

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

