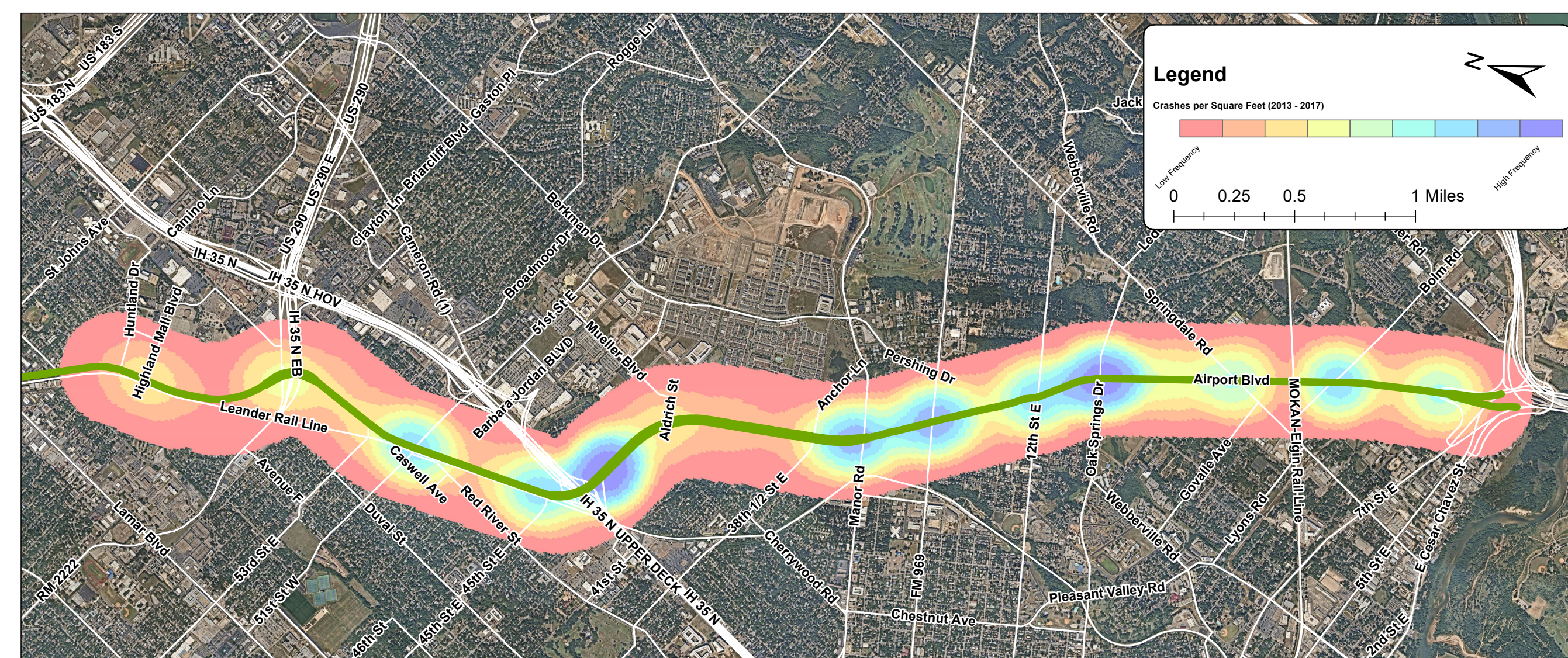
CURRENT CORRIDOR CONDITIONS

- Airport Boulevard includes four of Austin's Top 28 crash intersections:
 - E. MLK Blvd.
 - Oak Springs Dr.
 - 12th St.
 - RM 2222 (Koenig Ln.)
- Bicycle lanes are mostly absent; where they do exist, they are narrow and run along the vehicular lanes
- Sidewalks exist along most of the corridor, but many segments are substandard
- Signalized pedestrian crossings are spaced too far apart
- Many of the traffic signals have outdated technology

HOW WE ARE IMPROVING THE CORRIDOR

- Reducing delay by an estimated 25% on average for all of the corridors compared with doing nothing
- Improving four of Austin's Top 28 crash intersections at E. MLK Blvd., 12th St., Oak Springs Blvd. and RM 2222 (Koenig Ln.)
- Upgrading intersections, including potential turn lane modifications
- Adding and upgrading traffic signals with enhanced technology
- Installing shared-use paths along both sides of Airport Blvd. to create bicycle facilities along the full length of the corridor and complete an ADA-compliant sidewalk network. Of the sidewalks we are addressing, more than 95% are high/very high priority in the Sidewalk Master Plan
- Adding connections to eight existing bike routes, resulting in connections to 32 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)

CRASH FREQUENCY



Data Courtesy of Austin Transportation Department

Airport Boulevard Mobility, Safety & Connectivity Improvements

The Corridor Construction Program includes mobility, safety and connectivity improvements on Airport Boulevard between North Lamar Boulevard and US 183.

We anticipate spending approximately \$79.9 million dollars from the 2016 Mobility Bond on improvements to Airport Boulevard that best meet City Council's Contract With Voters.

Design and Construction



Up to 21 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety



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

1. E MLK Jr Blvd
2. Manor Rd
3. E Koenig Ln
4. Springdale Rd

Consideration and analysis as part of the Design Phase evaluation of intersection improvements with turn lane modifications at 12th St.



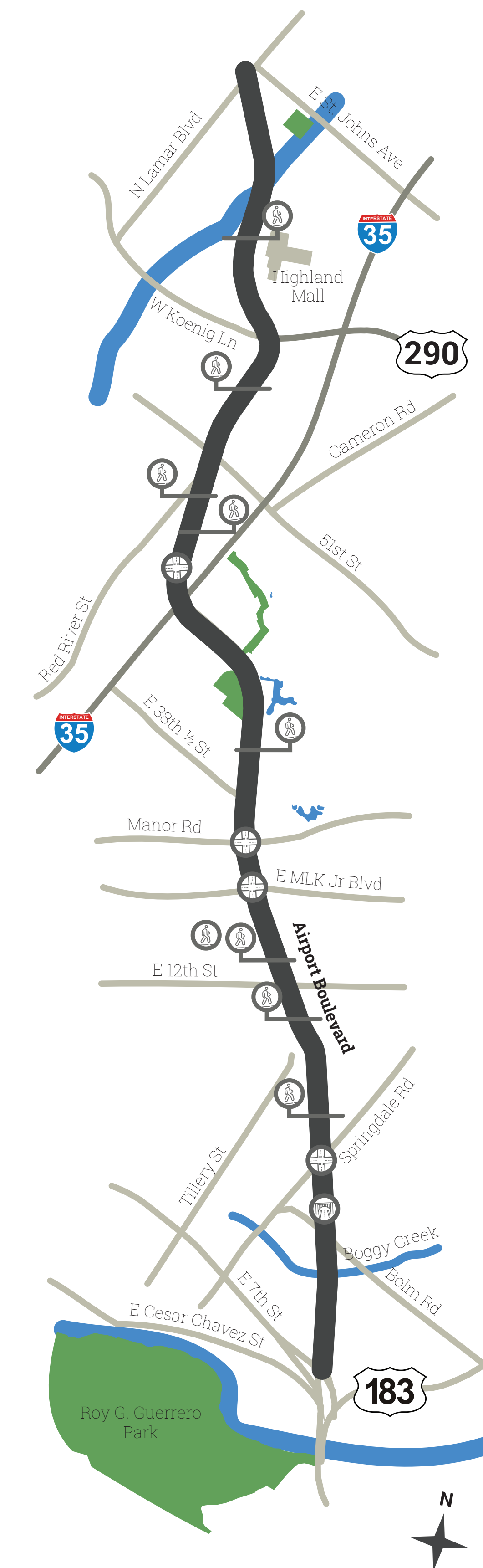
Up to 6.5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability



Bridge widenings in both directions to provide safer crossings for drivers, pedestrians, and bicyclists at Capital MetroRail line between Springdale Rd and Bolm Rd



Up to 13 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor



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

1. Gunter St
2. South of Oak Spring Dr
3. South of Harvey St
4. E 14th ½ St
5. E 40th St/Antone St
6. Fernwood Rd/Parkwood Rd
7. E 49th St
8. E 55th St
9. Highland Mall Entrance
10. E 46th St

A single improvement may benefit multiple transportation modes.

- Vehicular
- Bicycle
- Pedestrian
- Transit
- Corridor Limits

Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

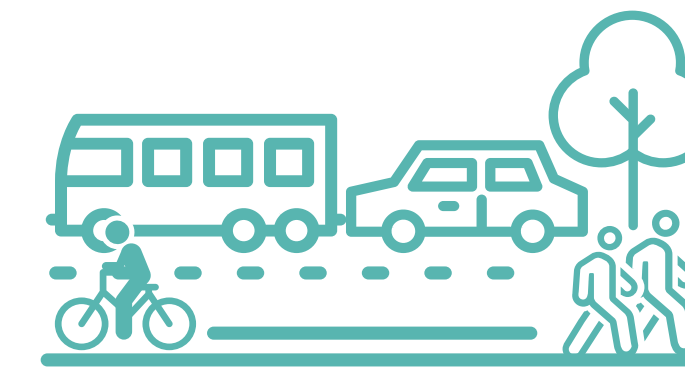
Up to 6.5 miles of full street reconstruction between North Lamar Boulevard and US 183:

- Wider sidewalks
- Protected bicycle lanes
- Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc.
- Street lighting
- On-corridor stormwater drainage upgrades

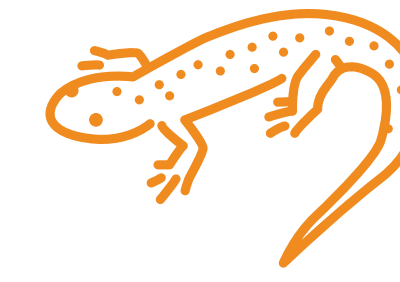
Environmental Considerations

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

WHAT WE HEARD

Your feedback helped shape the improvements and process. Here's what we heard:

- A desire for better and safer pedestrian facilities, including improved sidewalks, added ramps, and signalized crossings.
- Support for intersection improvements.
- Support for better and safer bicycle facilities, and connections to trails.
- A desire to maintain access to businesses.
- Support for transit improvements, including better and safer pedestrian access to stops and the Crestview Station.
- A desire for congestion management at the North Lamar Boulevard/Airport Boulevard intersection.
- General excitement and support for improvements.
- A desire to see improvements coordinated with developers.
- A desire for aesthetic improvements along the southern part of the corridor.
- Support for all modes of travel, but not to the detriment of vehicular traffic.
- Concerns about traffic through neighborhoods.

WE HOSTED A POP-IN MEETING LAST YEAR

82 conversations with the public

14,242 postcards sent to homes and businesses

11,719 residents reached through NextDoor

WE HAD AN ONLINE SURVEY

565 community surveys completed for the Airport Boulevard corridor

WE SPOKE WITH PROPERTY-OWNERS & BUSINESSES

294 letters sent to property owners

117 door-to-door conversations with corridor businesses

"Pedestrian Hybrid Beacons are long overdue for lower Airport Blvd. in the Springdale area."

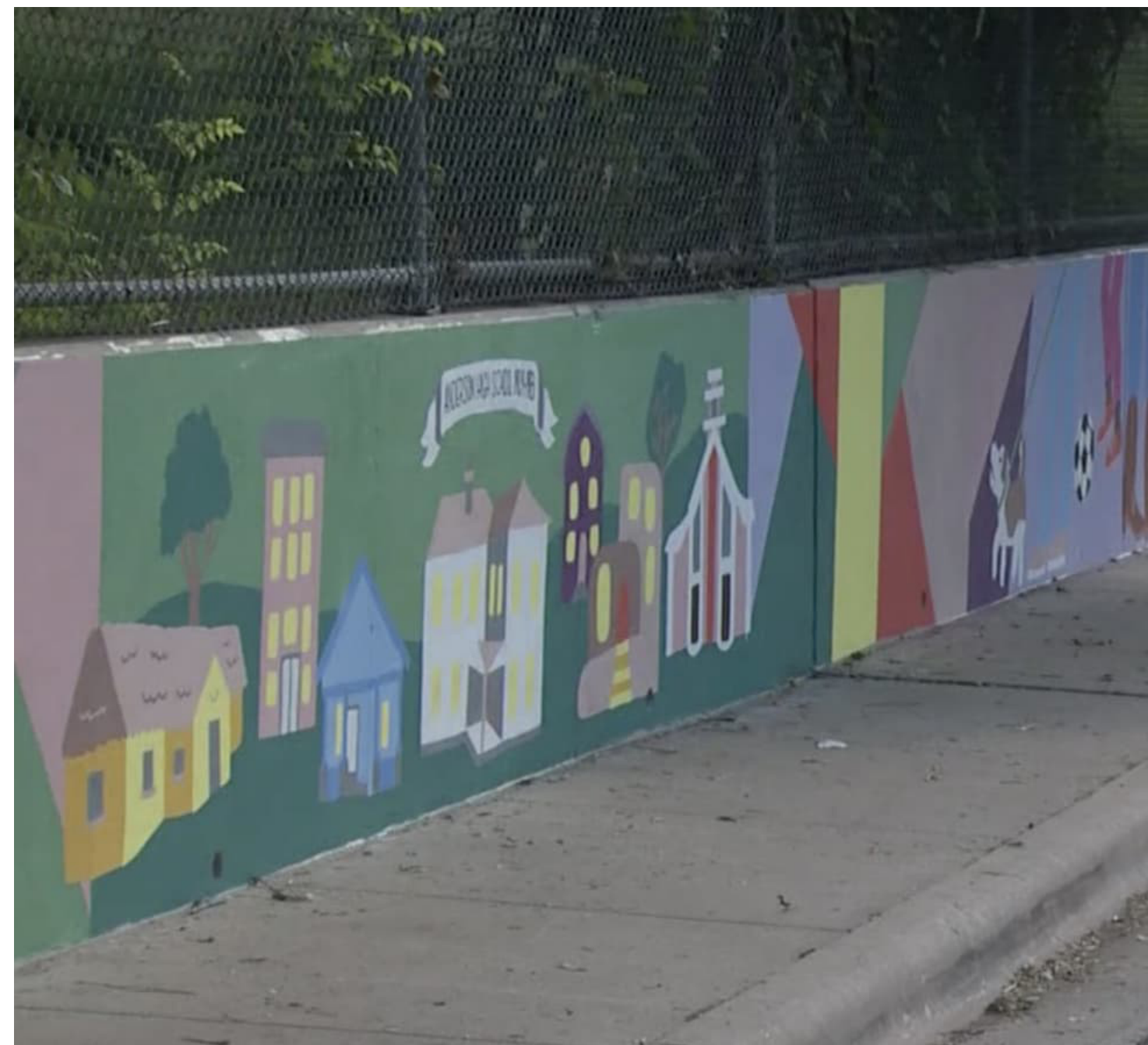
– Airport stakeholder

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

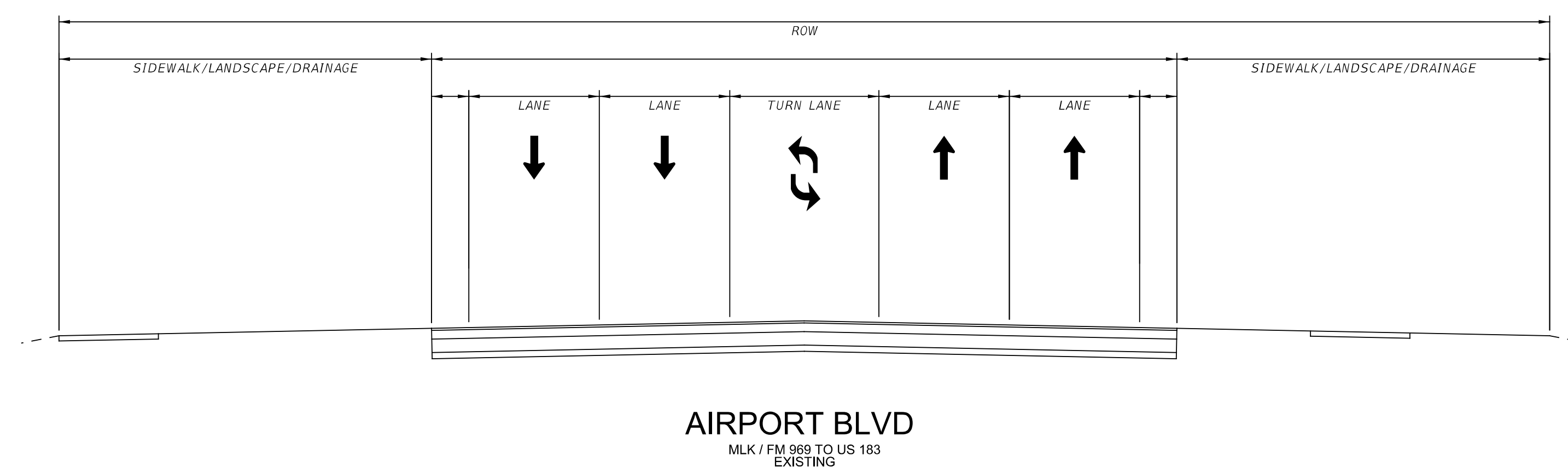
- Where would shade trees/structures be most beneficial?
- How can transportation and mobility improvements support community priorities like livability and quality of life?



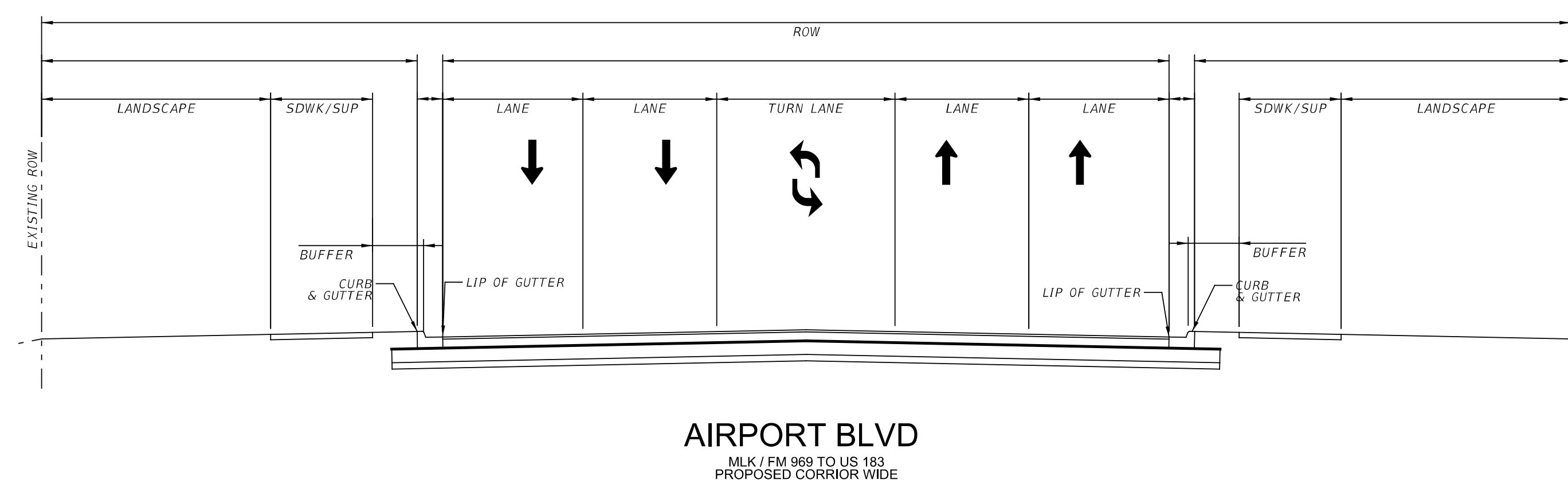
Typical Cross-Sections

These are the typical cross-sections envisioned for the Airport Boulevard corridor, as funding allows. Current funding includes added capacity as well as pedestrian and bicyclist infrastructure. Future investments may include trees and street lighting. The cross-sections are preliminary and subject to change.

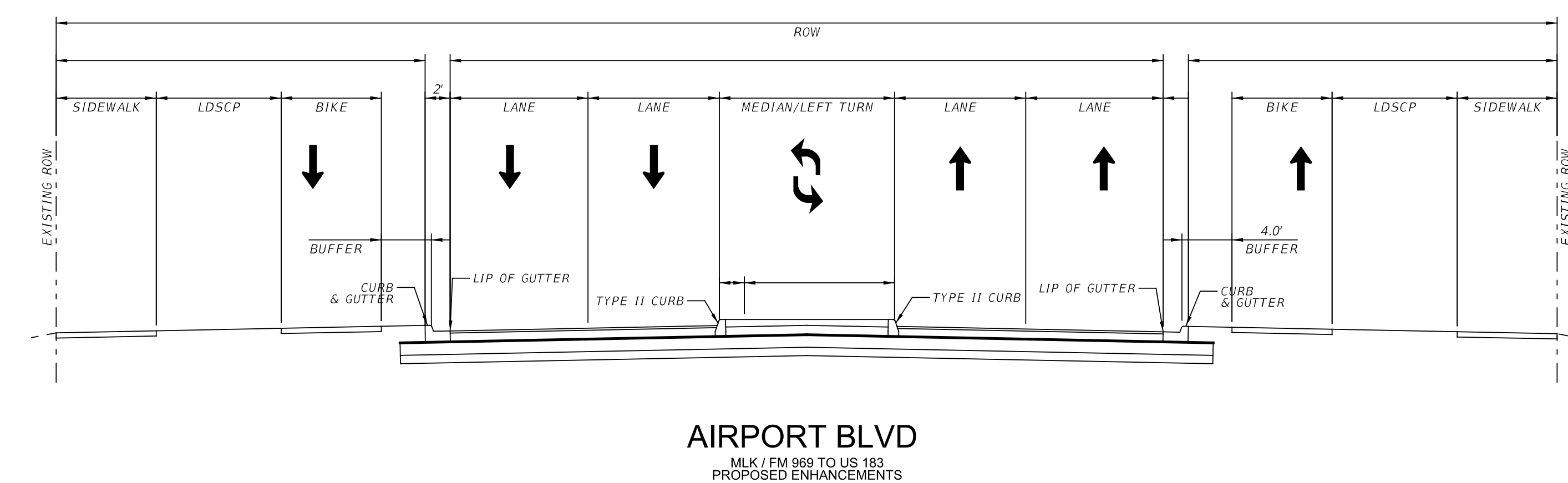
EXISTING CONDITIONS



FOR DESIGN AND CONSTRUCTION



FOR DESIGN ONLY*



*Design funded by the 2016 Mobility Bond. Construction to be funded through future sources, partnerships, and coordination.

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.

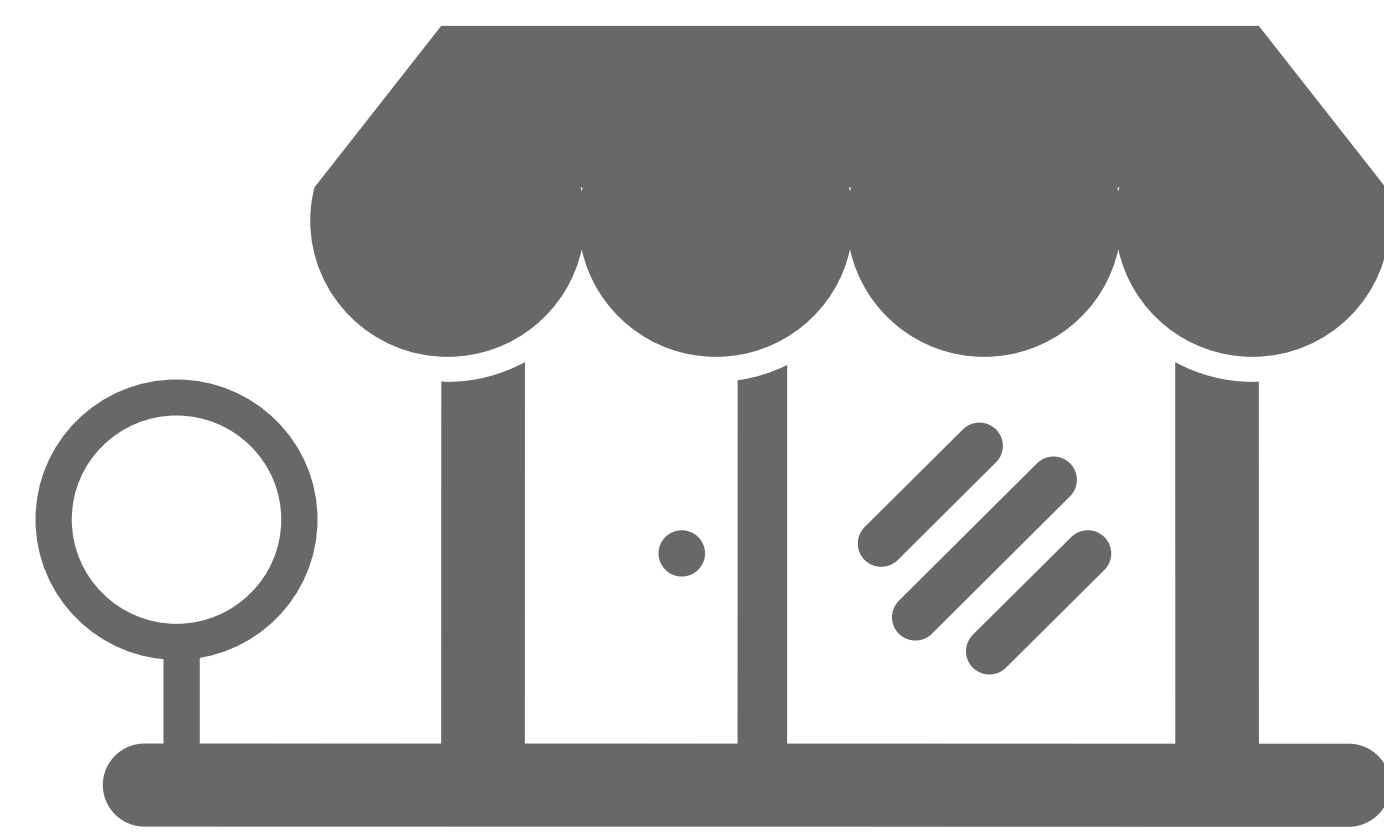
Boundary surveys are underway, and we anticipate having more information about impacts to specific properties later this year.

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

COORDINATION WITH CAPITAL METRO

OPTIMIZATION OF TRANSIT ACCESS

The goal of the Corridor Mobility Program is to enhance mobility, safety, and connectivity for all users—whether you drive, bike, walk, or take transit. The Corridor Construction Program will enhance some transit signal priority, create better connections to transit stops and optimize bus stop locations in some areas along the nine corridors. These improvements have either been suggested or confirmed by Capital Metro through our coordination efforts.

CAP REMAP

In June 2018, Capital Metro rolled out changes to local bus service to make buses more frequent, more reliable, and better connected. Cap Remap will serve as a base for future high-capacity transit implemented by Capital Metro. The Corridor Mobility Program worked with Capital Metro to reflect Cap Remap transit stop optimization into its plans and exhibits.

PROJECT CONNECT

Project Connect is a planning process to create a system of high-capacity transit options led by Capital Metro. The purpose of Project Connect is to identify preferred high-capacity transit solutions for Central Texas.

Some of the corridors that are being evaluated as part of Project Connect are also corridors included in the Corridor Construction Program. Capital Metro and the City of Austin are working closely together to identify areas along the corridors that may be affected, and the Corridor Program Office will consider modifications to corridor improvements as necessary. All corridor improvements will be coordinated with Capital Metro to ensure alignment with Project Connect as both efforts move forward.

Anticipated Project Connect Timeline:



Corridor Construction Program Implementation Strategy

In November 2016, Austin voters authorized \$482 million for corridor improvements. Because the funding need exceeds the amount available through the 2016 Mobility Bond, the improvements were prioritized for design and construction using guidance provided through City Council's Contract With Voters.

Improvements approved by City Council to be funded by the 2016 Mobility Bond include:

- Design and construct Corridor-wide Mobility Improvements for all modes of travel along the entire length of all nine corridors
- Design and construct Enhanced Multimodal Improvements on East Riverside Drive between Shore District Drive and Montopolis Drive
- Initiate design of Enhanced Multimodal Improvements on Airport Boulevard and William Cannon Drive, as well as sections of North Lamar Boulevard and South Lamar Boulevard.

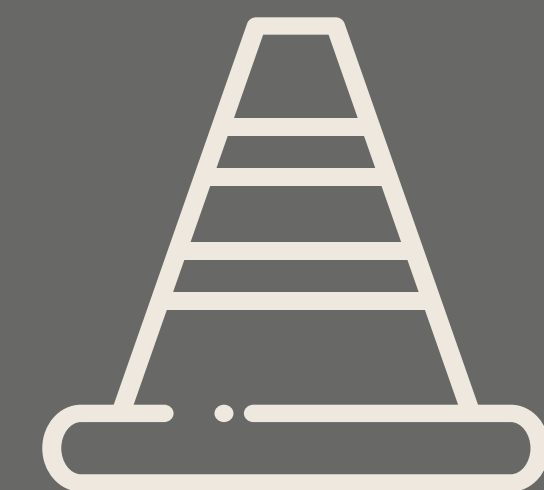
The Corridor Construction Program is composed of all mobility recommendations in Corridor Mobility Plans for nine key Austin corridors. The estimated cost to design, engineer, and construct all of those recommendations is approximately \$1.4 billion.

Corridor-wide Mobility Improvements include elements such as:

- pavement rehabilitation
- intersection improvements
- traffic signal upgrades
- fully connected ADA-compliant sidewalk network along the length of the corridors
- fully connected bicycle network along the length of the corridors
- transit signal priority
- better connections to transit stops,
- intermittent median islands for safety in some areas

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:

- full street reconstruction
- wider sidewalks
- protected bicycle facilities
- intermittent median islands for safety
- streetscape improvements, such as landscaping and trees



The Corridor Program Office is employing a phased construction strategy to fully implement the entire Corridor Construction Program as additional funding becomes available.

We will continue to pursue funding through multiple sources, including current and future bonds, grants, partnerships, and private investment.