William Cannon Drive Southwest Parkway to McKinney Falls Parkway





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MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is planned for the William Cannon Drive corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from Southwest Parkway to McKinney Falls Parkway.

Additionally, design work is underway on enhancements between Brodie Lane and Manchaca Road, and between Running Water Drive and McKinney Falls Parkway, for potential future construction. This includes elements like road widening to add more travel lanes, enhanced landscaping with trees, additional stormwater drainage improvements, and additional traffic signal and intersection improvements.

Design and Construction



Up to 7 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety



Up to 18 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor



Up to 5 miles of dedicated or protected bicycle lanes to improve safety and mobility for bicyclists and drivers

A protected bike lane will be added in each direction between US 290 and Southwest Pkwy by repurposing one travel lane in each direction



Up to 2 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability



A new bridge over Marble Creek to provide two additional travel lanes for drivers and bicyclists, and sidewalks for pedestrians



Landscaping enhancements including new trees from Running Water Dr to McKinney Falls Pkwy



Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:

- 1. Brodie Ln
- 2. S Pleasant Valley Rd
- 3. Bluff Springs Rd



On-corridor stormwater drainage upgrades from Running Water Dr to McKinney Falls Pkwy to support mobility improvements





Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

- 1. Vega Ave
- 2. McCarty Ln
- 3. Lost Valley
- 4. Stephenson Nature Preserve
- 5. Elm Creek Dr
- 6. Rockridge Dr
- 7. Onion Creek Soccer Fields

A single improvement may benefit multiple transportation modes.







Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Additional multimodal enhancements in some areas include:

- Roadway widening (from four lanes to six lanes) from Brodie Ln to Manchaca Rd, and from Running Water Dr to McKinney Falls Pkwy
- Enhanced landscaping, including trees
- Additional traffic signal and intersection improvements:
 - 1. Southwest Pkwy
 - 2. Rialto Blvd
 - 3. US 290
 - 4. Escarpment Blvd
 - 5. Beckett Rd
 - 6. Brush Country Rd7. MoPac Expy
 - 8. West Gate Blvd
 - Manchaca Rd
 Emerald Forest Dr
 - 10. Emeraid 11. S 1st St
 - 12. S Congress Ave
 - 12. S Cc
 - 14. Salt Springs Rd
- Additional on-corridor stormwater drainage upgrades from Brodie Ln to Manchaca Rd

NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the project design phase and the City will work with the community prior to project construction.



William Cannon Drive Southwest Parkway to McKinney Falls Parkway

Program Phases

2011-2017

2017-2018

April 26, 2018

2018-2021

2019-2021

2019-2024

DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- · Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- · Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- · Conceptual level design
- Corridor Mobility Plans are finalized

CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- · Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

CITY COUNCIL ADOPTS CORRIDOR CONSTRUCTION PROGRAM

WE ARE HERE: PROJECT DESIGN PHASE

- · Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- · Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

CONSTRUCTION PHASE

- · Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts





In April 2018, Austin City Council adopted a Corridor Construction Program funded by the 2016 Mobility Bond. The Corridor Construction Program includes improvements for mobility, safety, and connectivity improvements on William Cannon Drive between Southwest Parkway and McKinney Falls Parkway as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The improvements are based on the William Cannon Drive Corridor Mobility Plan, which will be finalized in summer 2018. More information about the William Cannon Drive Corridor Mobility Plan is available at AustinTexas.gov/WilliamCannon.

The projects in the Corridor Construction Program that have been prioritized for design and construction with 2016 Mobility Bond funds will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.

Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.





Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.

Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.



The timing and delivery of improvements may be modified during Corridor Construction Program implementation, as a variety of factors are being considered, such as leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, is currently underway. The City is working with the community as well as property and business owners who may be affected. If you have questions about the Corridor Construction Program, contact Sara Behunek at corridors@austintexas.gov and (512) 974-7840.