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
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 Many of the traffic signals have outdated technology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

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.

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

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

(Data provided by Austin Transportation and updated July 8, 2019)
## How We Are Improving Burnet Road Corridor

**Corridor-Wide Improvements**

- 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

**Estimated Cost**: $53.2 Million

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

## Enhanced Multimodal Improvements

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

**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.**

**Estimated Cost**: $53.2 Million
One of the goals of the Corridor Construction Program is to improve safety and reduce crashes through improvements to intersections and along the corridors.

"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

Raised medians according to the Federal Highway Administration

Please Note: Graphic illustrations for informational purposes only.

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.

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.
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)
- $24 MILLION in grants secured
- 60 miles of corridor analyzed for land survey, traffic analysis, and more
- 80 community engagement events completed, including public meetings, stakeholder group briefings and other input opportunities
- 200+ private developments/other potential funding partners
- 433 deliverables received and reviewed
- 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
- 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)
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)
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