

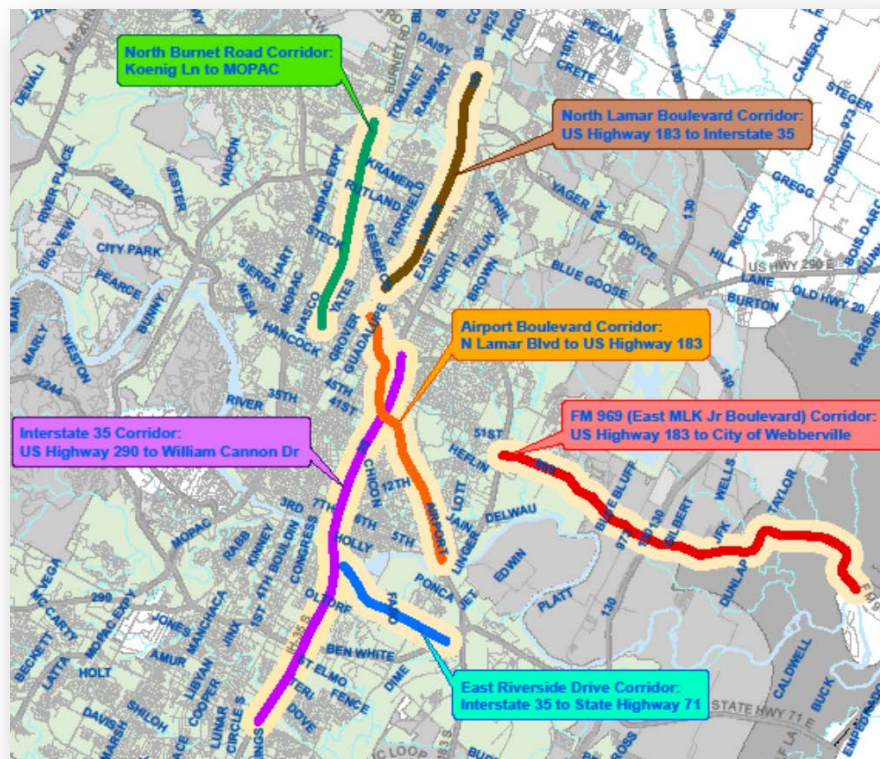


Arterial Corridor Reports Briefing

Urban Transportation Commission
May 13, 2014

Corridors Analyzed

Established by the 2010 Mobility Bond



Airport Blvd
N. Lamar Blvd
Burnet Road
FM 969
Riverside Drive

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



AUSTIN MOBILITY

Making mobility better, together.

5.13.14 Urban Transportation Commission



Corridor Development Program

- Purpose
 - Identify roadway needs
 - Develop a multi-modal transportation system
 - 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
 - Improve safety
 - Increase vehicular, pedestrian and bicycle mobility
 - Improve quality of life along the corridors



Corridor Development Program

- Process for each corridor included
 - A comprehensive Public Involvement component
 - Analyzing each corridor to identify key issues and needs
 - Defining or building on the community vision for the corridor
 - Land use and urban design recommendations to improve function and appearance of the built environment
 - Transportation analysis and recommendations for creating a safe, multi-modal, transit-supportive corridor,
 - Identification of improvements for better circulation or connectivity.
 - Identification of infrastructure improvements that would be required to implement the plan.

Corridor Development Program

- Process (continued)
 - Defining and prioritizing short-term solutions (typically those that can be implemented in the existing rights-of-way). These could include changes to intersections, medians, parking, signals, sidewalks and bike lanes, transit service, and more.
 - Designing, costing out and evaluating medium-term solutions, generally involving redesigning and rebuilding the current roadway.
 - Identifying and recommending long-term solutions, including changes to ordinances and policies, land-use planning, and improved ways to manage traffic and mobility.



Corridor Development Program

- Corridor Details
 - Airport Boulevard
 - North Lamar Boulevard / Burnet Road
 - FM 969
 - Riverside Drive



Corridor Details

- Airport Boulevard
 - Short Term Improvements
 - Focus on intersection improvements
 - Low cost solutions within the existing right-of-way
 - Provide for the efficient movement of all users along and across the corridor
 - Examples include
 - Installation of pedestrian hybrid beacons
 - Installation of new traffic signals
 - Add turn lanes at various intersections
 - Provide sidewalks corridor-wide



Corridor Details

- Airport Boulevard
 - Short Term Improvements
 - Conduct preliminary and final design for two segments of Airport Boulevard to serve as pilot projects for the remainder of the corridor
 - Section near Highland Mall
 - Section from 46th to Wilshire/Aldrich
 - Medium Term Improvements
 - Design the remaining sections of the corridor
 - Construct the pilot projects designed as part of the short term recommendations
 - Long Term Improvements
 - Construct the entire multi-modal corridor in conjunction of the overall vision.



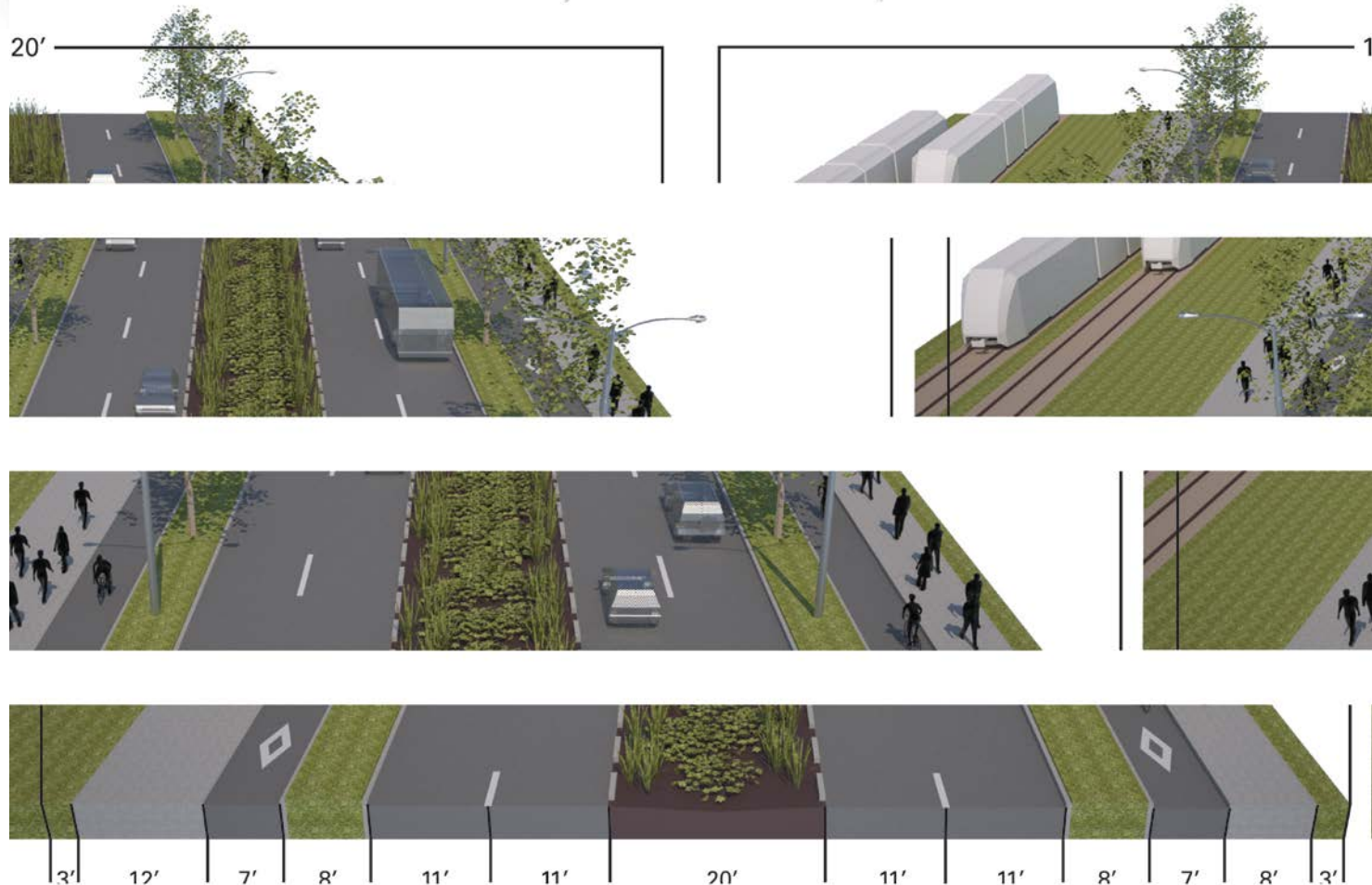
Corridor Details

- 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.



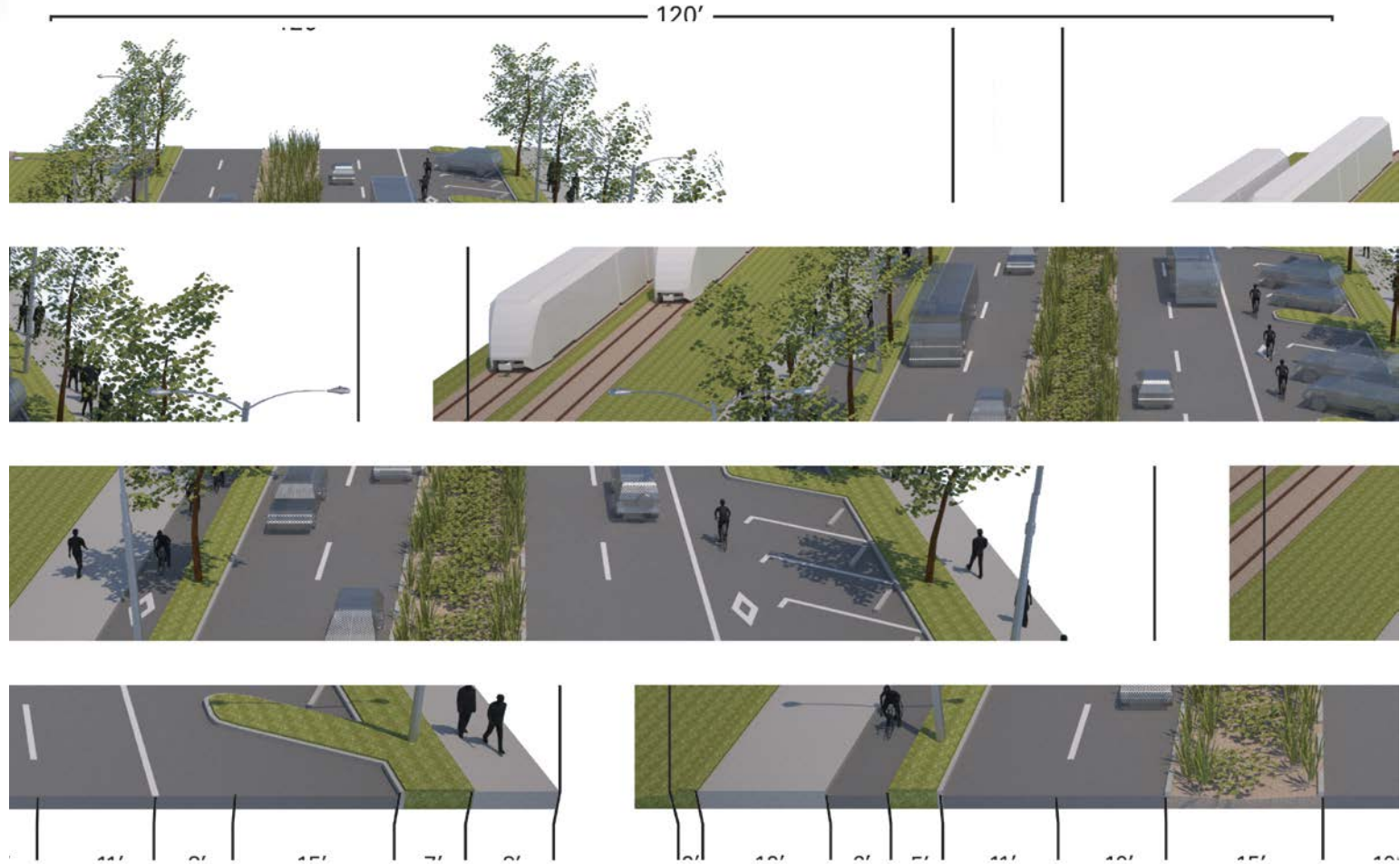
Airport Blvd - Long Term Improvement

Various Sections Between Lamar and I-35



Airport Blvd - Long Term Improvement

Between 53rd and 47th



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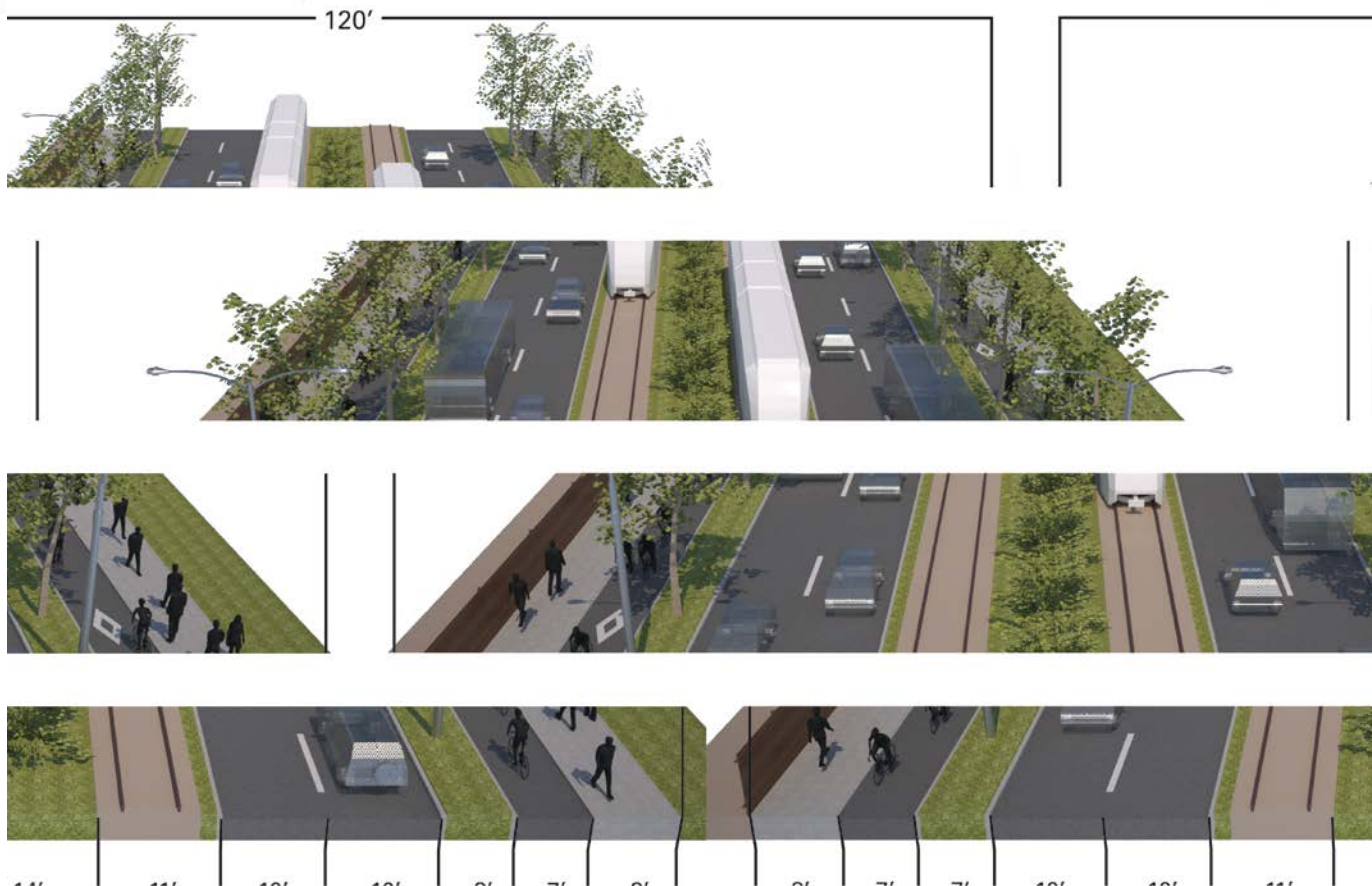
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Airport Blvd - Long Term Improvement

Between I-35 and Aldrich



Corridor Development Program

- Corridor Details
 - Airport Boulevard
 - North Lamar Boulevard / Burnet Road
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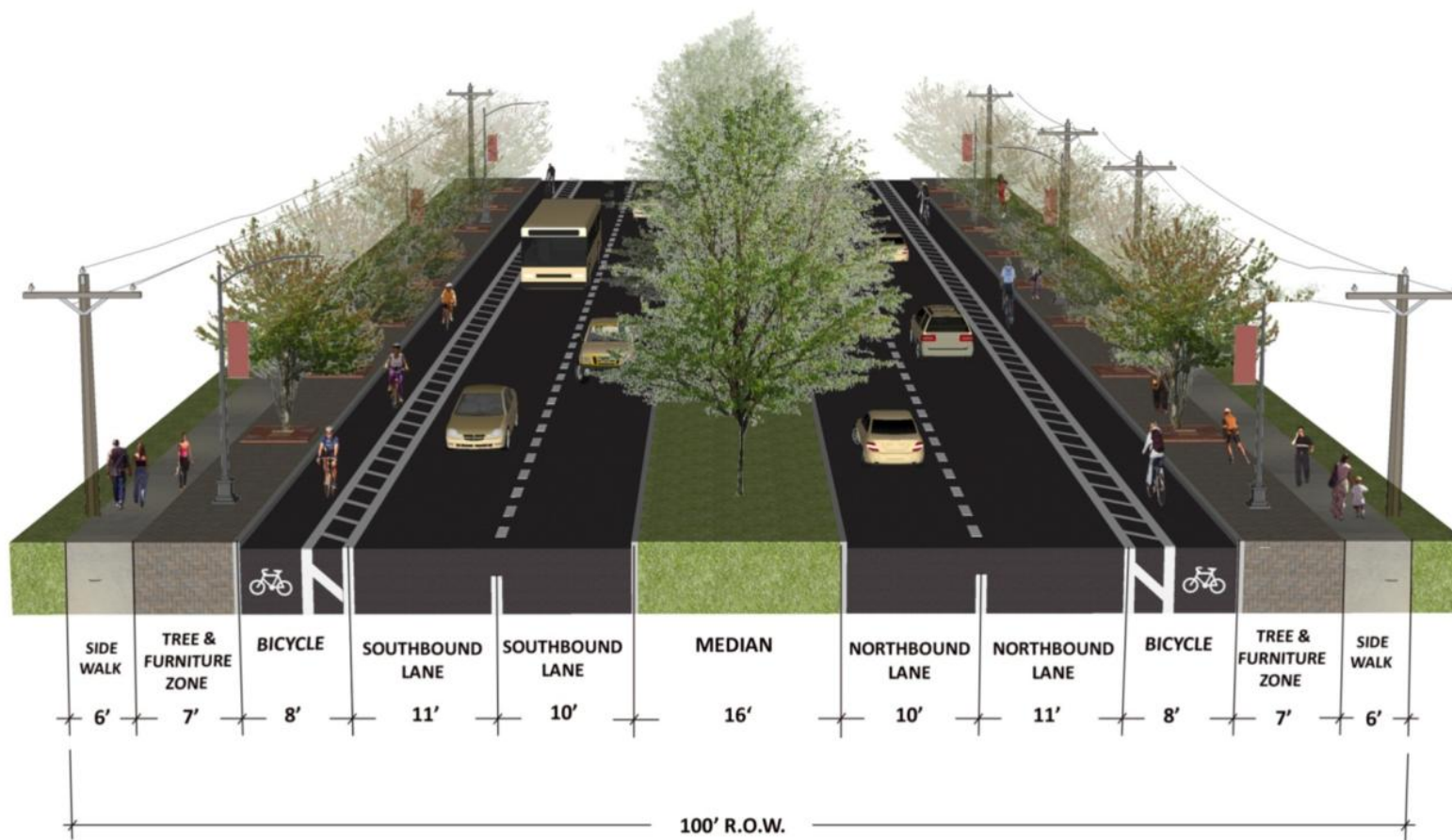
Corridor Details

- North Lamar Boulevard / Burnet Road
 - Short Term Improvements
 - Focus on intersection improvements
 - Low cost solutions within the existing right-of-way
 - Provide for the efficient movement of all users along and across the corridor
 - Examples include
 - Installation of pedestrian hybrid beacons
 - Installation of new traffic signals
 - Add turn lanes at various intersections
 - Provide sidewalks corridor-wide
 - Improve bus shelters

Corridor Details

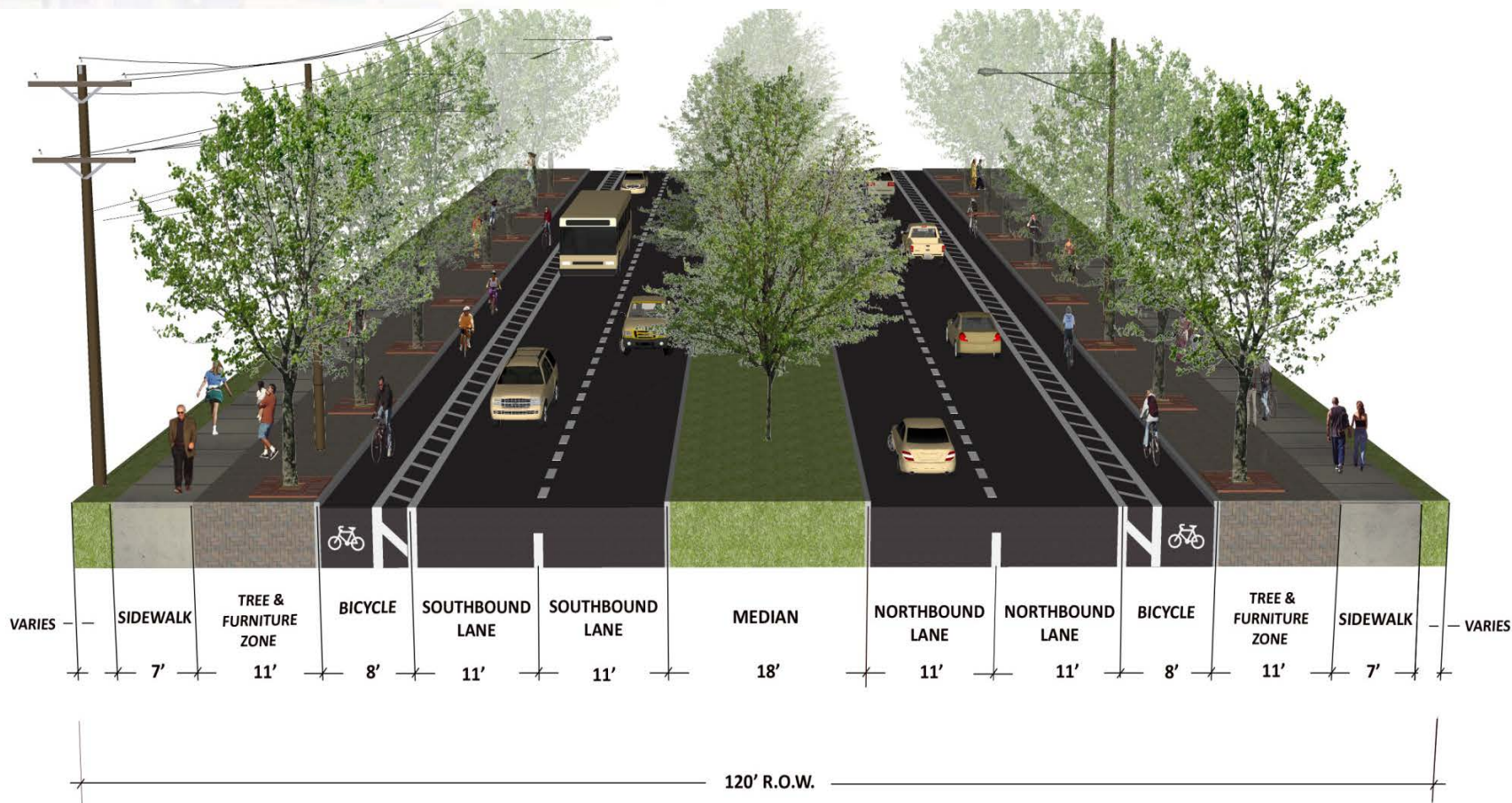
- North Lamar Boulevard / Burnet Road
 - Short Term Improvements
 - Design and construct final design option for two roadway segments to serve as pilot projects for the remainder of the corridor
 - North Lamar from Rundberg Lane to Braker Lane
 - Burnet Road from Koenig Lane to Anderson Lane
 - Long Term Improvements
 - Construct the entire multi-modal corridor in conjunction of the overall vision.

Lamar Boulevard Improvements



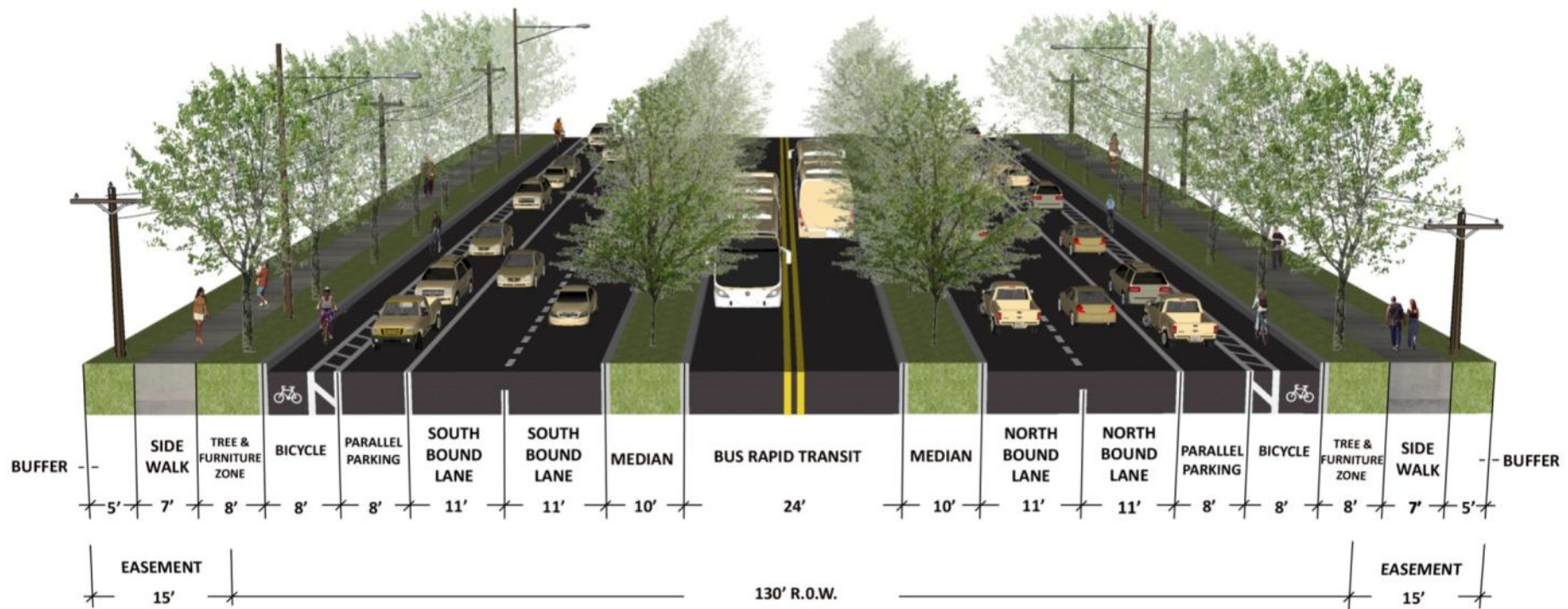
Reconstruction: Rundberg Lane to Braker Lane

Burnet Road Improvements



Reconstruction: Koenig Lane to Anderson Lane

Burnet Road Long Term Projects



Braker Lane to MoPac

Corridor Development Program

- Corridor Details
 - Airport Boulevard
 - North Lamar Boulevard / Burnet Road
 - **FM 969**
 - Riverside Drive

Corridor Details

- FM 969
 - Short Term Improvements
 - Focus on bicycles, pedestrians, and intersection safety
 - Low cost solutions within the existing right-of-way
 - Provide for the efficient movement of all users along and across the corridor
 - Examples include
 - Providing bicycle lanes and shared use paths
 - Installation of new traffic signals
 - Providing sidewalks

Corridor Details

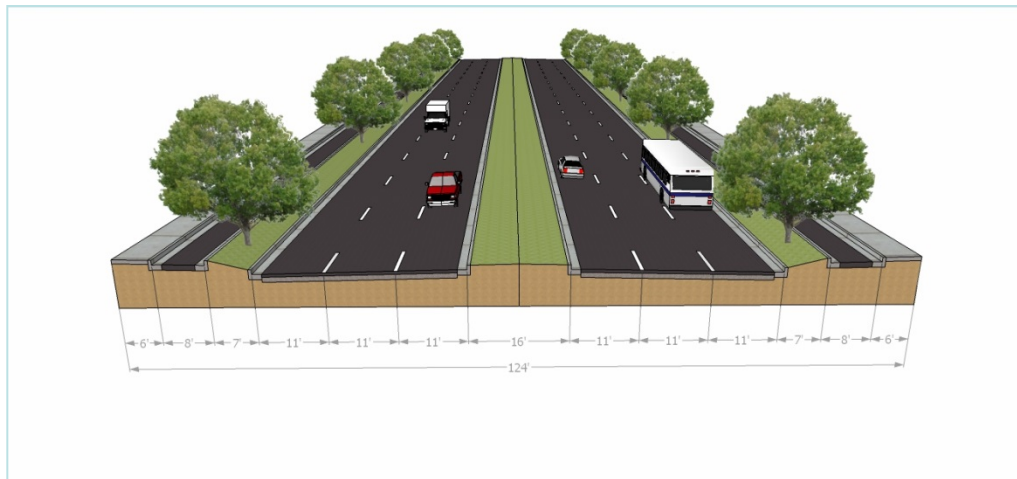
- FM 969
 - Interim Long Term Improvements
 - Design and construct FM 969 in accordance with the Pass Through Finance agreement between Travis County and TXDOT
 - Long Term Improvements
 - Construct the entire multi-modal corridor in conjunction of the overall vision.

FM 969 Short and Long Term Improvements

US 183 to Decker Lane



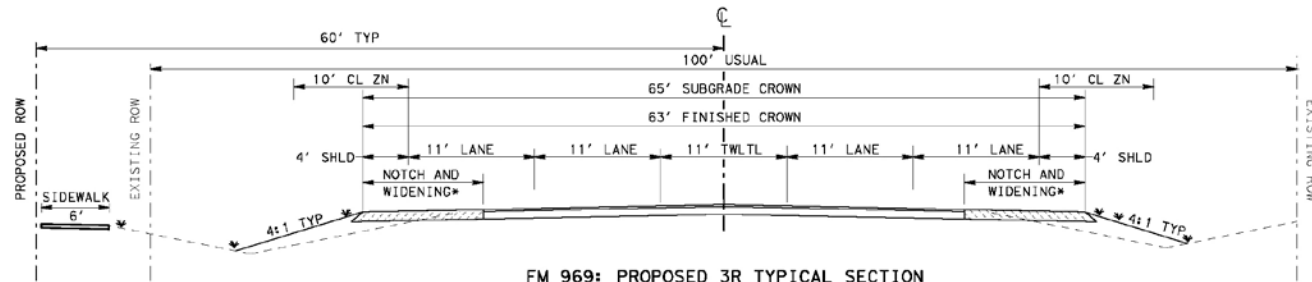
Short-Term Improvements



Long-term Improvements

FM 969 Interim Long Term Improvements

Pass Through Financing Typical Sections

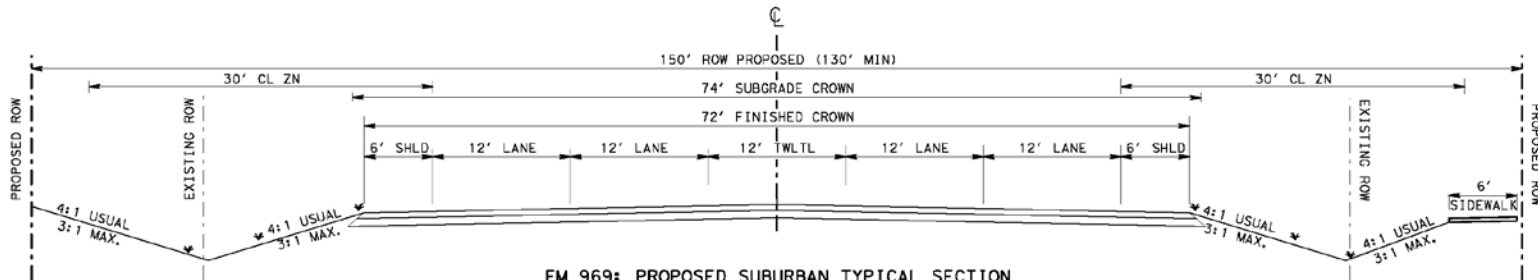


FM 969: PROPOSED 3R TYPICAL SECTION

PHASE 1: FROM PARK AT WOODLANDS DR. TO FM 973
(TIE INTO EXISTING FM 973 INTERSECTION AND
ADD DECELERATION/ACCELERATION LANES)

ESTIMATE ASSUMES:

- NOTCH AND WIDEN
- APPROXIMATELY 10.5' TYPICAL
WIDENING ON EACH SIDE



FM 969: PROPOSED SUBURBAN TYPICAL SECTION

PHASE 2: FROM FM 973 TO HUNTERS BEND RD.
(TIE INTO EXISTING FM 973 INTERSECTION)
(TIE INTO EXISTING SH 130 INTERSECTION)
(TIE INTO HUNTERS BEND RD. EXISTING TYPICAL SECTION)

ESTIMATE ASSUMES:

- FULL WIDTH RECONSTRUCTION IN VICINITY OF GILBERT LN.
- SHIFT C WITH PARTIAL WIDTH RECONSTRUCTION FROM
WEST OF HOUND DOG TR. TO HUNTERS BEND RD.
- NOTCH AND WIDEN ELSEWHERE

FM 969

TYPICAL SECTION

SCALE: 1" = 10'

TxDOT PROJECT NO.		SHEET NO.	
1186 01 CXX		5	
STATE	ADVISORY	COUNTY	
TEXAS	AUS	TRAVIS	
CONTROL	SECTION	JOB	RECORD NO.
1186	01	CXX	FM 969

FM 969 Long Term Improvements

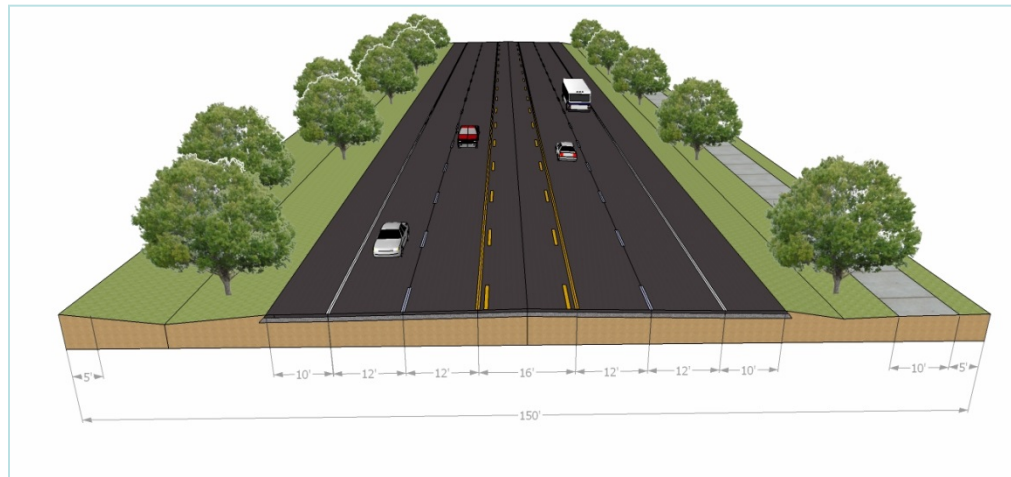
Decker Lane to Webberville



Decker Lane to FM 973



FM 973 to Dunlap



Dunlap to Webberville

Corridor Development Program

- Corridor Details
 - Airport Boulevard
 - North Lamar Boulevard / Burnet Road
 - FM 969
 - **Riverside Drive**



Corridor Details

- Riverside Drive
 - Short Term Improvements
 - Focus on intersection improvements
 - Low cost solutions within the existing right-of-way
 - Provide for the efficient movement of all users along and across the corridor
 - Examples include
 - Lane reconfigurations
 - Installation of new traffic signals
 - Add turn lanes at various intersections
 - Provide sidewalks corridor-wide
 - Bicycle lanes and markings on cross streets



Corridor Details

- Riverside Drive
 - Long Term Improvements
 - Center Running 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

Corridor Details

- Riverside Drive
 - Long Term Improvements
 - Center Running High Capacity Transit
 - Travel lanes reduced from 3 lanes to 2 lanes
 - Traffic modeling shows acceptable vehicular mobility
 - VISSIM and SYNCHRO used for analysis
 - Critical intersections identified
 - » IH-35
 - » SH 71
 - No reduction in number of vehicular travel lanes on Riverside Drive at the critical intersections of IH-35 and SH 71

Riverside Drive Short Term Improvements

Lane Reconfiguration at Pleasant Valley “Before”



Riverside Drive Short Term Improvements

Lane Reconfiguration at Pleasant Valley

"After"



Riverside Drive Short Term Improvements

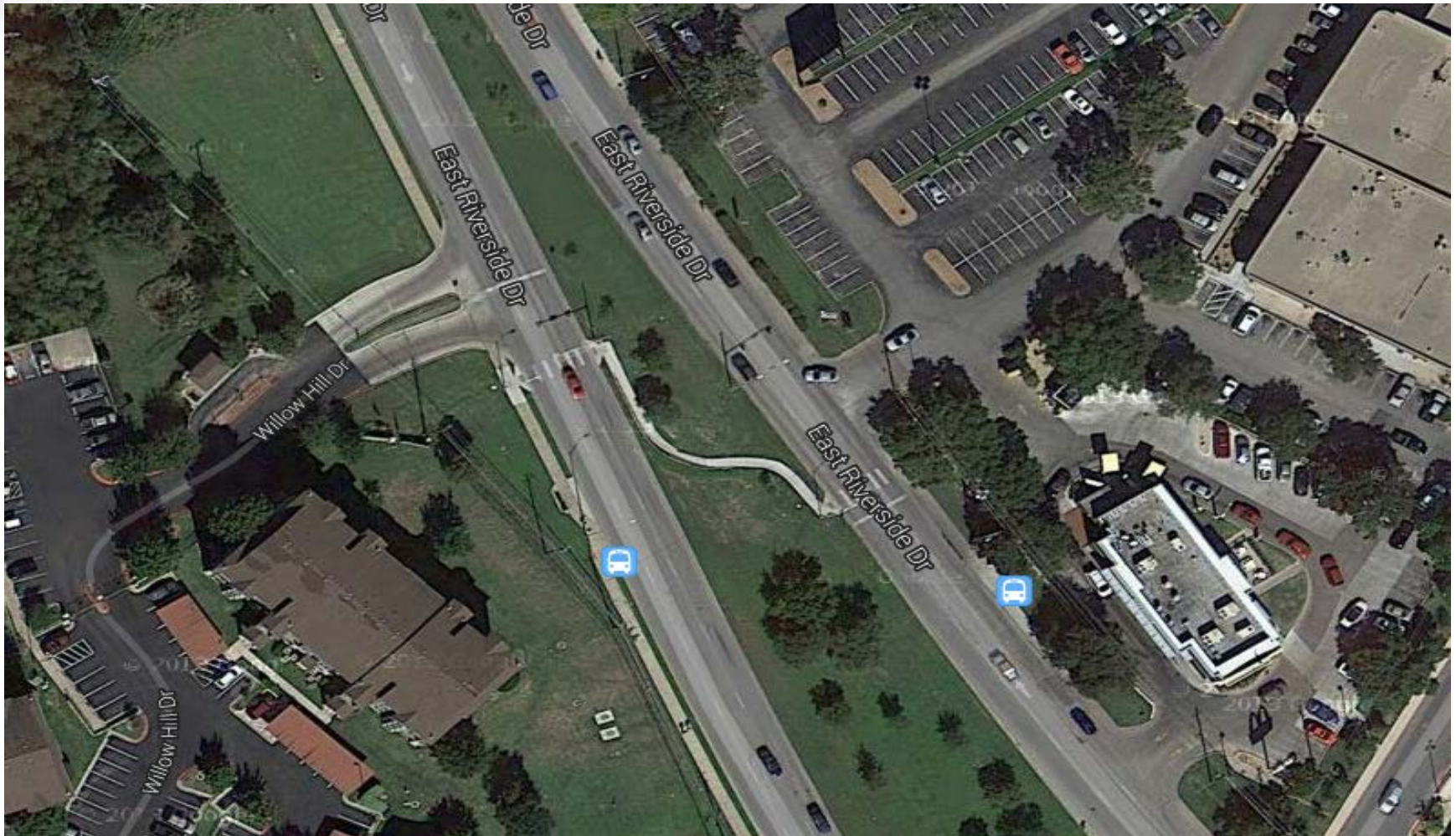
Pedestrian crossing west of Pleasant Valley
“Before”



Riverside Drive Short Term Improvements

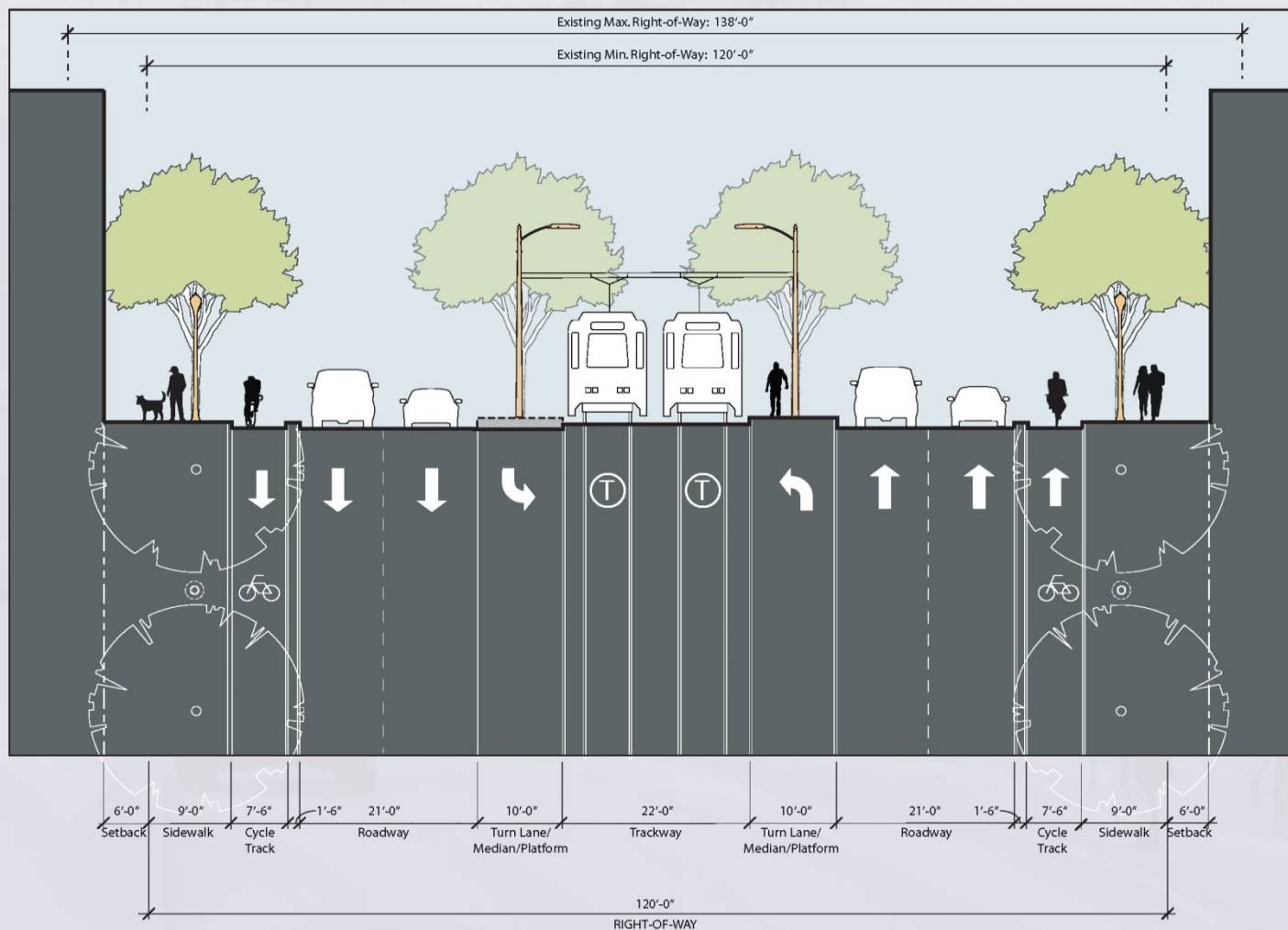
Pedestrian Hybrid Beacon and sidewalk west of Pleasant Valley

“After”



Riverside Drive Long Term Improvements

Typical cross section with Urban Rail



Riverside Drive Long Term Improvements

Lakeshore to Parker / Arena



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

Moving Forward

- Implementation Funding (2012 Bond)
 - Lamar / Burnet - \$15M
 - PW currently working with consultant to determine project scope
 - Public outreach included in process
 - Riverside Drive - \$1M
 - Design beginning for Riverside / Lakeshore intersection
- New Corridor Studies
 - South Lamar Boulevard – Riverside Drive to Ben White
 - Guadalupe Street – MLK to 29th Street





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