

CORRIDOR CONSTRUCTION PROGRAM UPDATE

MOBILITY COMMITTEE
APRIL 4, 2019

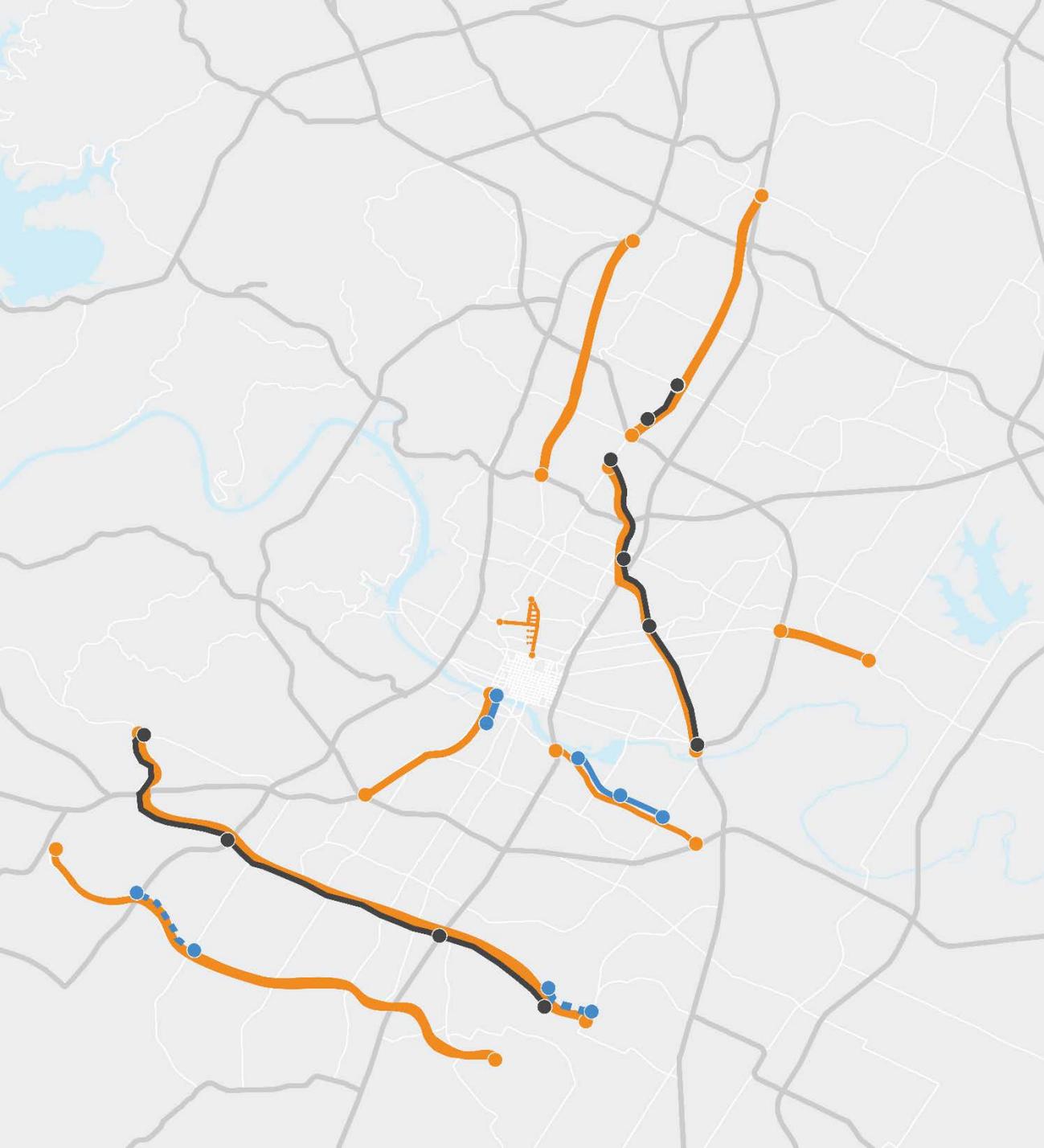
austin
MOTION
2016 MOBILITY BOND



CONTRACT WITH VOTERS



**8-year
timeframe**



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** – Riverside Drive to Barton Springs Road
- **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 McKinney Falls Parkway
- **North Lamar Boulevard** – Thurmond Street to Rundberg Lane

ADDRESSING MOBILITY, SAFETY & CONNECTIVITY

Across all nine corridors, planned improvements will result in:

- 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 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



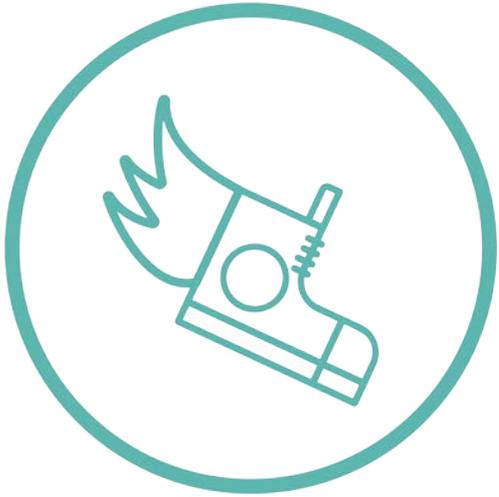
- Launched project teams for each CCP corridor
 - Consultant team
 - Project manager
 - Communications lead
- Received/reviewed 500+ deliverables
- Conducted survey, right-of-way retracements
- Performed/updated traffic analyses
- Performed preliminary drainage analyses
- Conducted initial work sequencing/procurement 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

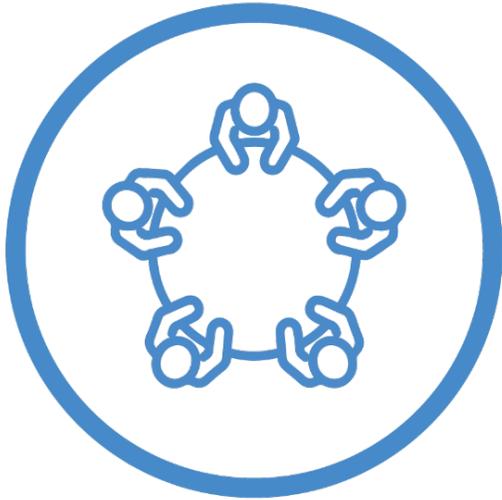


- Permitting (in development)
- Contracting/procurement
- Right-of-way/Access management
- Utility coordination (public and private)
- Private development coordination
- Robust department, agency coordination mechanisms
- Enhanced tools for streamlined technical reviews



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

CPO AND ATD ARE COORDINATING WITH:



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

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**

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

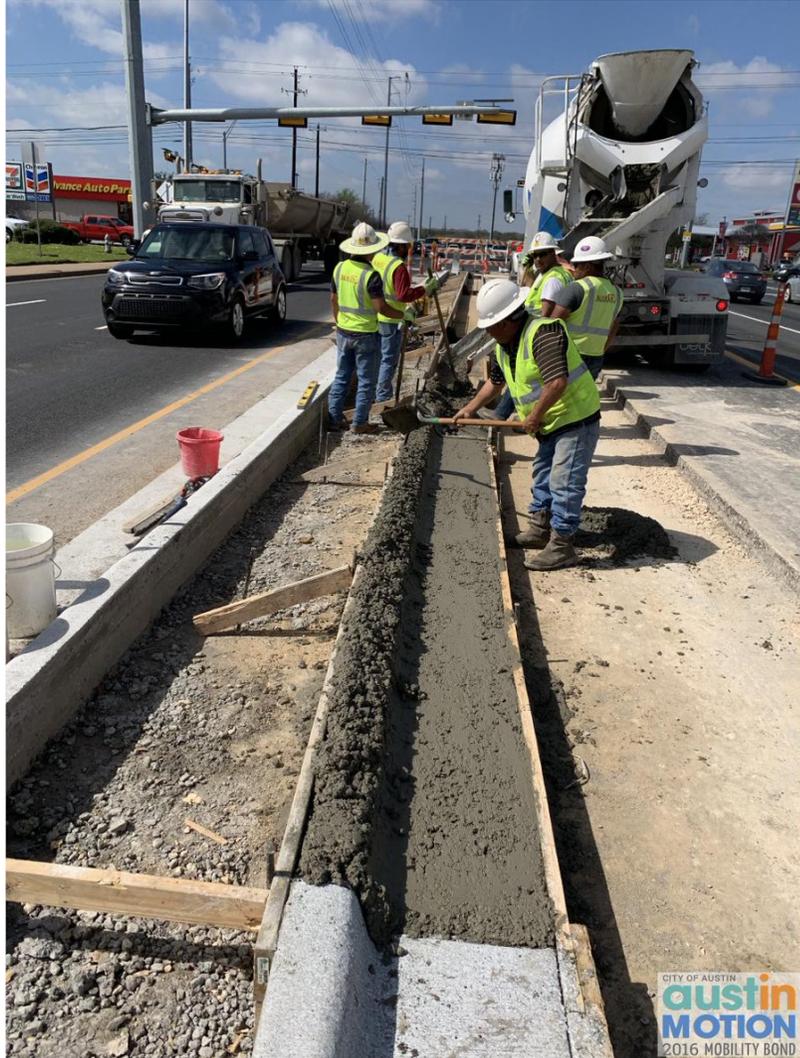
IMPLEMENTATION APPROACH

- 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

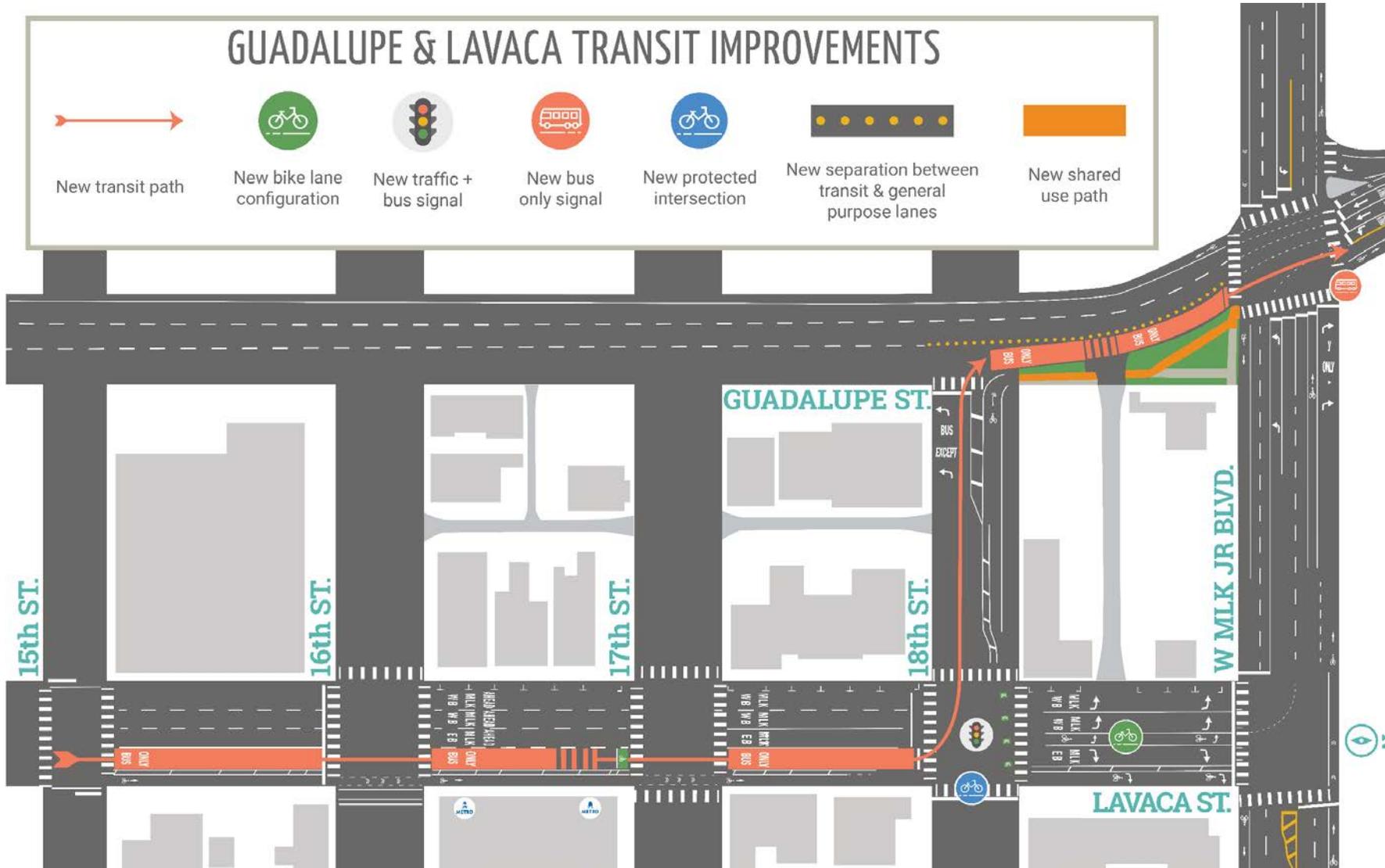
IMPLEMENTATION APPROACH



- 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

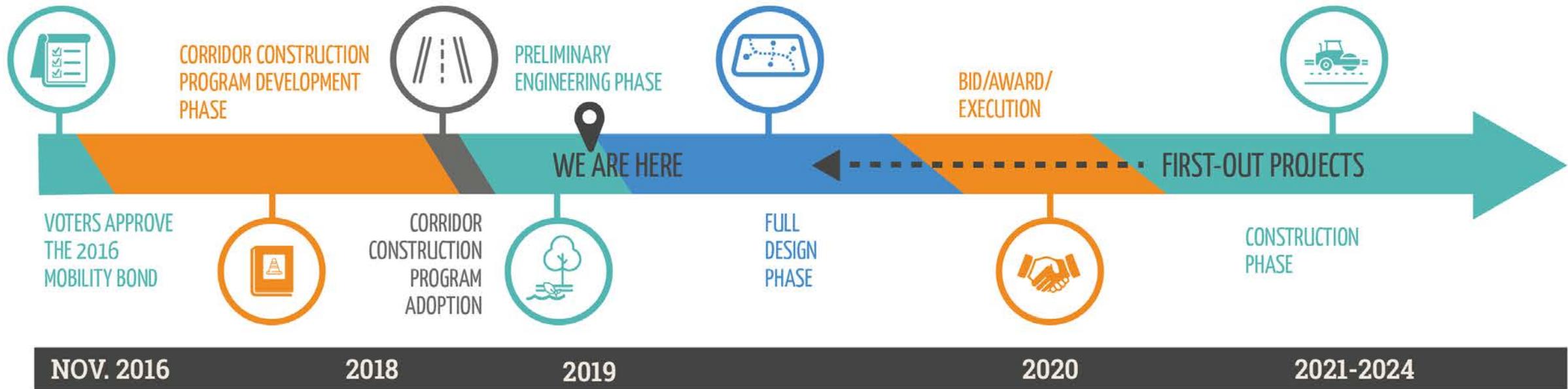
Crews modifying medians at Slaughter/S. 1st

18 STREET/GUADALUPE TRANSIT IMPROVEMENTS



WHAT'S NEXT

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- » 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

WHAT'S NEXT



*Corridor Mobility Program Business Workshop
October 2018*

- » Aggressively pursue first-out projects (2019-2020)
- » Construction impact mitigation plan for each corridor
- » Implement placemaking strategy
- » Engage/inform neighborhoods, businesses, other stakeholders

QUESTIONS?