

Corridor Mobility Reports

Urban Transportation Commission Update

November 10, 2015



Boone. Guadalupe Street, Photograph, April 17, 1927; (<http://texashistory.unt.edu/ark:/67531/metaph123900/> : accessed July 15, 2015), University of North Texas Libraries, The Portal to Texas History, <http://texashistory.unt.edu>; crediting Austin History Center, Austin Public Library, Austin, Texas.

Outline

- Guiding Principles
- History
- Purpose
- Process
- Updates

Corridor Mobility Reports

Guiding Principles



DESIGNING STREETS FOR PEOPLE

People were the focus in 2013, as the City of Austin and our partners continued to update Austin's transportation system. Every transportation project happens in a neighborhood context, and Austin Transportation Department respects that context and the real people affected every day.

ATD advanced many initiatives over the course of the year to ensure that our roadways and transportation network serves the needs of all people. Austin residents and visitors need the ability to choose and safely use different modes at various times - walking, bicycling, transit, and driving.

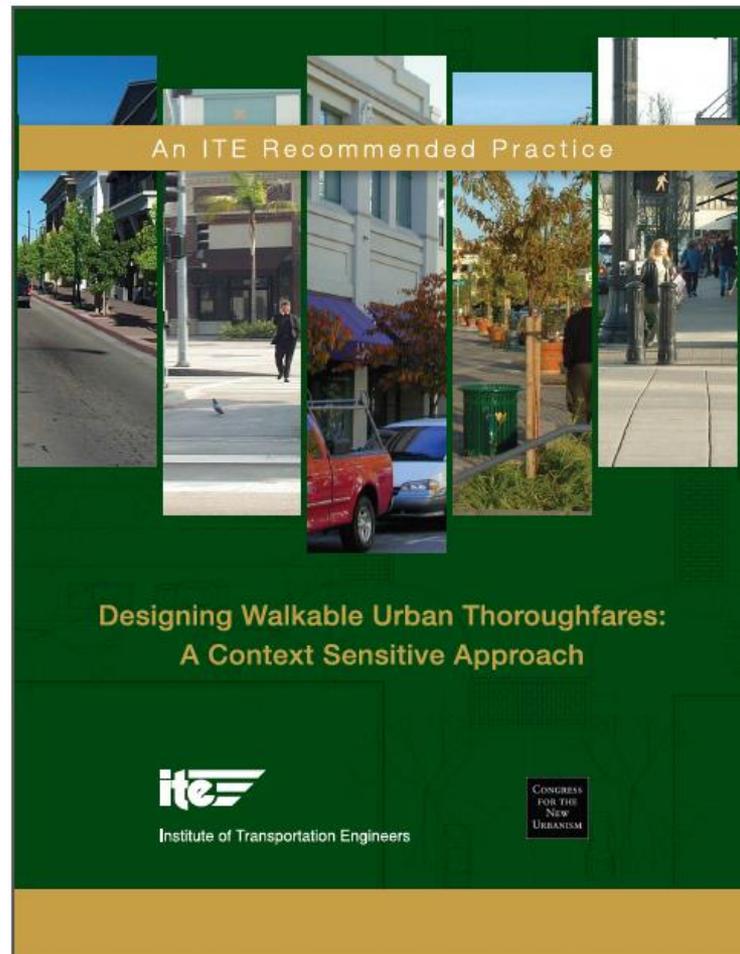
In its 2013 work program, ATD was guided by the specific documents recognized by City Council:

- **Designing Walkable Urban Thoroughfares:** A context-sensitive approach Institute of Transportation Engineers/Congress for the New Urbanism
- **Urban Street Design Guide:** National Association of City Transportation Officials
- **Urban Bikeway Design Guide:** National Association of City Transportation Officials

Design multi-modal corridor for auto, transit, bike and pedestrians

Corridor Mobility Reports

City Council Recognized Documents

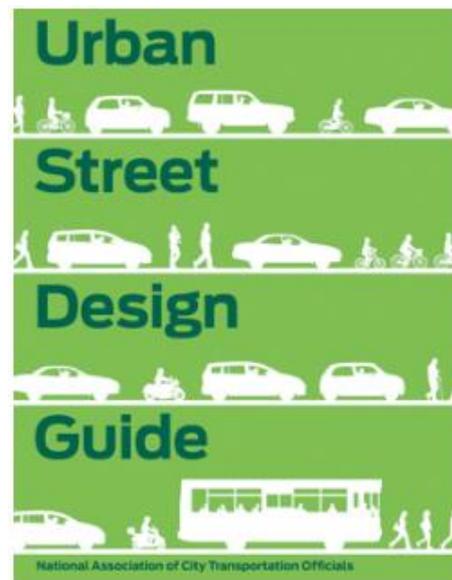
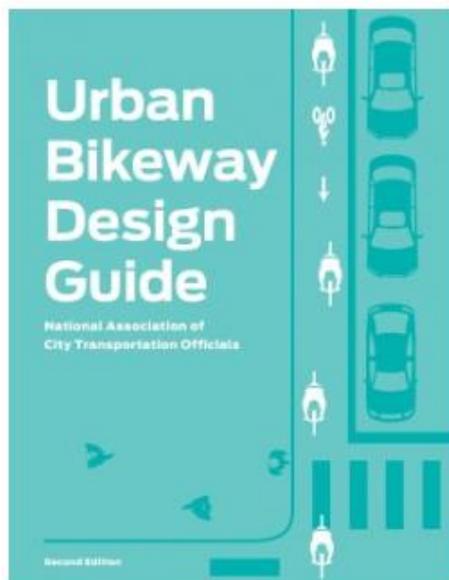


Corridor Mobility Reports

City Council Recognized Documents



National Association of City Transportation Officials



Corridor Mobility Reports

Guiding Principles

COMPLETE STREETS

In 2013, ATD proactively advanced a Complete Streets approach to transportation planning, street improvements and design. A "complete street" is a roadway designed and operated to provide a safe, efficient, and appealing travel experience for all users and modes of travel.

Looking toward a future of more compact development patterns, ATD has been planning ahead so that Austinites will be able to conveniently walk, drive, bike, and take transit between their homes, jobs and other destinations, in the years ahead. Small improvements on all add up. For a number of specific roadways and intersections, ATD implemented alternative designs to better facilitate the smooth movement of all travel modes, for example.

ATD also advanced conversations with City partners in 2012-13 about the vital impact of fully connected street networks. For example, the Department helped to define and discuss short-term, mid-range and long-range goals for connecting the designated Imagine Austin activity centers (see Growth Concept Map in Imagine Austin Comprehensive Plan, p. 103) via a complete network of roads, transit, sidewalks, trails, and bicycle infrastructure.

In December 2013, Austin City Council called for development of a Complete Streets Policy document. ATD prepared to lead this effort, in collaboration with other City departments and the Compact and Connected Priority Program Team.

"Develop complete streets design guidelines for all new road construction and reconstruction."
- Imagine Austin LUT A19



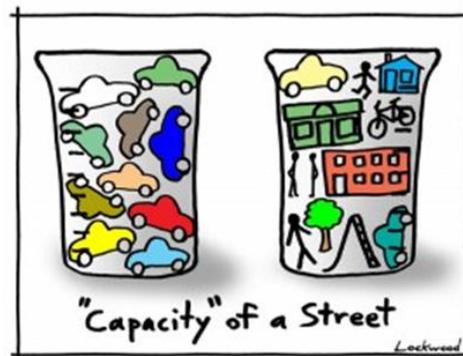
2014 Council adopted a Complete Streets Policy

Corridor Mobility Reports

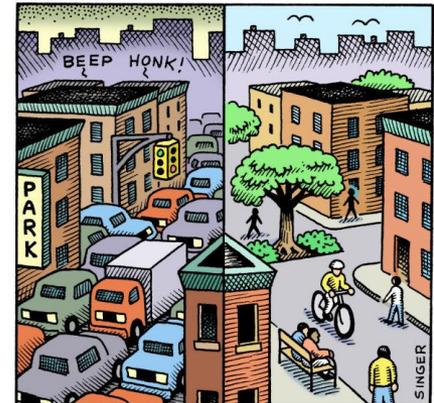
- History
 - 2010 Bond funded five corridor mobility reports
 - N Lamar Blvd – US 183 to IH-35
 - Burnet Rd – Koenig Ln to MoPac
 - FM 969 (E MLK Blvd) – US 183 to Webberville
 - Airport Blvd – N Lamar Blvd to US 183
 - Riverside Dr – IH-35 to SH 71
 - 2012 Bond partially funded improvements
 - Two corridor mobility reports in process
 - Guadalupe St – MLK Blvd to 29th St
 - S Lamar Blvd – SH 71 to Riverside Dr

Corridor Mobility Reports

- Purpose
 - Improve mobility and safety for all users
 - Support mixed use, pedestrian, transit, and bicycle friendly development patterns
 - Establish a vision, plan, and implementation plan for improvements
 - Identify short-, medium-, and long-term projects
 - Include Complete Streets elements



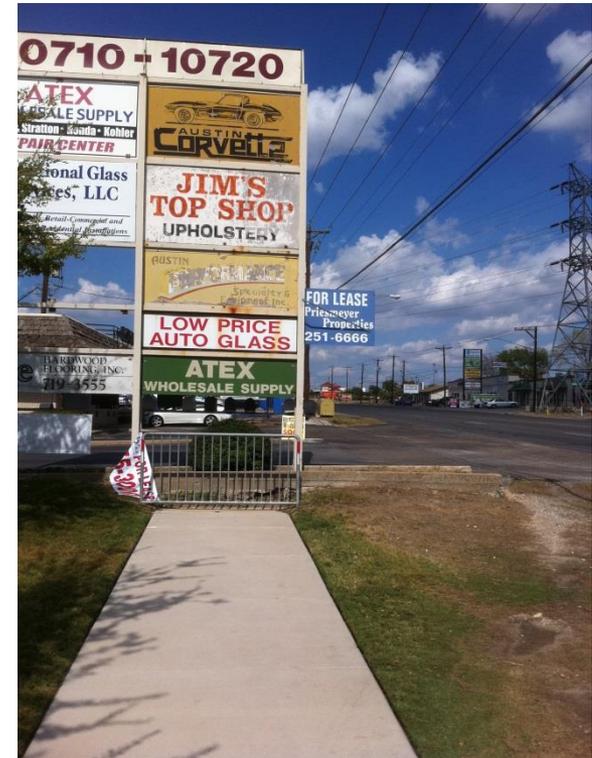
**DIVIDE CITIES INTO TWO SECTIONS:
DRIVING AND NON-DRIVING**



Corridor Mobility Reports



Corridor Mobility Reports



Corridor Mobility Reports

- Process

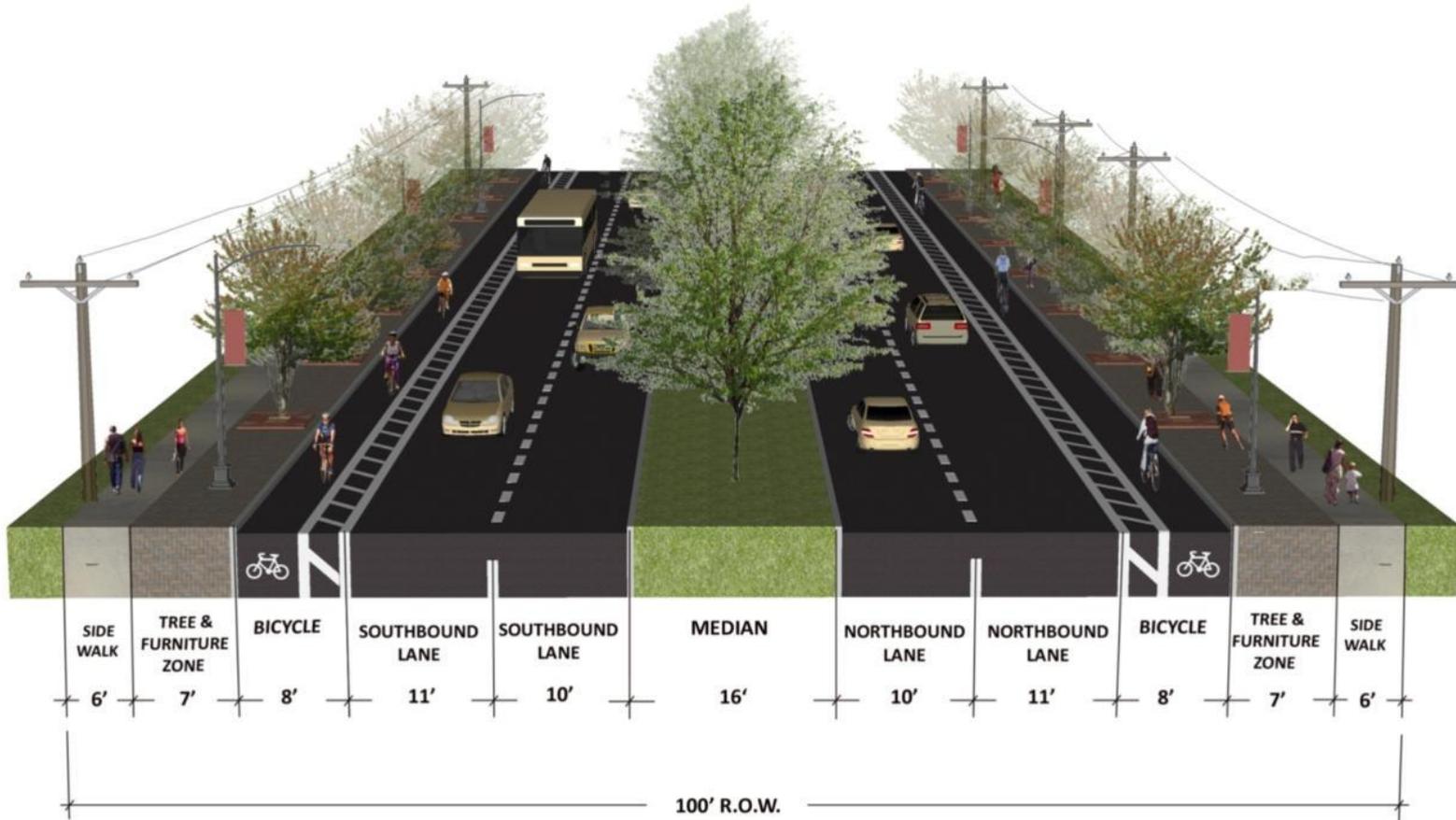
- Include comprehensive public involvement to identify key issues, build on community vision, and improve the built environment
- Design and cost short-term solutions: traffic control devices
- Design and cost medium-term solutions: redesigning and rebuilding the current roadway
- Identify long-term solutions: changes to ordinances and policies, land-use planning, and improved ways to manage traffic and mobility



N Lamar Boulevard / Burnet Road

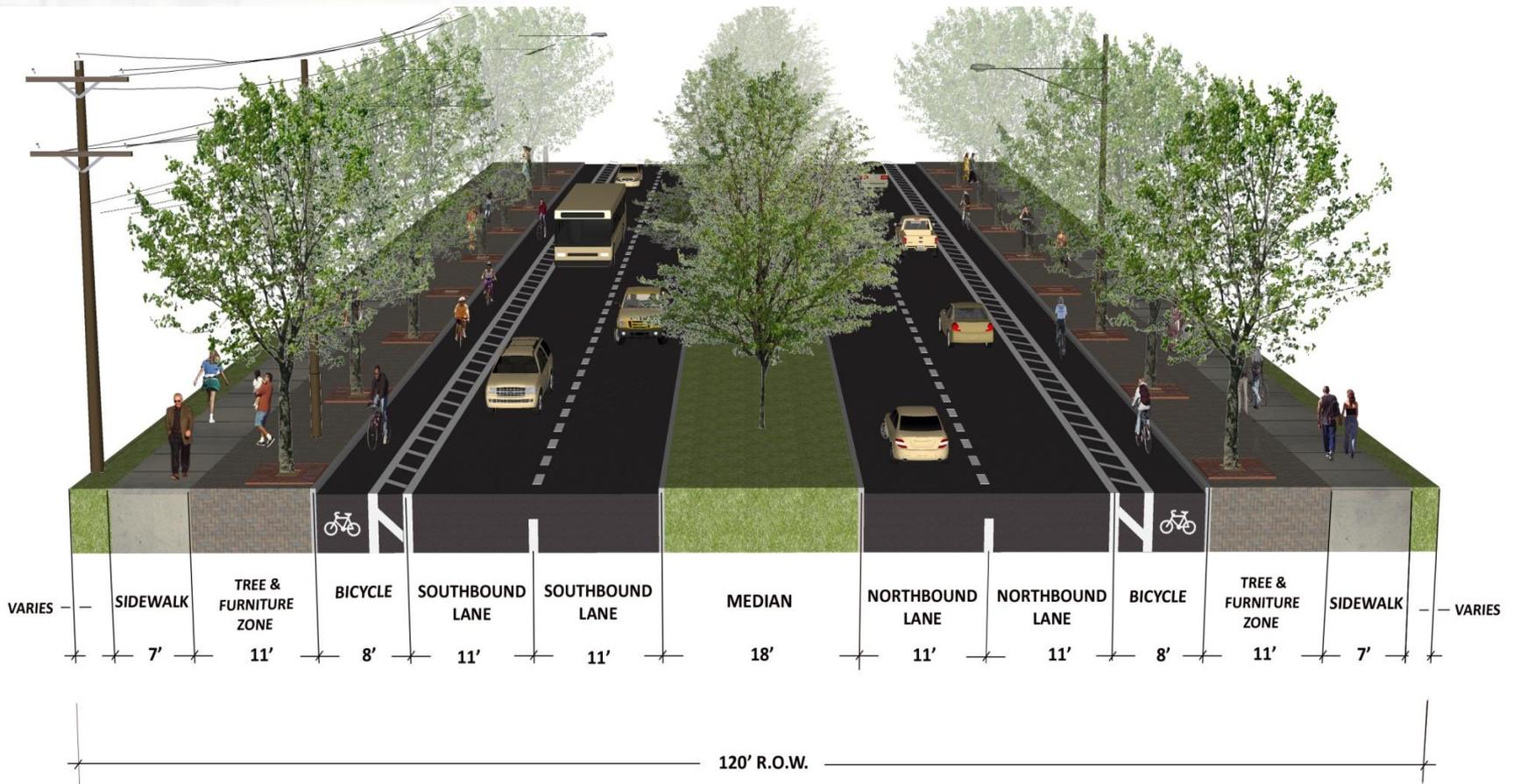
- Short-Term Improvements
 - TIGER Grant Application
 - Not selected (627 applications for 20x available funding)
 - Project team evaluating options with available bond funding
 - Transportation Alternatives Program (TAP) Grant
 - 4 Pedestrian Hybrid Beacons (PHBs) along Burnet Road
 - 2 Accessible Pedestrian Signals (APS) and countdown timers along Burnet Road
 - Provides sidewalks and ramps for accessible routes
 - Focus on intersection improvements and low-cost solutions within the existing right-of-way
- Long-Term Improvements
 - Construct the entire multi-modal corridor

N Lamar Boulevard



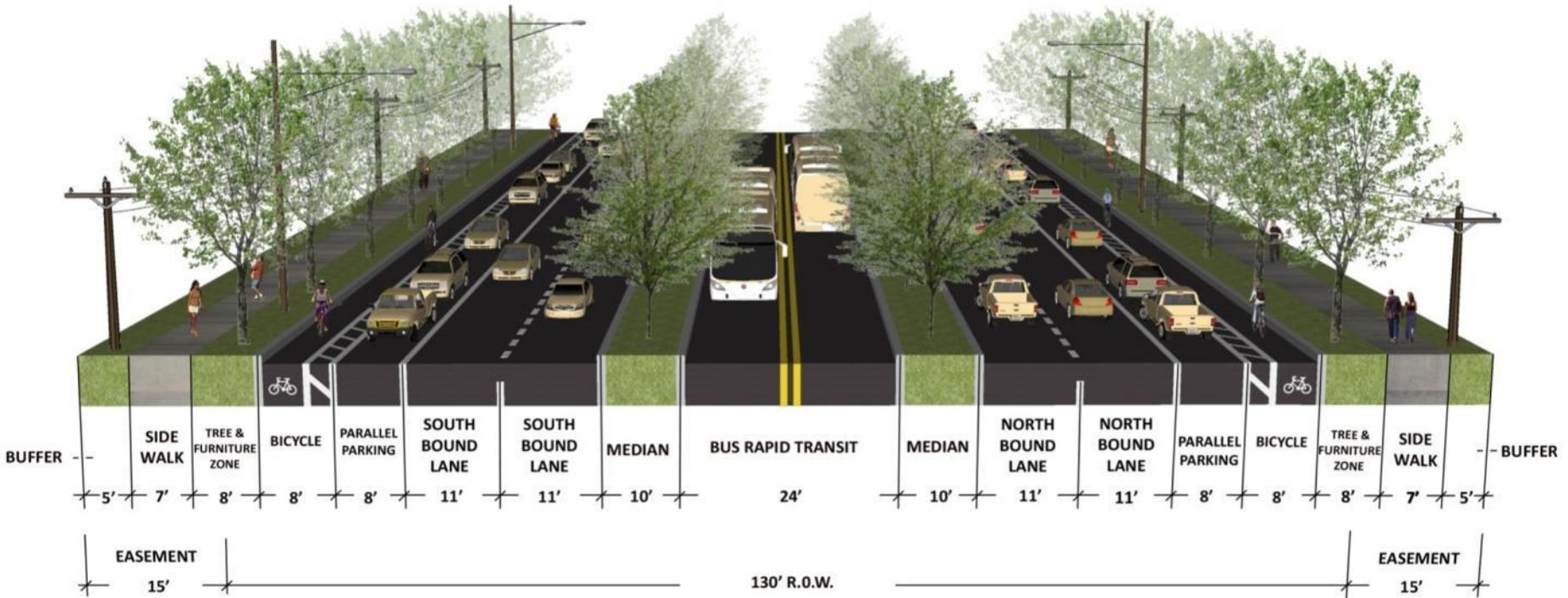
Reconstruction: Rundberg Lane to Braker Lane

Burnet Road



Reconstruction: Koenig Lane to Anderson Lane

Burnet Road



Braker Lane to MoPac

FM 969

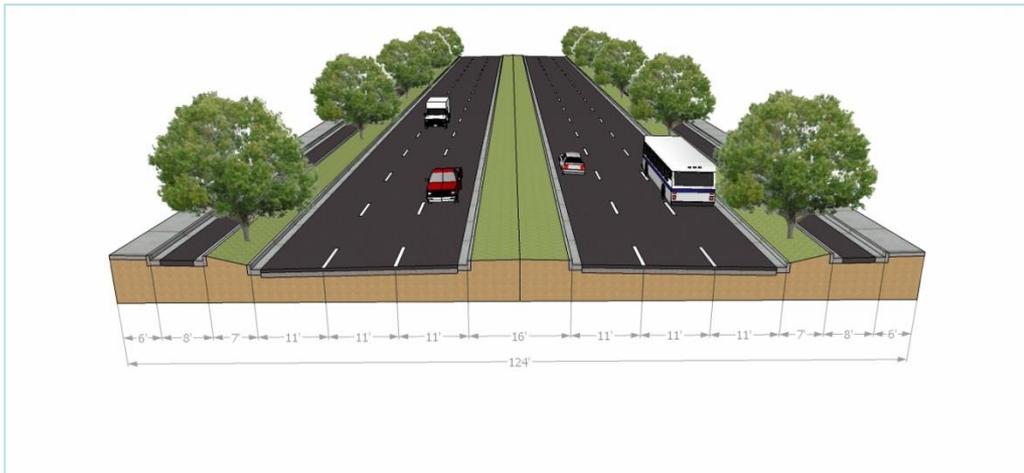
- Short-Term Improvements
 - STP-MM Grant to fund bicycle facilities between Airport Boulevard and Tannehill Lane
 - Designed by TxDOT; targeted implementation in 2018
 - Focus on intersection improvements and low-cost solutions within the existing right-of-way
 - Focus on bicycles, pedestrians, and intersection safety
- Medium-Term Improvements
 - Design and construct improvements with Pass Through Finance agreement between Travis County and TXDOT
- Long-Term Improvements
 - Construct the entire multi-modal corridor

FM 969

US 183 to Decker Lane



Short-Term Improvements



Long-term Improvements

FM 969

Decker Lane to Webberville



Decker Lane to FM 973



FM 973 to Dunlap



Dunlap to Webberville

Airport Boulevard

- Short-Term Improvements
 - Quarter-Cent funds (\$2M) used as match for TAP Grant
 - Approved by CAMPO; targeted completion in 2018
 - 6 Pedestrian Hybrid Beacons (PHBs)
 - 3 Accessible Pedestrian Signals (APS) and countdown timers
 - Provides sidewalks and ramps for accessible routes
- Medium-Term Improvements
 - Design and construct improvements for two segments as pilot projects
 - Section near Highland Mall
 - Section from 46th to Wilshire/Aldrich
- Long-Term Improvements
 - Construct the entire multi-modal corridor

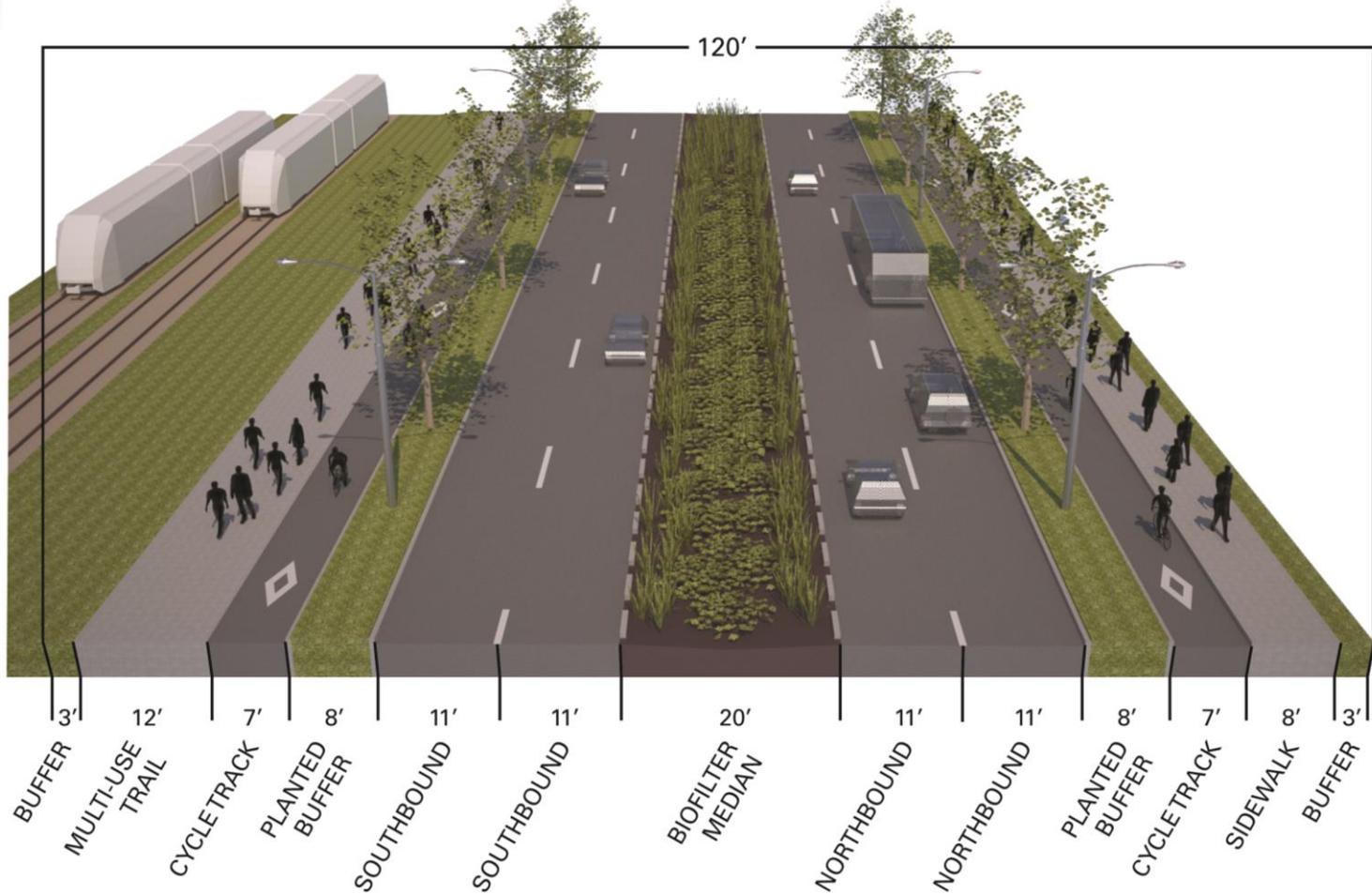
Airport Boulevard

- Regional Recommendations
 - Recommendations to improve regional mobility
 - Relocate existing rail station at Highland Mall Blvd to be directly across from the Highland Mall Redevelopment



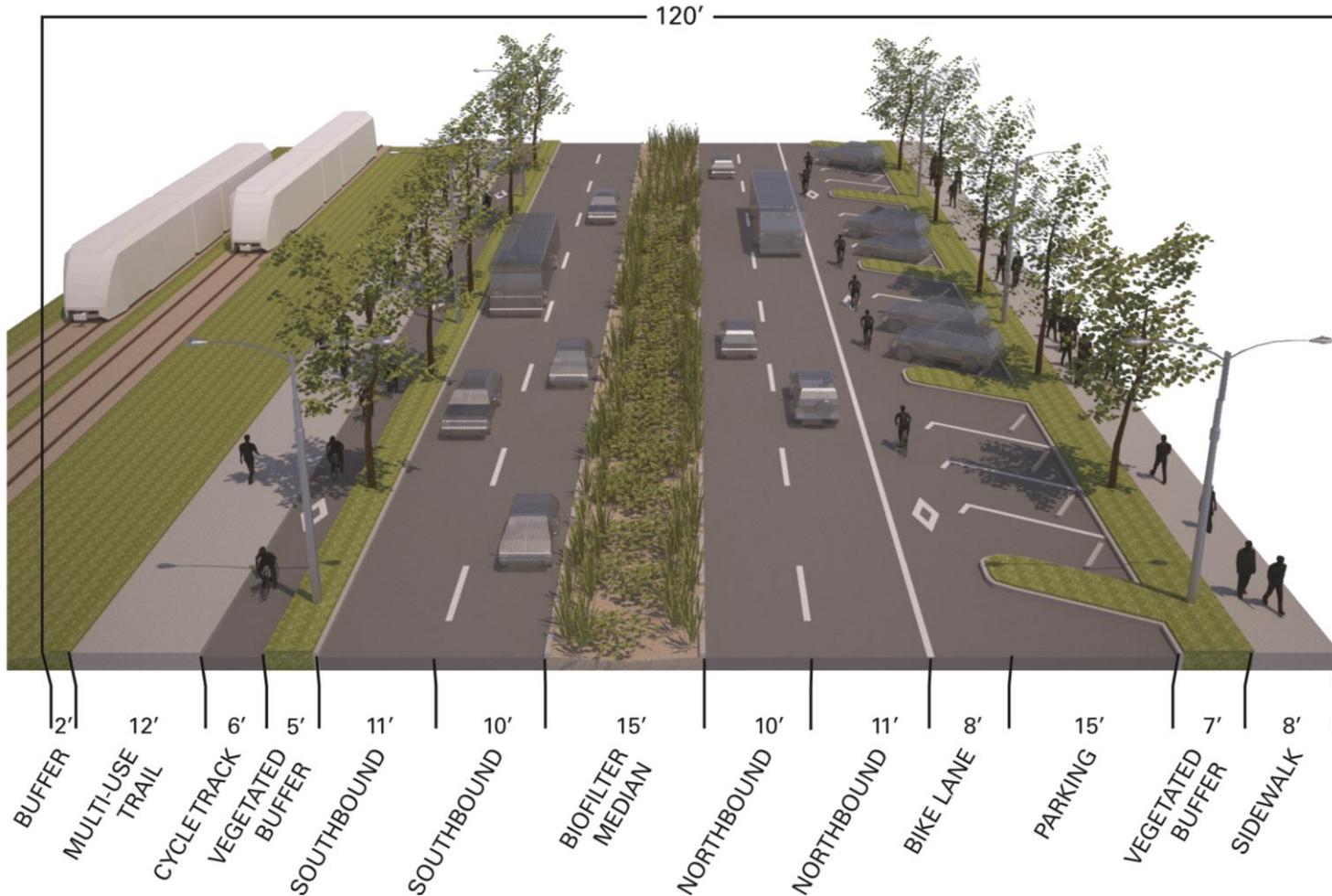
Airport Boulevard

Various Sections Between Lamar and I-35



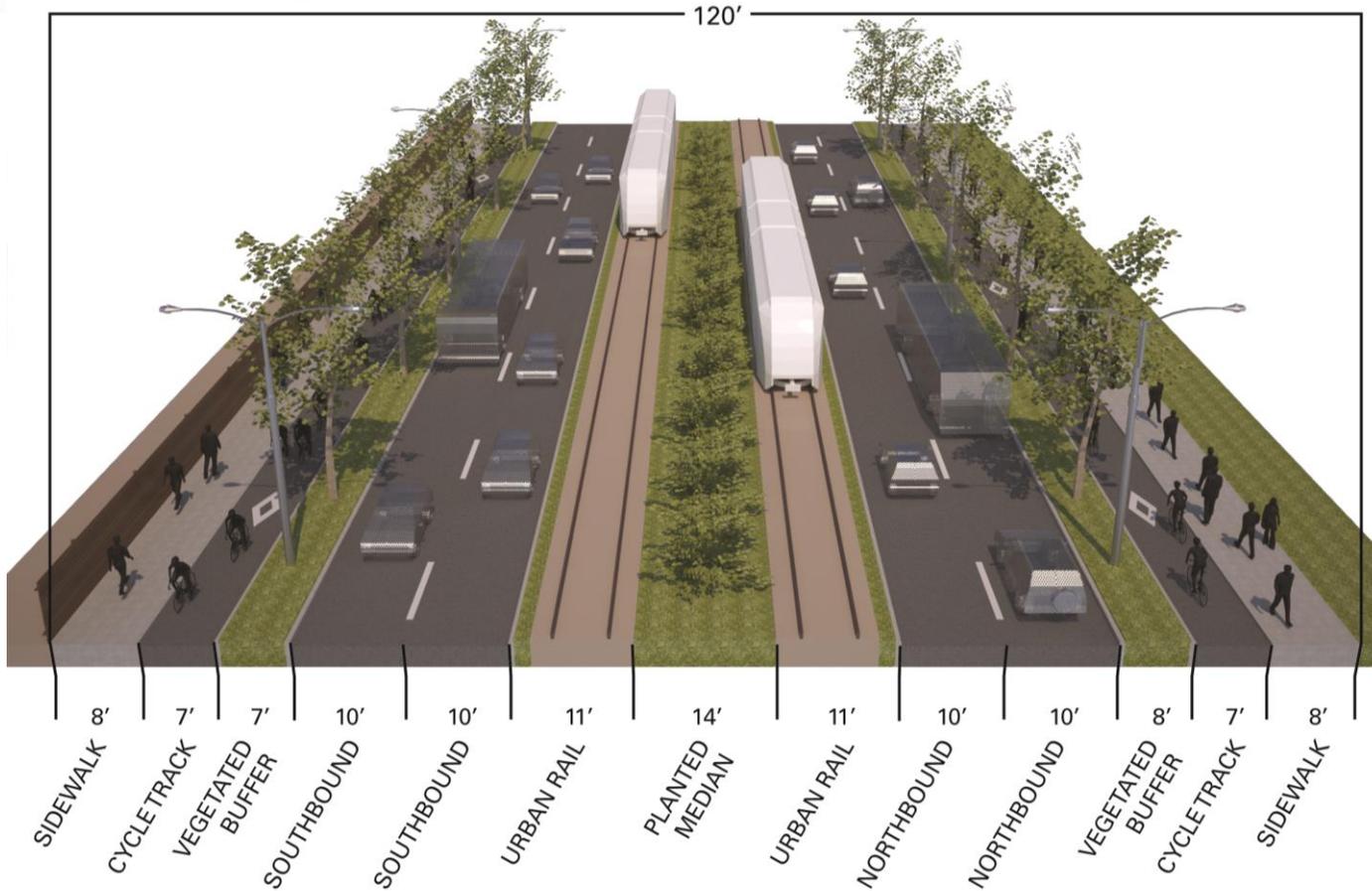
Airport Boulevard

Between 53rd and 47th



Airport Boulevard

Between I-35 and Aldrich



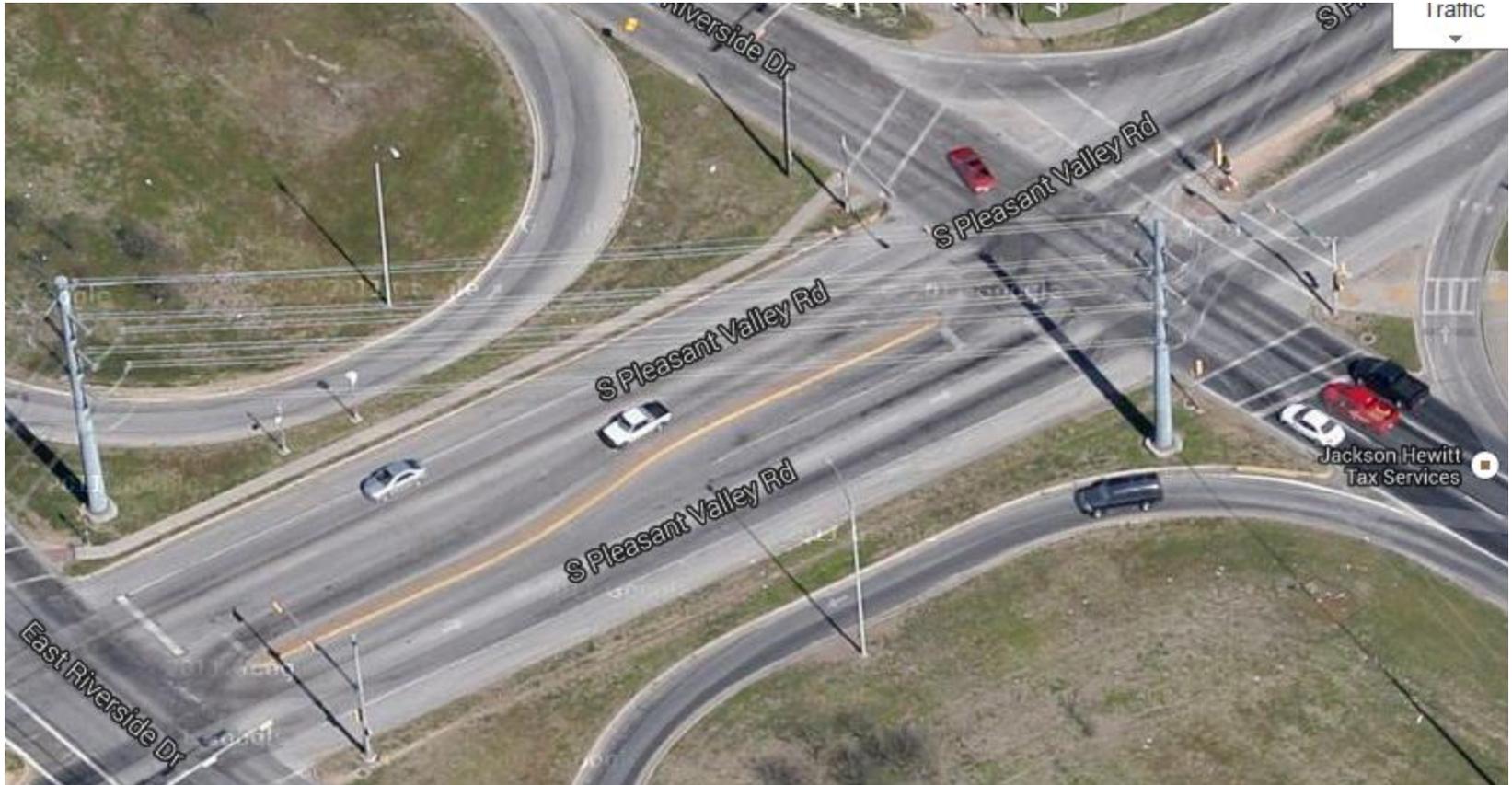
Riverside Drive

- Short-Term Improvements
 - Some projects completed or close to implementation
 - Focus on intersection improvements and low-cost solutions within the existing right-of-way
 - Focus on bicycles, pedestrians, and intersection safety
- Long-Term Improvements
 - High-capacity transit
 - 7- to 8-foot buffered cycle tracks
 - 15-foot wide sidewalk area per Riverside Drive Regulating Plan
 - Pedestrian Hybrid Beacons
 - Landscaping along medians and sidewalks



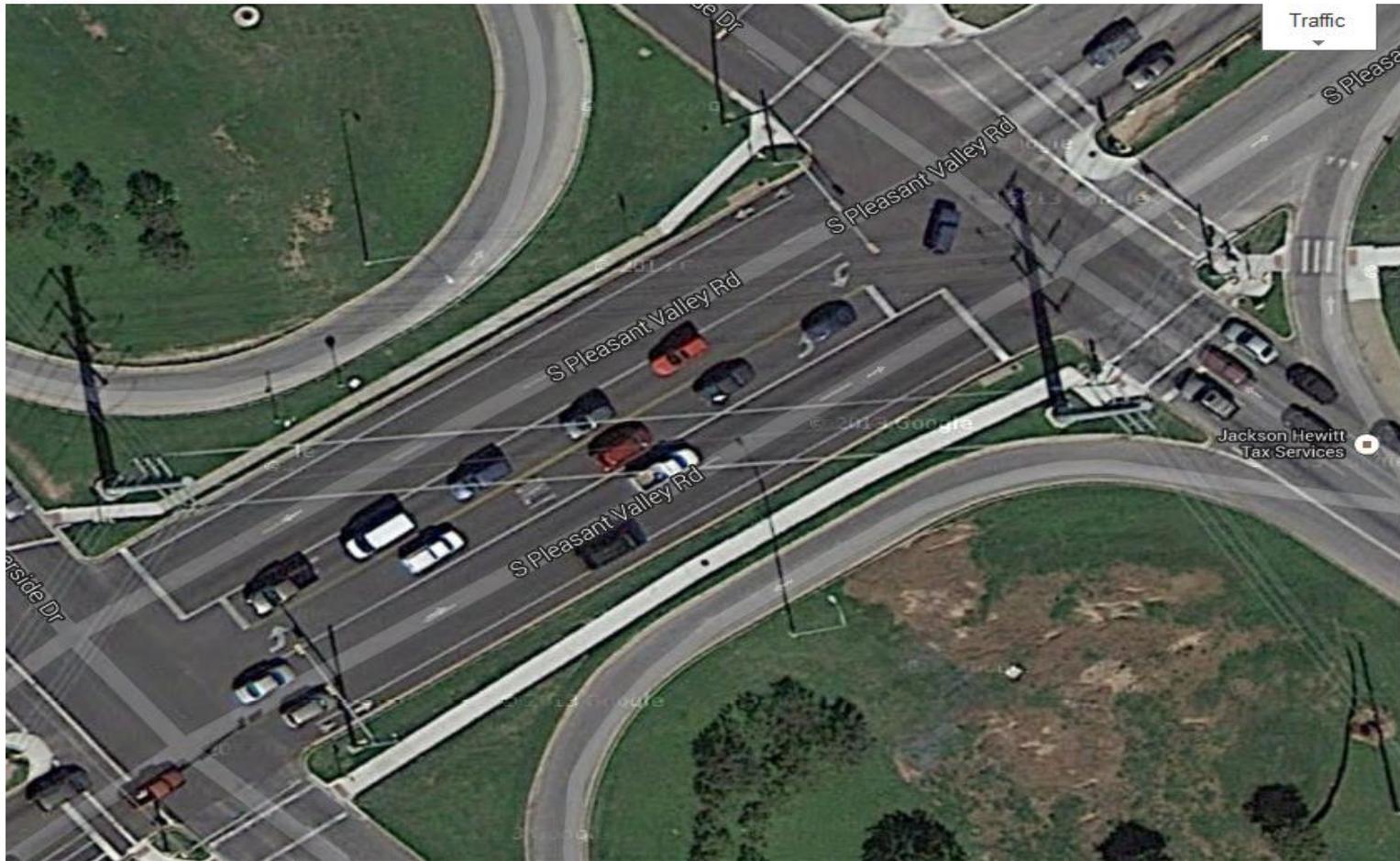
Riverside Drive

Lane Reconfiguration at Pleasant Valley “Before”



Riverside Drive

Lane Reconfiguration at Pleasant Valley “After”



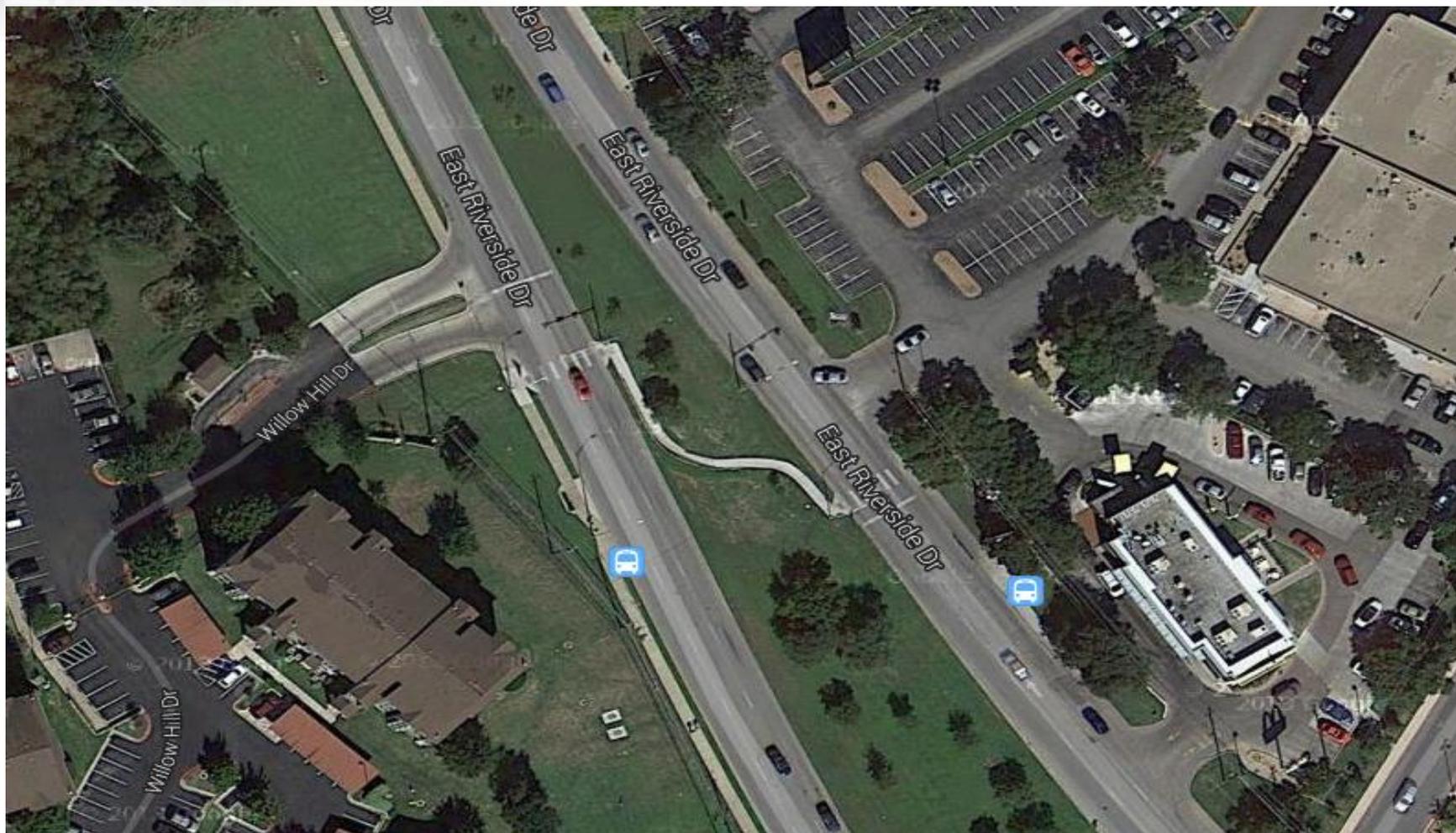
Riverside Drive

Pedestrian crossing west of Pleasant Valley
“Before”



Riverside Drive

Pedestrian Hybrid Beacon and sidewalk west of Pleasant Valley
“After”



AUSTIN MOBILITY

Making mobility better, together.

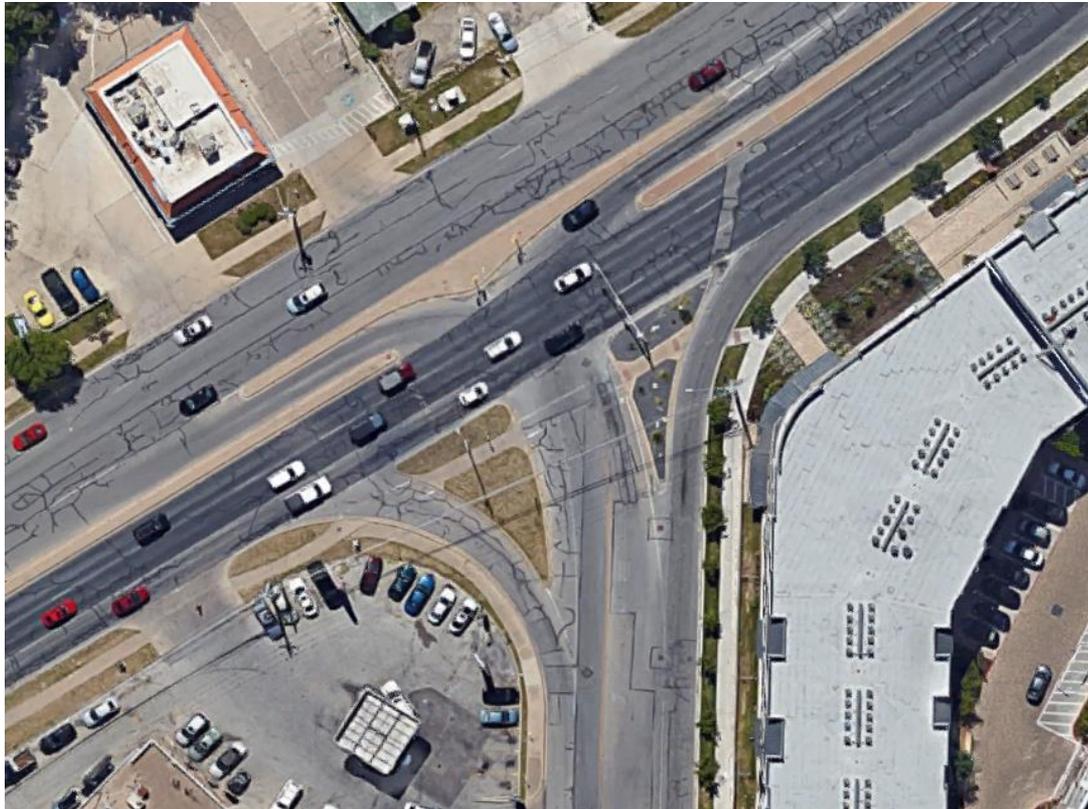
11.10.15 UTC Update



Riverside Drive / S Lakeshore Boulevard

- \$1M for Access and Mobility Improvements
- Public meeting scheduled for November 16

“Before”



Riverside Drive / S Lakeshore Boulevard

“After”

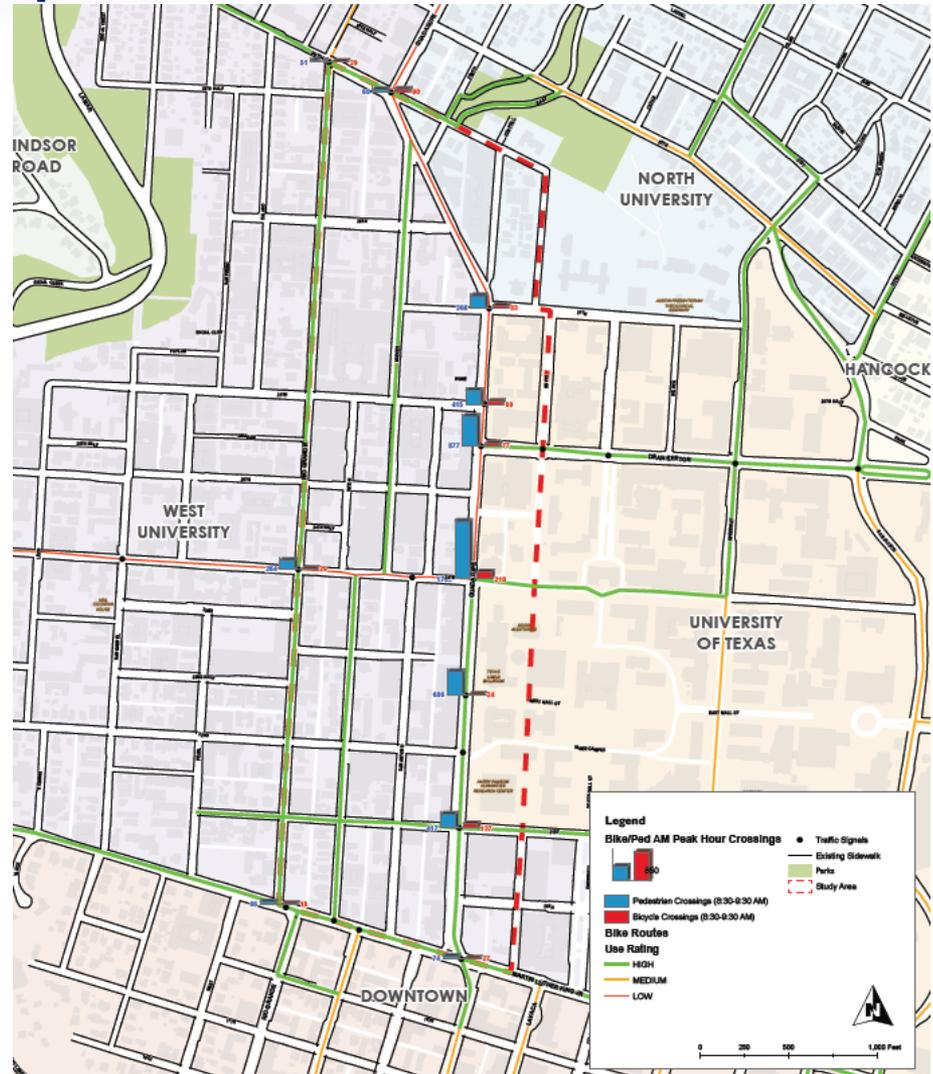


Cost Estimates

	Short Term	Mid-Term	Long-Term
Airport Boulevard	\$1.9M	\$19.7M	\$52.8M
Lamar / Burnet	47.2M	n/a	106M
FM 969	7.8M	n/a	103M
Riverside Drive	2.2M	0.5M	358M

Guadalupe Street

- Vehicular Traffic
 - 1700 per peak hour
- Bikes and Pedestrians
 - Over 4700 pedestrian crossings (PM peak)
 - 750 bicycle crossings (AM peak)
- Weekday Bus Activity
 - 1,461 vehicle trips
 - 20 transit routes



Guadalupe Street



Guadalupe Street



Guadalupe Street



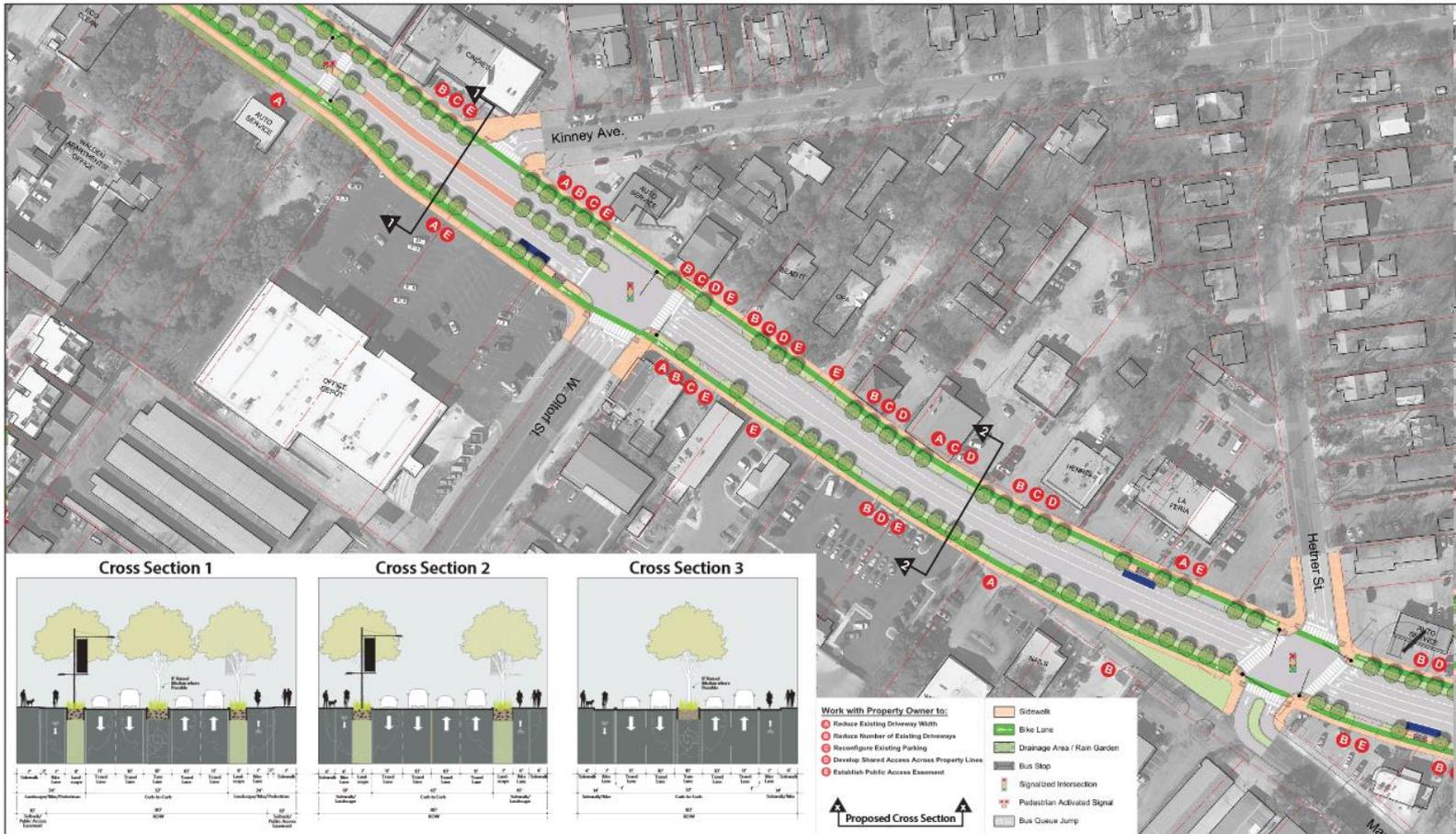
Guadalupe Street

- Public Outreach
 - Open house (December 2014); 81 attendees
 - Online and survey (November 2014-February 2015); 780 participants
 - Stakeholder meetings (UT, Capital Metro, property owners, neighborhood associations)
 - Upcoming open house in early 2016
 - <http://austintexas.gov/guadalupe>

S Lamar Boulevard

- Public Outreach
 - Open house (May 2015)
 - Online and survey
 - Stakeholder meetings
 - Draft recommendation maps released August 2015
 - Staff comments completed November 2015
 - Project team to complete report by the end of 2015
 - <http://austintexas.gov/southlamar>

S Lamar Boulevard



SOUTH LAMAR BOULEVARD CORRIDOR IMPROVEMENT PROGRAM // CITY OF AUSTIN // JULY 2015

