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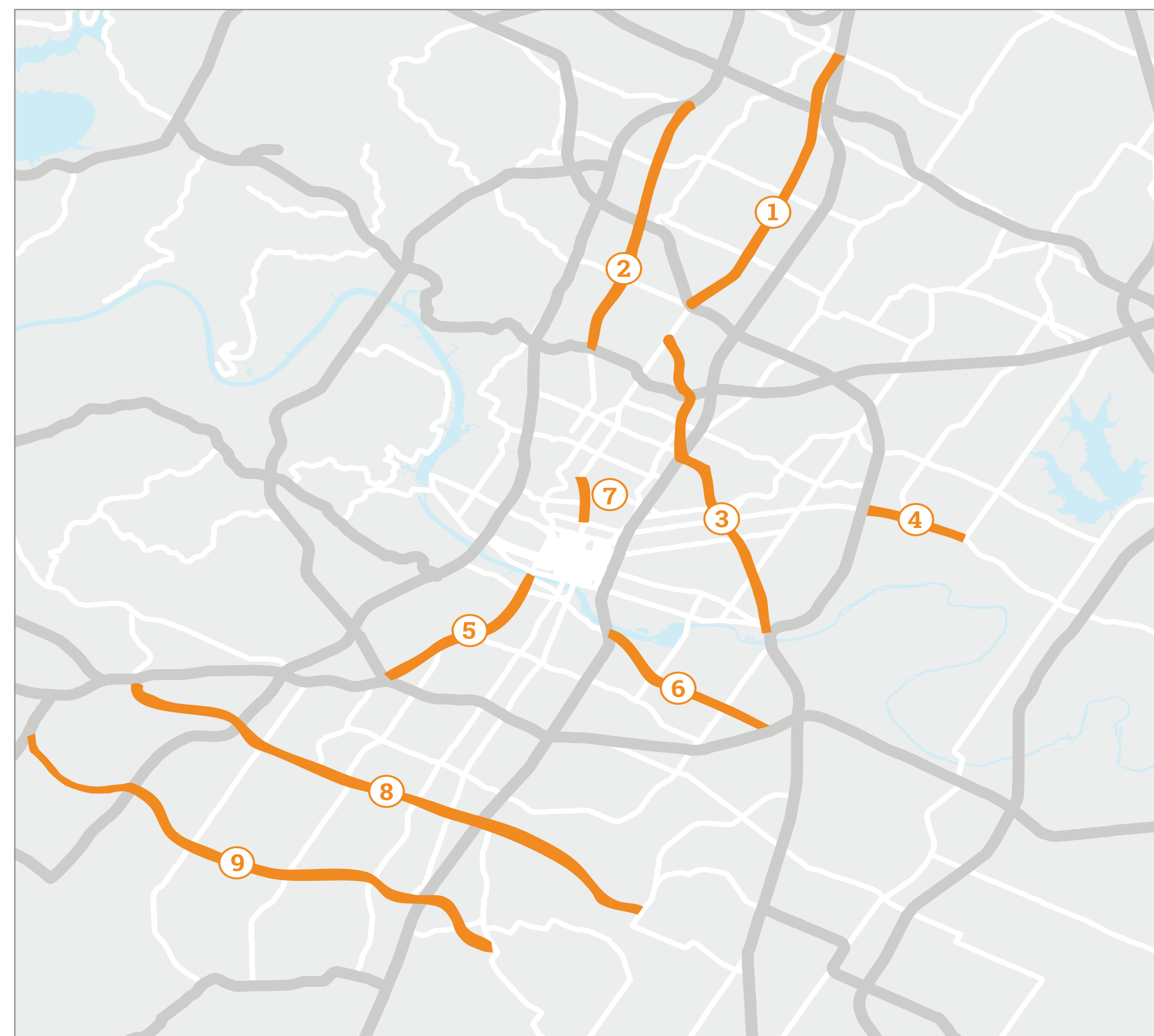
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Corridor Construction Program

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

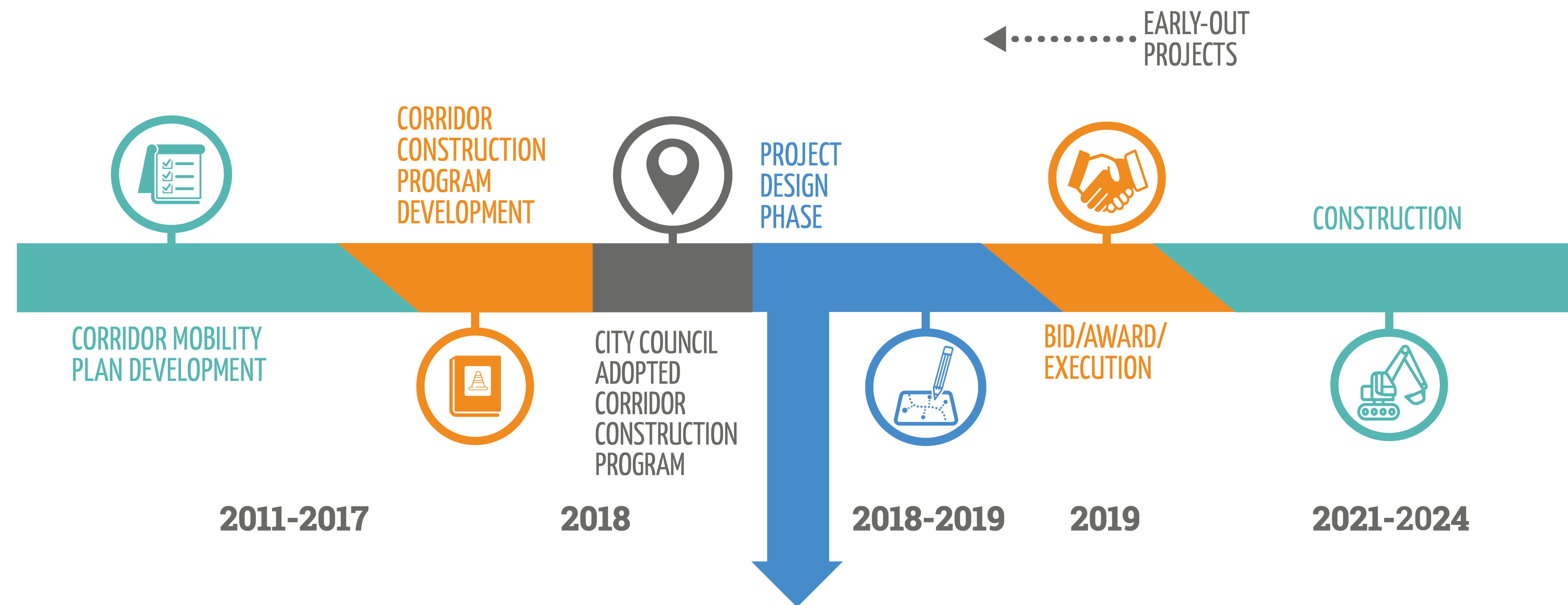
- Improve ability to safely get where you want to go
- Increase connections to bicycle routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit facilities

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 North Lamar Boulevard/Burnet Road Corridor Mobility Plan was finalized in December 2013. The Corridor Mobility Plan recommends improvements to mobility, safety and connectivity along Burnet Road between MoPac Expressway and Koenig Lane.

Development of the Plan Included

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

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

- Two public meetings
- An open house meeting for businesses and the general public
- Stakeholder meetings with transportation and public agencies, major landowners, transportation advocates and interest groups

The majority of issues identified by public meeting attendees were related to poor conditions for pedestrians, bicyclists, and transit users.

Throughout the planning process, members of the public often expressed the need for improved bicycle and pedestrian infrastructure and safety. Burnet Road neighborhoods also expressed a strong desire for child-friendly improvements, improvements that would support transit, and pedestrian-friendly spaces and streetscapes.

Questionnaires completed at the second public meeting generally reflected support for the recommended improvements, with the highest support expressed for sidewalks, bicycle lanes, landscaping improvements, pedestrian crossings with beacons, and raised medians.

- 24 – Sidewalks
- 19 – Bicycle lanes
- 18 – Landscaping improvements
- 17 – Pedestrian crossings with beacons
- 14 – Raised median
- 12 – Lighting improvements
- 11 – Bus shelters
- 10 – Driveway consolidation
- 9 – Left- and right-turn lanes
- 9 – Bus only lanes
- 8 – Traffic signal retiming
- 8 – Drainage improvements
- 6 – 4 lanes to a 3-lane conversion
- 4 – Center two-way left turn lane



Other Nearby Improvements

CORRIDOR MOBILITY PROGRAM

West Rundberg Lane Extension

The Corridor Mobility Program project includes an update to the design of improvements for an extension to West Rundberg Lane, as well as an update to construction and land acquisition cost estimates. The project limits are West Rundberg Lane from Burnet Road to Metric Boulevard.

The West Rundberg Lane extension was selected for funding through the CAMPO 2019-2022 Call for Projects, which will allow for full design and construction of the project. A timeline for construction has not been determined at this time.

North Lamar Blvd./Guadalupe St. Corridor Mobility Plan Development

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. One of the Corridor Mobility Plans currently in development is for North Lamar Boulevard/Guadalupe Street. The limits of 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 Street to North Lamar Boulevard for the Guadalupe Street portion.

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.



As part of the 2016 Mobility Bond, new ADA-compliant sidewalks and curb ramps in the Brentwood Neighborhood were recently completed.

SAFE ROUTES TO SCHOOL

The 2016 Mobility Bond dedicates \$27.5 million for Safe Routes to School. The Safe Routes to School Program partners with local school districts to address safety concerns of school routes and encourage children and families to bike or walk to school. These projects are either underway or have been completed.

Summit Elementary



In coordination with Summit Elementary, this Safe Routes to School project will construct an ADA sidewalk and curb ramps on the north side of Adelphi Lane from the entrance of the Jefferson at Waterspark Apartments to the existing sidewalk on Adelphi Lane.

Gullett Elementary



In coordination with Gullett Elementary, this Safe Routes to School project constructed ADA sidewalks and curb ramp improvements on Bullard Drive from Treadwell Boulevard to Great Northern Boulevard.

INTERSECTION SAFETY/VISION ZERO

The 2016 Mobility Bond dedicates \$15 million to fatality reduction strategies for projects listed on the Top Crash Location Intersection Priorities Improvement List. Improvements include intersection reconfiguration, median modification, pedestrian and bicycle facilities, and traffic and pedestrian signals.

An Intersection Safety/Vision Zero project is planned at the Braker Lane/Stonelake Boulevard intersection. Improvements will include the addition or modification of raised medians for access management, enhanced pedestrian and bicycle facilities, signal phasing changes, intersection reconfiguration, associated signing, striping and paving. This project is currently in the preliminary phase.

URBAN TRAILS

The 2016 Mobility Bond dedicates \$26 million to urban trails. Austin's urban trail network is a citywide network of non-vehicular, multi-use pathways. Projects include the design and construction of various trail connections. Urban trails funded through the bond program have a transportation and mobility purpose.

One nearby Urban Trail project, funded by the 2016 Mobility Bond, is the Red Line Trail (Walnut Creek Trail to Braker Lane). The project will include the preliminary engineering report and design of an urban trail along the Red Line, connecting Braker Lane and the Kramer Red Line Station to the existing Northern Walnut Creek trail system. The project location is from Northern Walnut Creek Trail to Braker Capital Metro Lane along the Red Line Rail, and the project is currently in the preliminary phase.

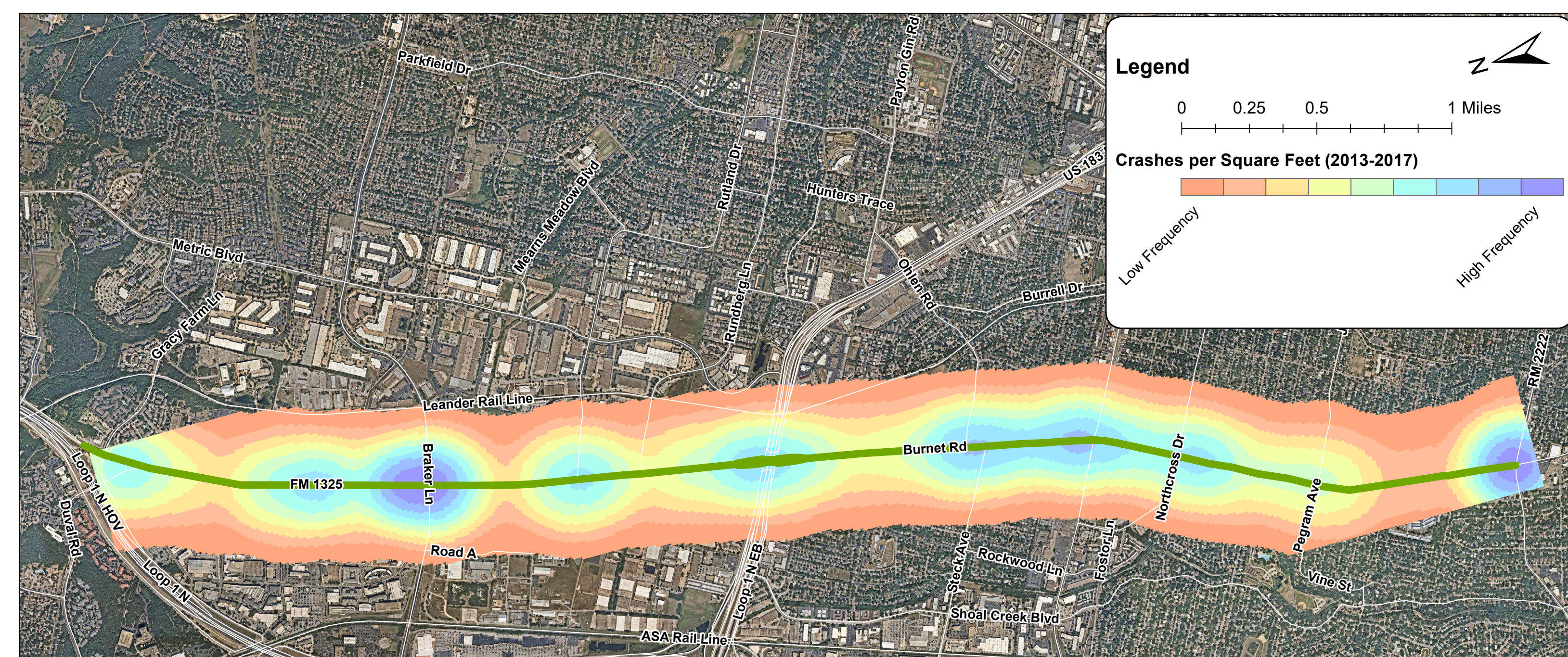
What We Want to Achieve

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

CURRENT CORRIDOR CONDITIONS

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

CRASH FREQUENCY



Source: City of Austin Transportation Department

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 potential turn lane modifications
- Adding and upgrading traffic signals with enhanced technology
- Installing Shared Use Paths along both sides of the corridor 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 60% are high/very high priority in the Sidewalk Master Plan
- Adding connections to 8 existing bike routes, resulting in connections to 22 interconnected routes
- Adding intermittent median islands from W Koenig Ln to W Anderson Ln to improve safety and vehicular and transit efficiency
- Coordinating transit improvements with Capital Metro
- Improving connectivity to transit stops through added sidewalks, bicycle facilities and midblock pedestrian crosswalks (pedestrian hybrid beacons)

Burnet Road Mobility, Safety & Connectivity Improvements

The Corridor Construction Program includes mobility, safety and connectivity improvements on Burnet Road between Koenig Lane and MoPac Expressway.

We anticipate putting between \$49.5 million and \$54.7 million from the 2016 Mobility Bond into improvements on Burnet Road that best meet City Council's Contract With Voters.

Design and Construction



Up to 19 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:

1. W Koenig Ln
2. W Braker Ln
3. Kramer Ln
4. Esperanza Crossing
5. Palm Way



Up to 10 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor



Up to 5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability



Intermittent median islands from W Koenig Ln to W Anderson Ln to improve vehicular and transit efficiency, and safety for everyone



On-corridor stormwater drainage upgrades from US 183 to MoPac to support mobility improvements



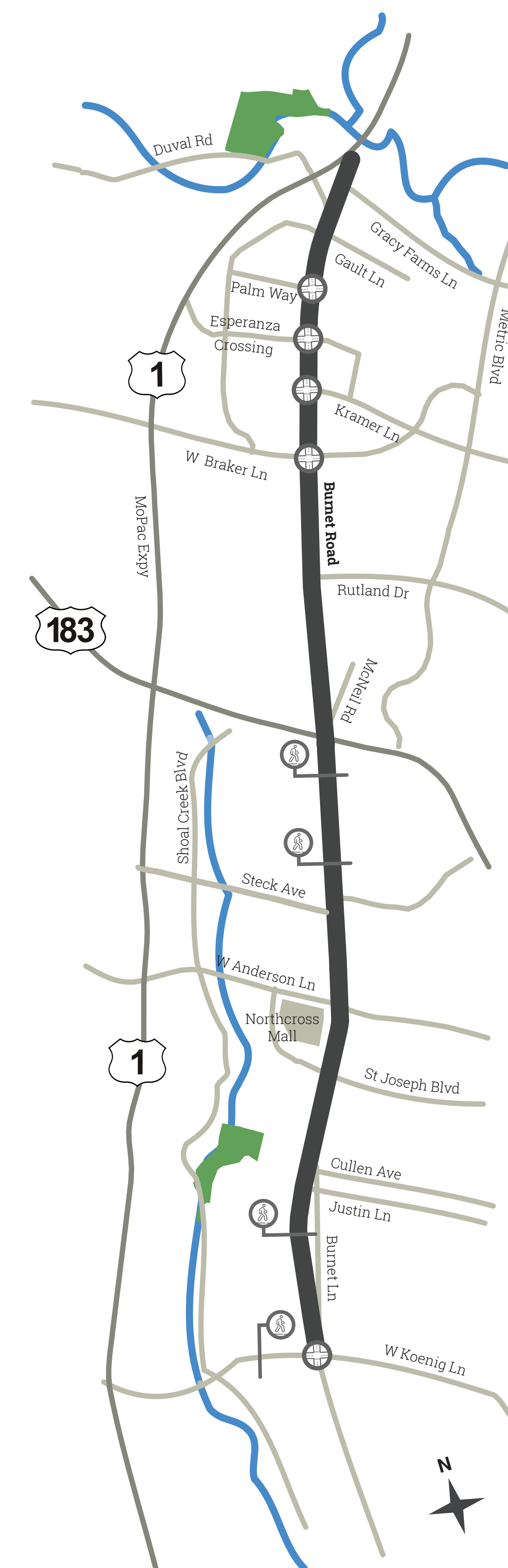
Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Allandale Rd/W Koenig Ln and White Rock Dr
2. Twin Oaks Dr
3. Penny Ln/Doris Dr
4. South of US 183

A single improvement may benefit multiple transportation modes.

● Vehicular
 ● Bicycle
 ● Pedestrian
 ● Transit

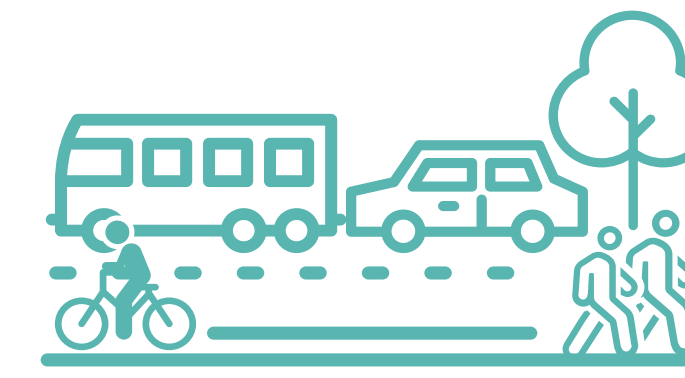
Corridor Limits



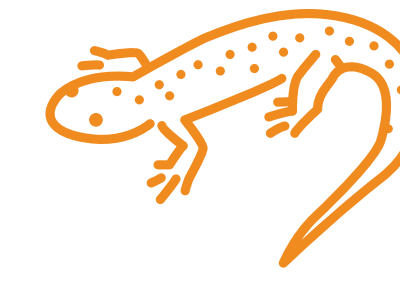
Environmental Considerations

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 as part of the Corridor Mobility Plan development process, 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

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

- Improve safety for pedestrians, including adding crosswalks/pedestrian hybrid beacons and completing missing sidewalk segments.
- A desire for improved ADA-compliant facilities on sidewalks along the entire corridor.
- Concerns from some businesses that City of Austin right-of-way may no longer be available to them for parking.
- Continue ongoing collaboration and coordination with Capital Metro.
- Concerns about medians and the elimination of center turn lanes.
- Some people would like protected bike lanes on Burnet Road to reduce bike traffic on Shoal Creek; others feel that additional bike lanes are not needed.
- Concerns about traffic congestion during construction.
- A desire for drainage improvements to improve pedestrian access.
- A desire to preserve the character of the neighborhoods along the corridor.
- Concerns about increasing property taxes resulting from passage of the 2016 Mobility Bond.
- A desire for improved operations at intersections.

WE HOSTED A POP-IN MEETING LAST YEAR

127 conversations with the public

23,148 postcards sent to homes and businesses

12,044 residents reached through NextDoor

WE HAD AN ONLINE SURVEY

536 community surveys completed for the Burnet Road corridor

WE SPOKE WITH PROPERTY-OWNERS & BUSINESSES

226 letters sent to property owners

268 door-to-door conversations with corridor businesses

"I feel that sidewalks need to be completed all along Burnet Rd"

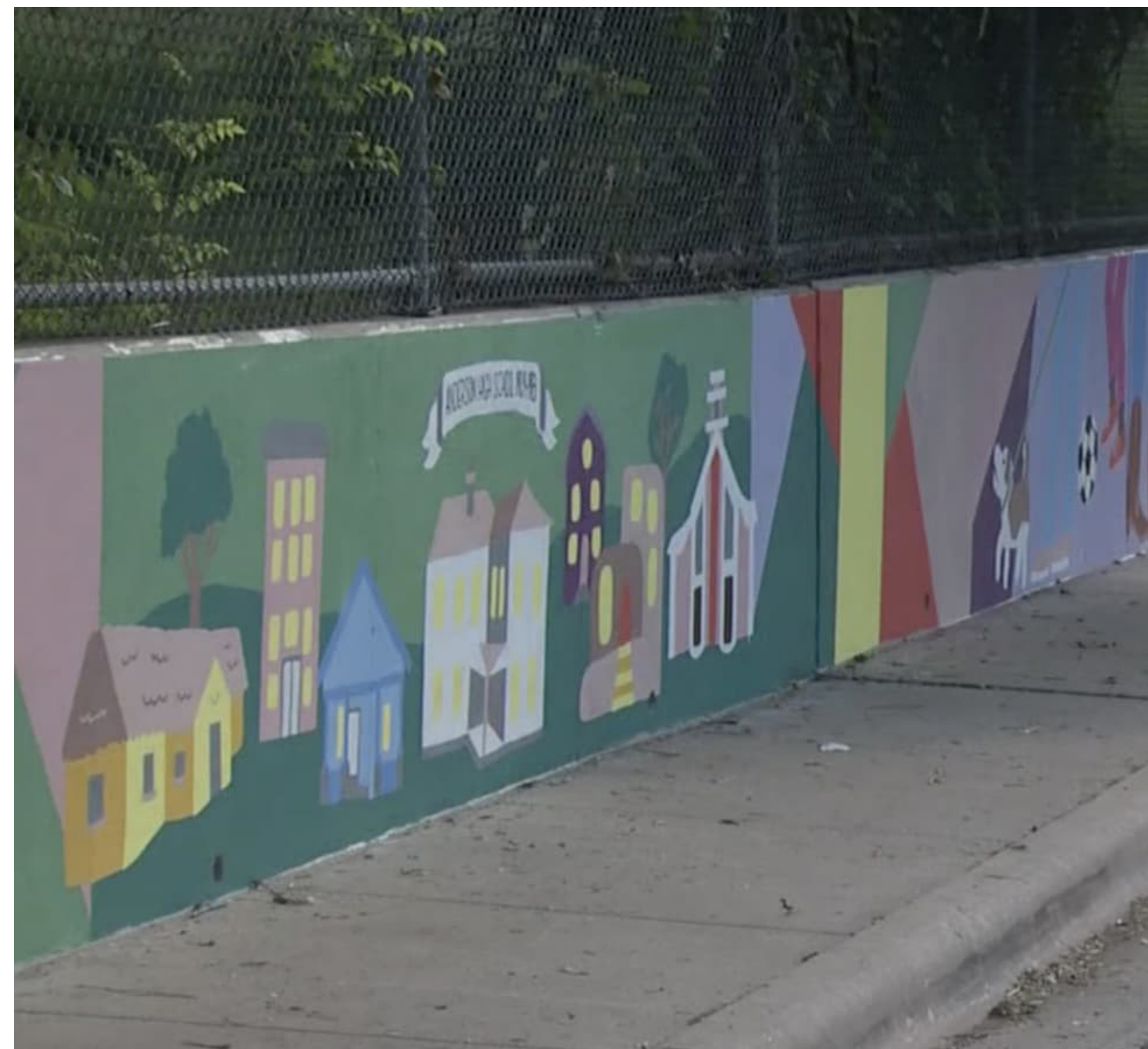
- Burnet Road stakeholder

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

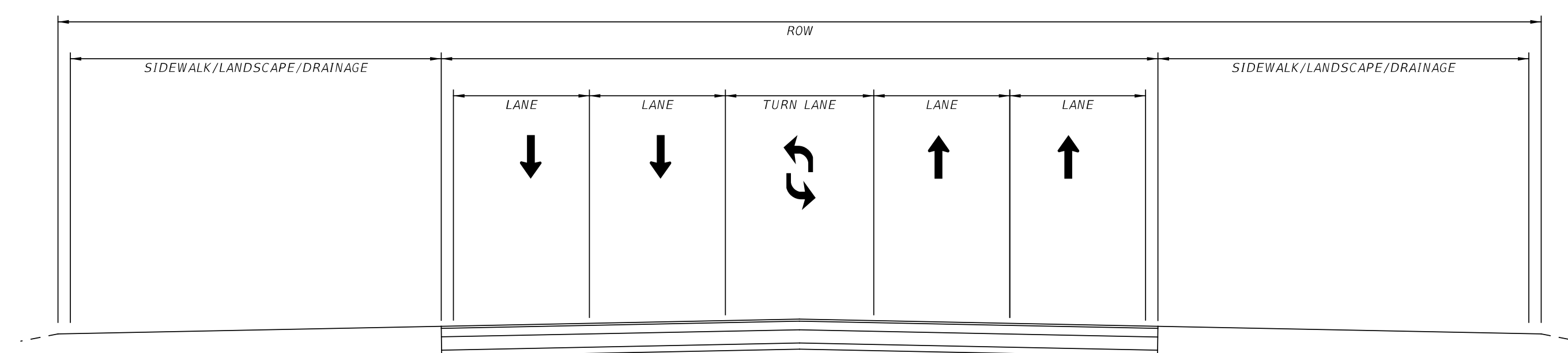
- Where would shade trees/structures be most beneficial?
- How can transportation and mobility improvements support community priorities like livability and quality of life?



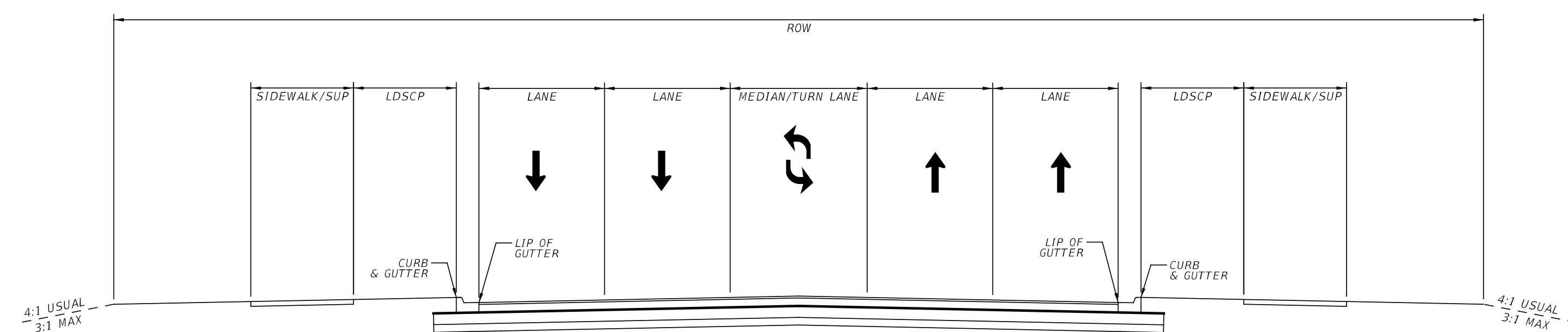
Typical Cross-Sections

These are the typical cross-sections envisioned for the Burnet Road 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.

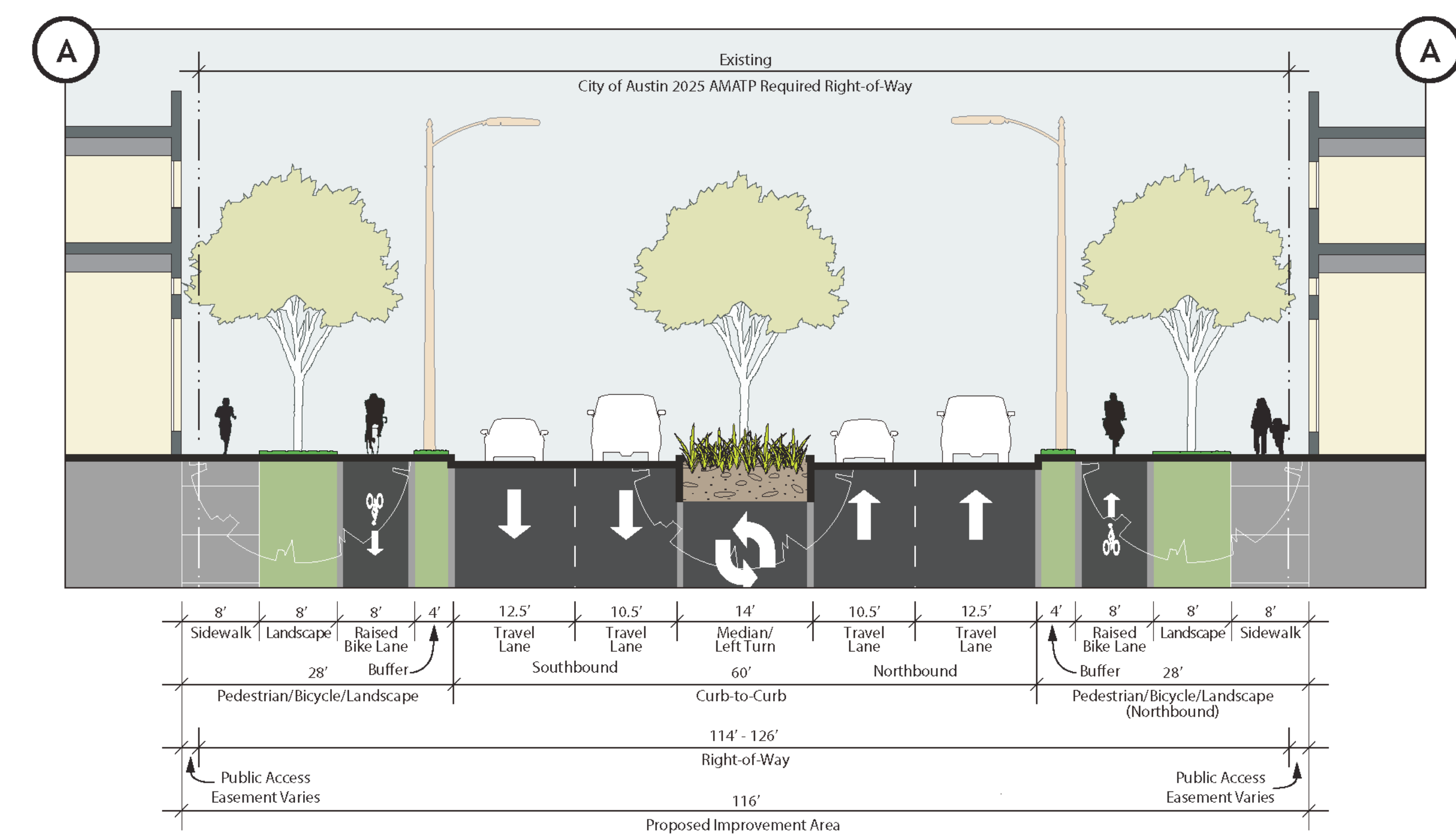
EXISTING CONDITIONS



PROPOSED



FUTURE ENHANCEMENTS



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.

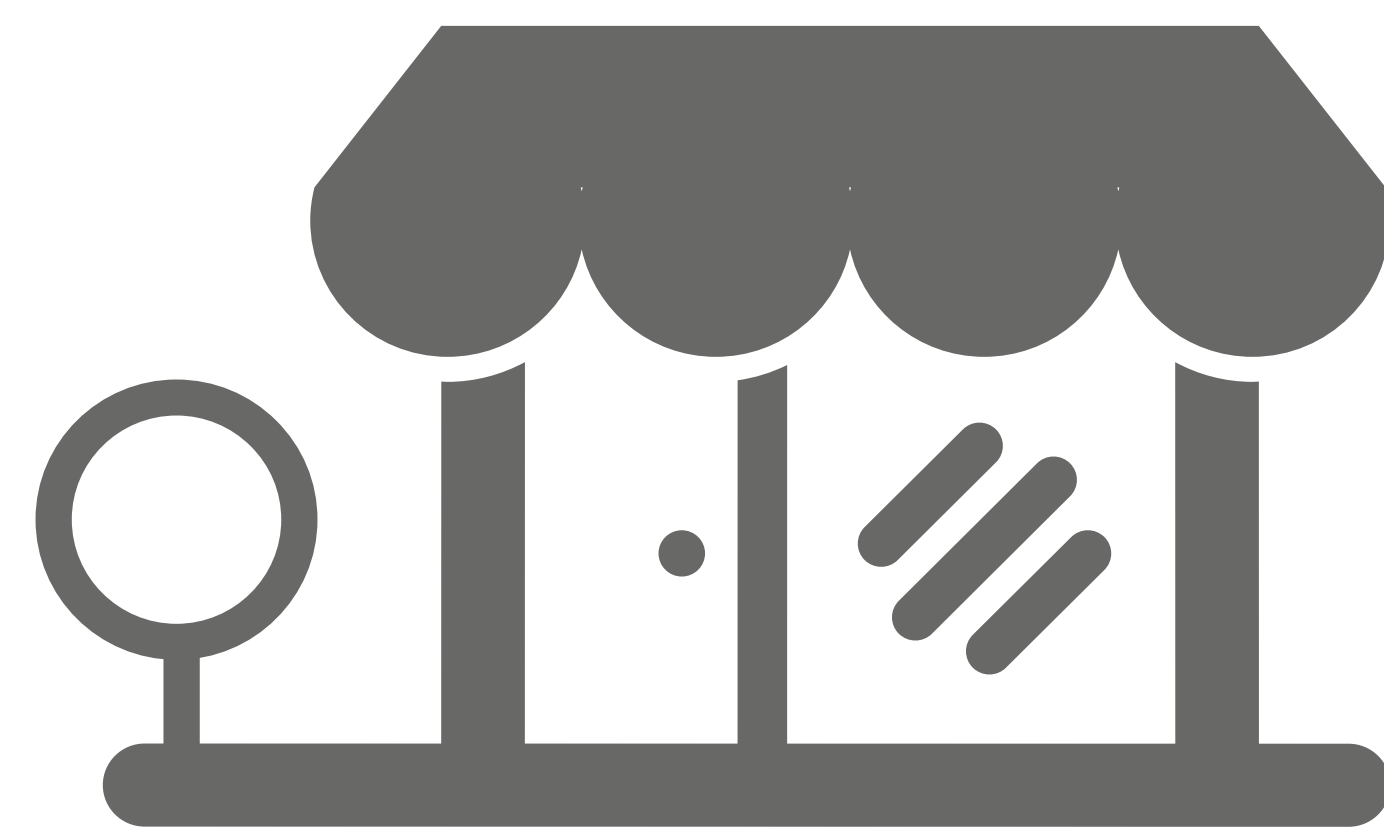
Boundary surveys are underway, and we anticipate having more information about impacts to specific properties later this year.

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.

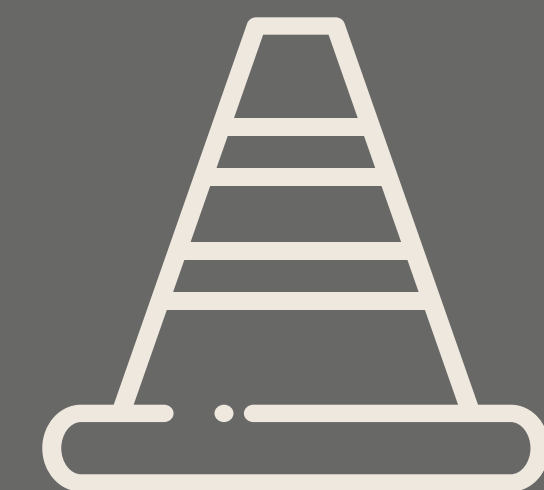
The Corridor Construction Program is composed of all mobility recommendations in Corridor Mobility Plans for nine key Austin corridors. The estimated cost to design, engineer, and construct all of those recommendations is approximately \$1.4 billion.

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.