

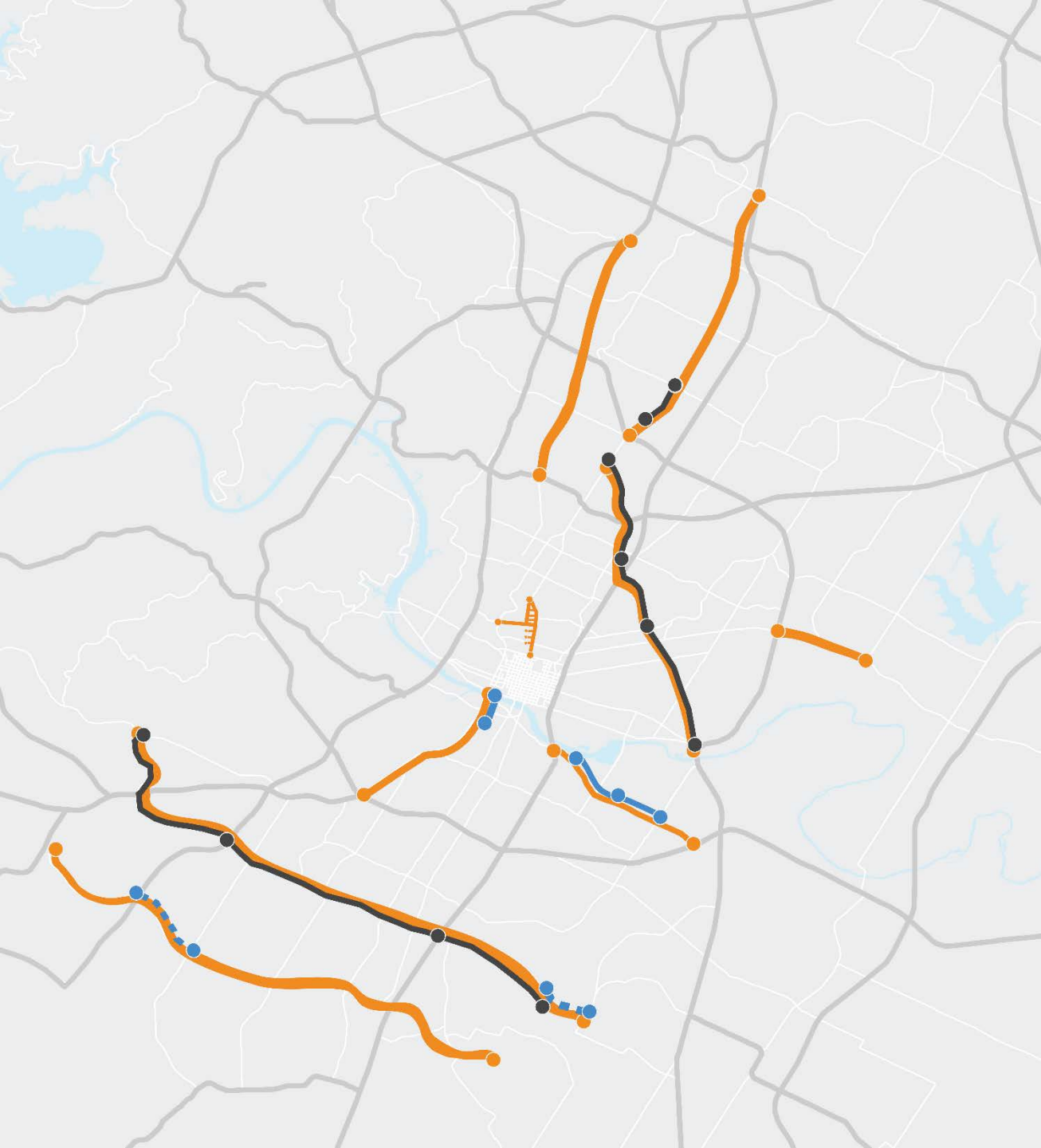
# CORRIDOR CONSTRUCTION PROGRAM UPDATE

MOBILITY COMMITTEE  
APRIL 4, 2019



# CONTRACT WITH VOTERS





## 2018 Council Adoption: Full Design and Construction

Corridor-wide Mobility Improvements on all 9 corridors

### Enhanced Multimodal Improvements:

- **East Riverside** – Shore District Drive to Montopolis Drive
- **South Lamar Boulevard** – Barton Springs Road to Treadwell Street
- **William Cannon Drive** – Running Water Drive to McKinney Falls Parkway (CAMPO grant)
- **Slaughter Lane** – Mopac to Brodie Lane (CAMPO grant)

## 2018 Council Adoption: Initiate Design

### Enhanced Multimodal Improvements:

- **Airport Boulevard** – North Lamar Boulevard to US 183
- **William Cannon Drive** – Southwest Parkway to Running Water Drive
- **North Lamar Boulevard** – Thurmond Street to Rundberg Lane

# ADDRESSING MOBILITY, SAFETY & CONNECTIVITY

**Across all nine corridors (50 miles of roadway), planned improvements will result in:**

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- Anticipated 25% reduction in delay time
- Anticipated 15% reduction in crash rate
- Improvement of 11 of Austin's 28 Top Crash Intersections
- Transit-supportive improvements
- Completion of a fully connected bicycle network and ADA-compliant sidewalk network
- Additional safe crossings



# CURRENT PHASE: PRELIMINARY ENGINEERING



- Establish the technical footprint for design, construction
  - Geometrics, topography
  - Survey, geotechnical
- Better understand existing conditions and constraints on each corridor
  - Drainage, utilities, ROW
- Turn unknowns into knowns: minimize risk, cost, schedule impacts further in implementation

# PRELIMINARY ENGINEERING PHASE



- Launched project teams for each CCP corridor
  - Consultant team
  - Project manager
  - Communications lead
- Conducted survey, right-of-way retracements
- Performed/updated traffic analyses
- Performed preliminary drainage analyses
- Conducted initial work sequencing/procurement package analysis
- Updated cost/risk profiles for each of the corridors
- Analyzed soil and pavement conditions
- Performed warrant studies for signal locations

# ENGAGING THE COMMUNITY

- Public meetings: August-December 2018
- Participated in community events
- Walked corridors with project team
- Hosted 80 community engagement events,
- Collected 4,500 public inputs (comments and survey responses)
- Comments, input reviewed by project teams for each corridor
- Comments posted for public review



# ACCELERATING PROCESSES



- Permitting (in development)
- Contracting/procurement
- Right-of-way/Access management
- Utility coordination (public and private)
- Private development coordination
- Robust department, agency coordination mechanisms
- Enhanced tools for streamlined technical reviews

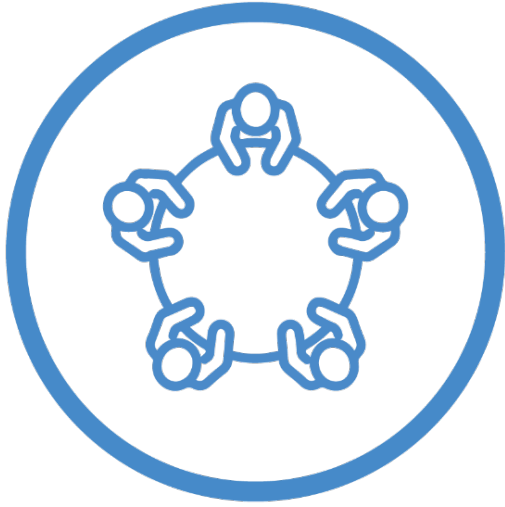


# MAXIMIZING TAXPAYER DOLLARS



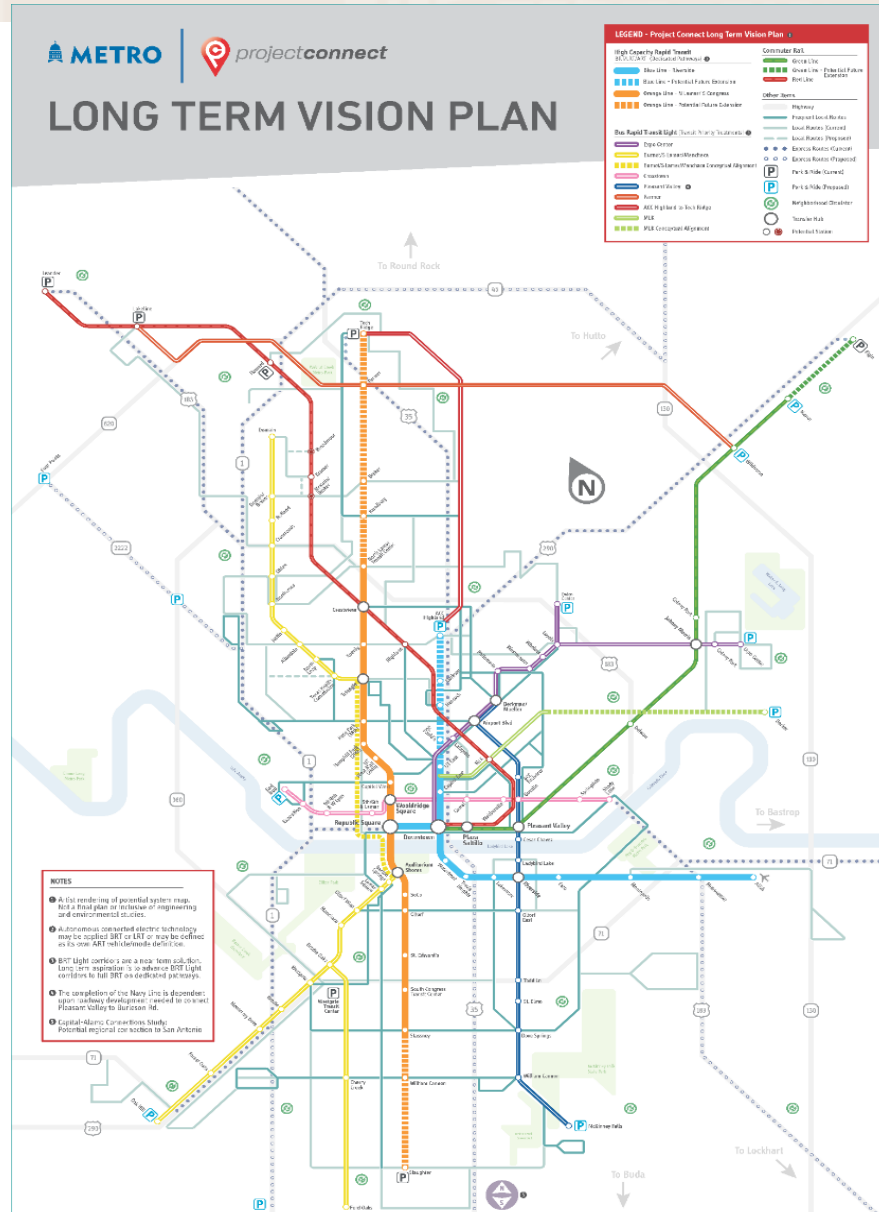
- **Received two CAMPO grants (\$24 Million)**
- **Private development**
  - Tree fiscal dollars
  - Build/fund streetscape improvements
- **Partnerships**
  - CapMetro
  - TxDOT
  - Other City departments

# COORDINATING WITH OUR PARTNERS



- Austin Transportation, Other City departments
- Texas Department of Transportation
- Travis County
- University of Texas at Austin
- Texas Facilities Commission
- School districts
- CapMetro

# PROJECT CONNECT & CORRIDOR PROGRAM



- **Corridor Construction Program + Dedicated Pathways**
  - North Lamar Blvd.
  - Guadalupe Street
  - East Riverside Drive
- **Corridor Construction Program + BRT Light**
  - Airport Blvd.
  - Burnet Road
  - South Lamar Blvd.

# PROJECT CONNECT: CCP APPROACH

- **Project Connect - Dedicated Pathway Corridors**
  - Near-term phase: critical safety/mobility improvements
  - Align next phase w/ dedicated pathways
    - Multi-modal mobility, safety
    - Support enhanced transit service operations
- **Project Connect – BRT Light Corridors**
  - Make CCP adjustments for transit priority treatments
  - Verify improvements support BRT light transit operations
- **Continue robust coordination w/ CapMetro, ATD**

# WHAT WE'VE LEARNED

- Established a working “footprint” for improvements
  - Verification of right-of-way, geometrics, topography
  - Evaluated ROW impacts, access management
  - Verification of key constraints, risks
- Drainage, utilities continue to be key areas of risk, impact
- ROW impacts reduced during preliminary engineering
- Multiple partnership opportunities exist for CCP, betterments
- More refined information on risks, cost and schedule impacts
- General support from area stakeholders on all corridors
- Some refinements, adjustments based on constraints



# IMPLEMENTATION APPROACH

- Manage, mitigate key areas of risk, impact
- Maintain, build upon effective coordination mechanisms
- Stay on accelerated pace;  
**pursue early-out improvements**
  - First early-out: transit operational improvements at Guadalupe/18th Street
- Minimize construction impacts on community



*Completed Pleasant Valley/Elmont intersection*

# IMPLEMENTATION APPROACH

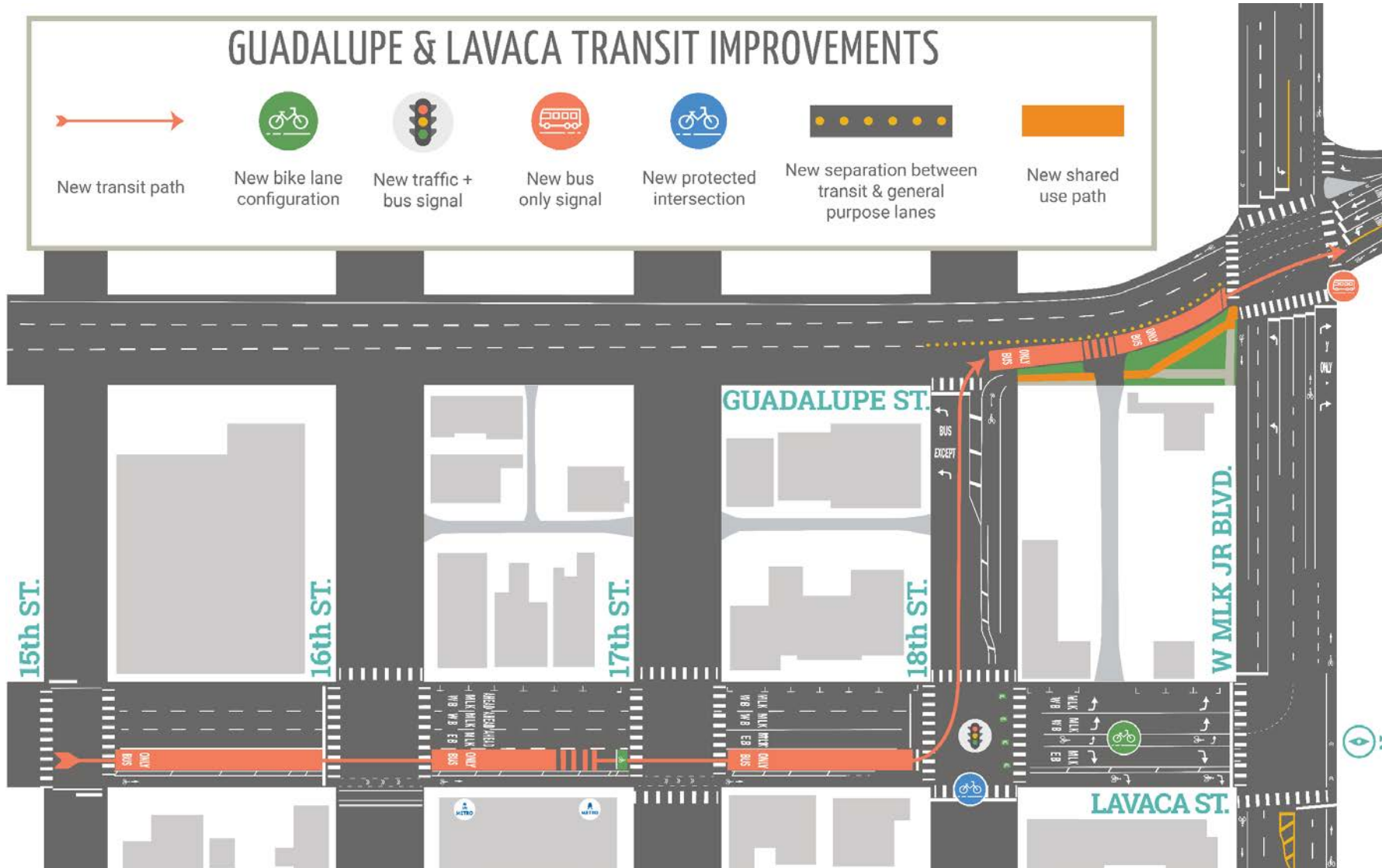


- Maximize benefits of improvements
  - Contract Outcomes – mobility, community outcomes
  - Performance Management Plan
  - Corridor Placemaking Strategy (community partnership)
  - Leveraging/partnership strategies
- Enhanced Communications Plan: Council, Boards/Comms

*Crews modifying medians at Slaughter/S. 1st*

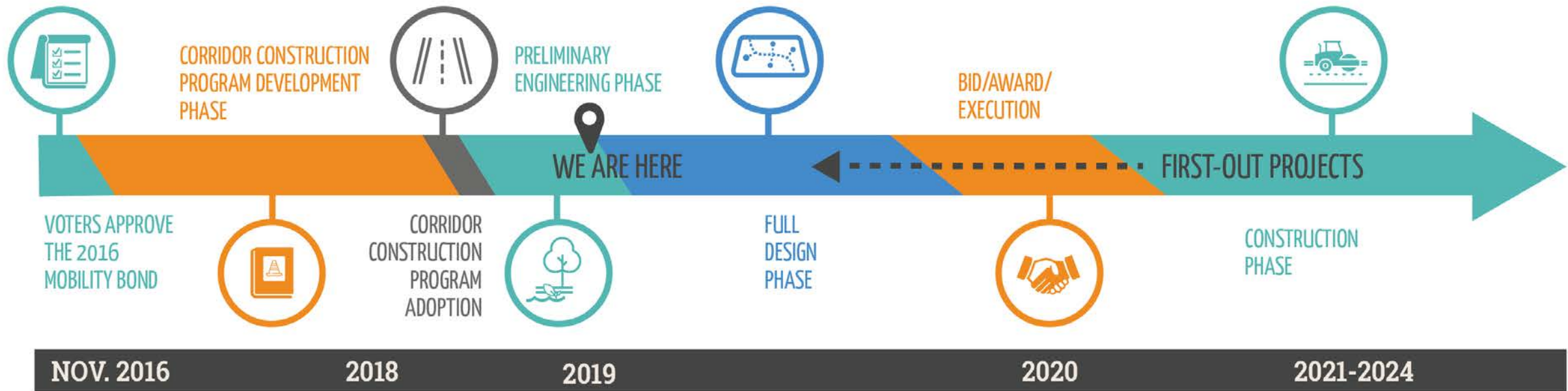


# 18 STREET/GUADALUPE TRANSIT IMPROVEMENTS



# WHAT'S NEXT

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# WHAT'S NEXT

- » Council Member briefings
  - » Corridor-specific information
- » Potential Council action on April 25
  - » Updated cost information
  - » Updated implementation strategy
  - » Updated communications oversight strategy
- » Quickly move into final design/implementation phases
- » Aggressively pursue first-out projects (2019-2020)
- » Implement placemaking strategy
- » Implement construction impact mitigation strategy
- » Engage/inform neighborhoods, businesses, other stakeholders

The background of the slide is a light beige map of Austin, Texas, showing a grid of streets and a central area that resembles a park or lake. The map is centered and covers the entire background.

QUESTIONS?