



Item 3: Corridor Improvement Programs

Mobility Committee, April 29, 2015
Austin Transportation Department

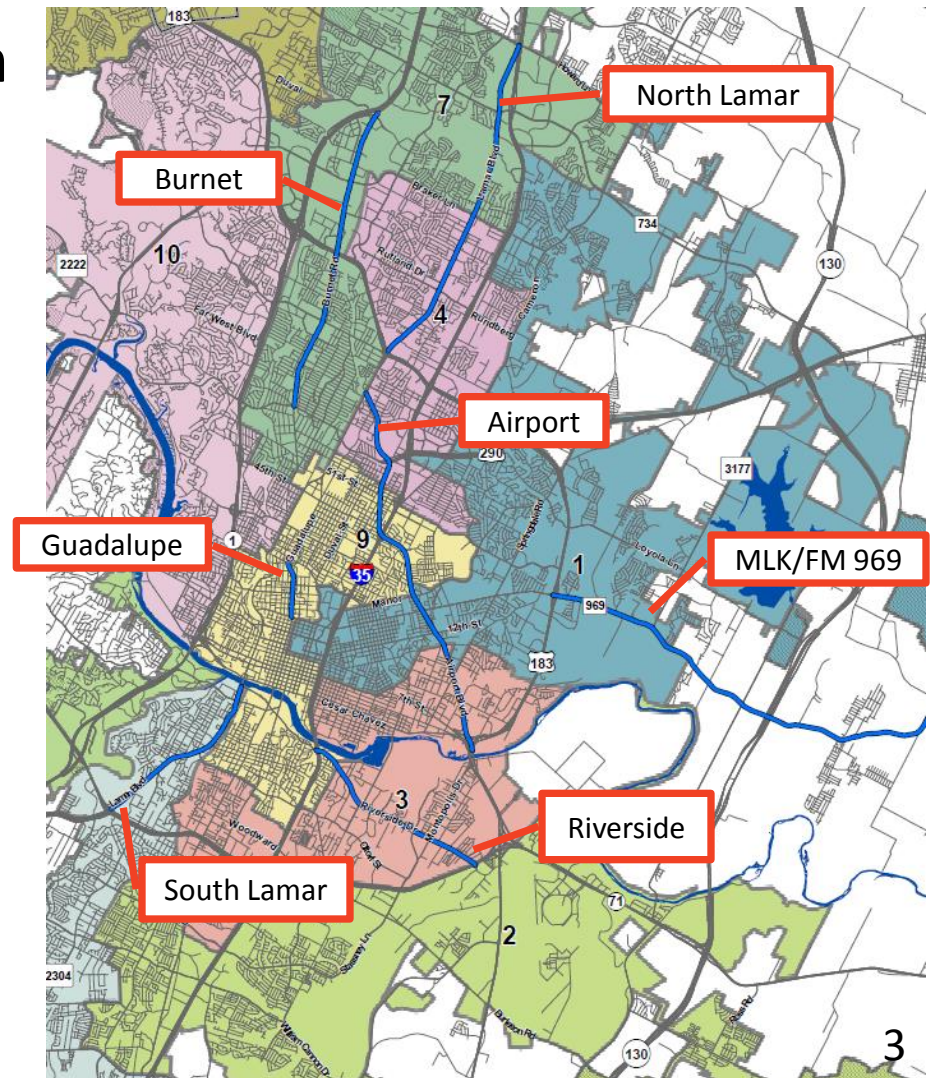


What is a corridor improvement program?

- Corridor improvement programs develop updated plans for major roadways that need modern improvements and re-designs to serve our growing community.
- Design concepts are developed with extensive public involvement.
- The improvements identified include preliminary cost estimates to help secure funding through future needs assessments.

How ATD identifies corridors for improvement programs

- Critical arterials with high traffic volume counts
- Regional in character
- Used by many different modes of transportation
- Experiencing rapid development pressure



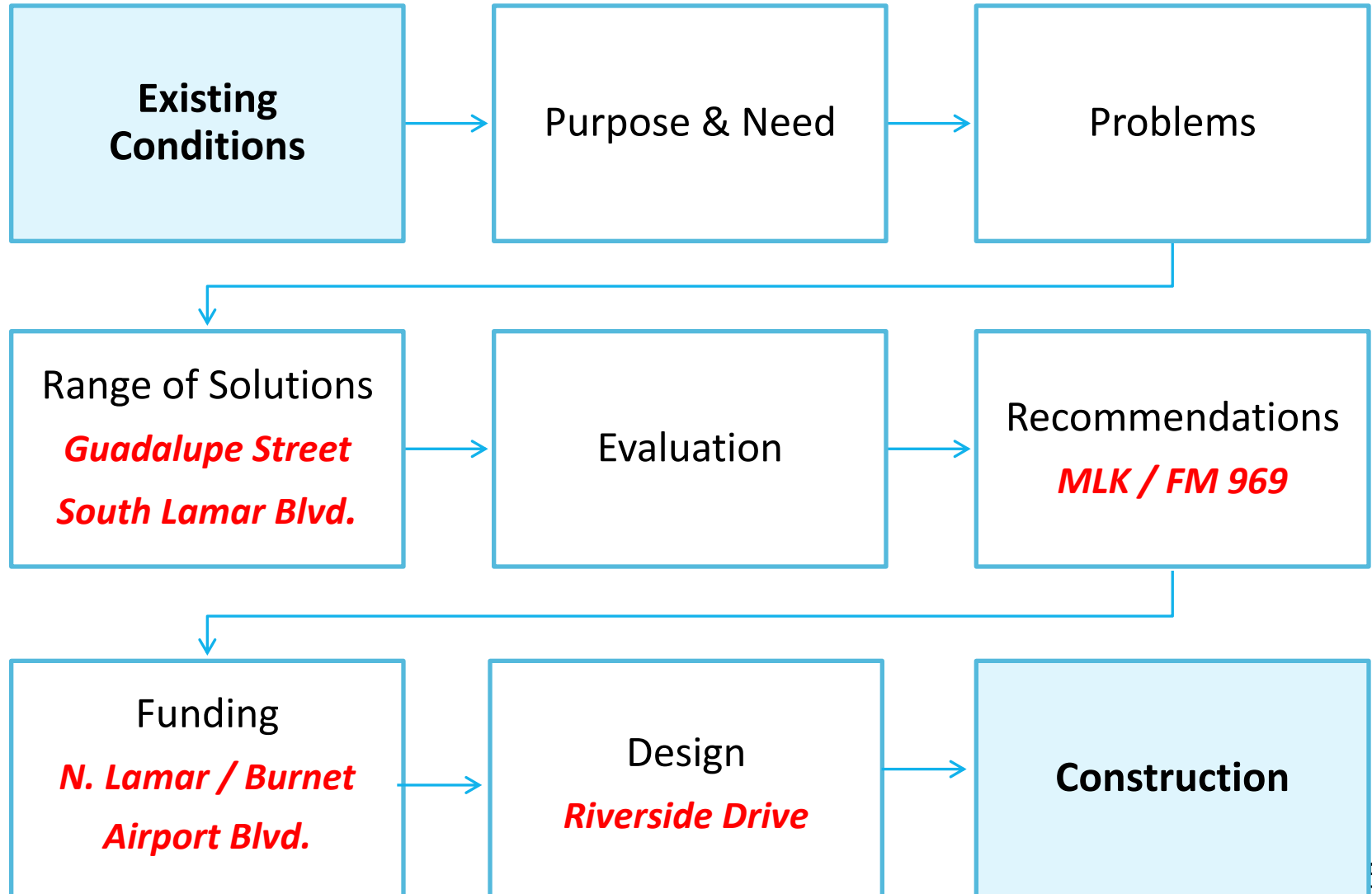
How Corridor Improvement Programs are funded

- Corridor improvement programs are funded primarily through General Obligation Bonds
- Guadalupe Street program funded with Parking Enterprise funds
- Costs vary by corridor segment & scope
- First stage in reconstruction process with very early design concepts

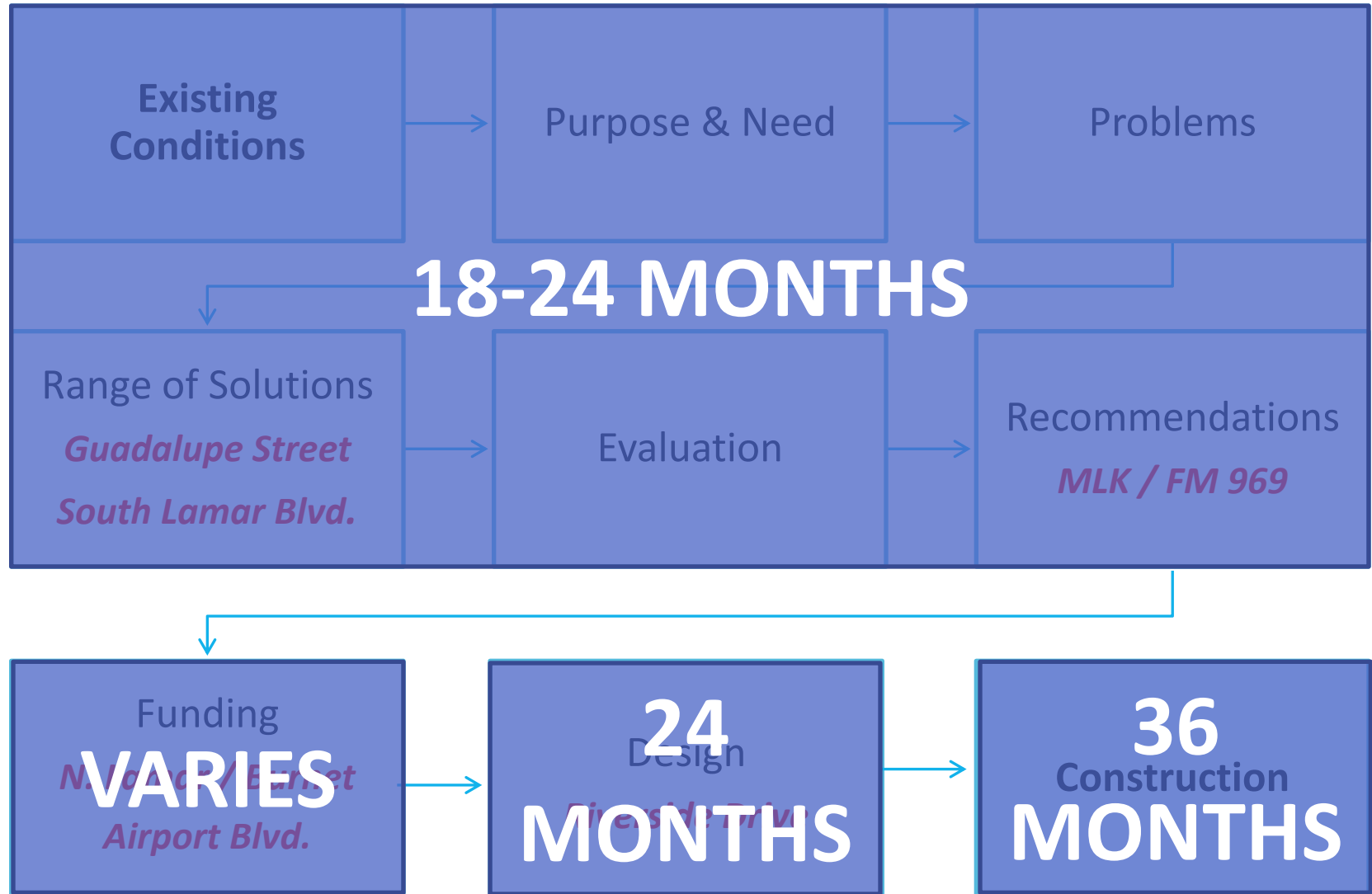
Airport Boulevard (Lamar to US- 183)	
2010 Bond	\$430k
Guadalupe Street (MLK to 29 th)	
Parking Enterprise Fund	\$250k
Martin Luther King, Jr./FM 969 (US-183 to Webberville)	
2010 Bond	\$450k
North Lamar/Burnet (US-183 to I-35/Koenig to MoPac)	
2010 Bond	\$450k
Riverside Drive (I-35 to SH-71)	
2010 Bond	\$600k
South Lamar (Riverside to Ben White)	
2012 Bond	\$350k

Corridor Improvement Program Overview

Community involvement and input throughout

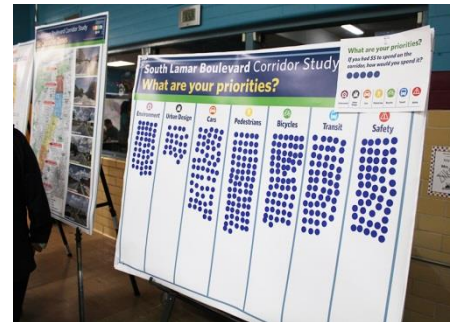


Corridor Improvement Program Overview



Public Input on Corridor Improvement Programs

- Corridor Improvement Programs require extensive community input
 - Stakeholders include residents, businesses, & frequent users (drivers, transit riders, pedestrians, and cyclists)
 - Open houses or public meetings
 - Private meetings with stakeholder groups
 - Walk audits of corridor with partner agencies
 - Surveys, online engagement, etc.



Corridor Constraints

Corridors often demonstrate constraints that are communicated during the public involvement process, and in consideration when making recommendations.

- Limited right of way, buildings/structures close to the right of way lines
- Rapid growth
- Community has different opinions on how corridor should grow & who it should serve

Recommendations

- The goal of corridor improvement programs is to identify opportunities to create a safe, all ages and abilities, multi-modal corridor.
- Common themes for solutions
 - Improved intersections
 - Sidewalk completion/provision
 - Aggregated parking facilities
 - Development coordination
 - Speed management
 - Drainage
 - Transit improvements

Funding Options

Corridor programs can be funded in a variety of ways

- Bond funding
- Grants
- Operating budgets
 - Sign changes, markings changes
- Public/private partnerships
 - PHBs, signals, sidewalk segments
- Development facilitated improvements
 - Curb cuts, sidewalks
- Development Fees

Completed Corridor Improvement Programs

- Airport Boulevard
 - Funding: \$2M, source: Capital Metro ¼ Cent Fund
 - Implement: short-term improvements; staff developing project list
 - Pursuing grant funds (Transportation Alternatives Program) opportunities for match funding
- Martin Luther King Jr. Boulevard / FM 969
 - No identified funding.
- East Riverside Drive
 - Funding: \$1M, source: 2012 bond
 - Implement: Lakeshore Drive reconstruction
- North Lamar Boulevard / Burnet Road
 - Funding: \$15M, source: 2012 bond
 - Staff establishing scope; projects being identified

2014 Initiated Corridor Improvement Programs

Lamar Boulevard (Lady Bird Lake to Ben White)



Guadalupe Street (The Drag, MLK Jr. to 29th)



Questions?