

# CORRIDOR MOBILITY PROGRAM

JANUARY 9, 2018

COMMUNITY DEVELOPMENT COMMISSION

# 2016 MOBILITY BOND PROGRAM

**\$720 million for transportation and mobility improvements**

- **\$101 million for Regional Mobility Projects**
- **\$482 million for Corridor Improvement Projects**
- **\$137 million for Local Mobility Projects**
  - Sidewalks - \$37.5 million
  - Urban Trails - \$26 million
  - Safe Routes to School - \$27.5 million divided evenly by 10 City Council Districts
  - Bikeways - \$20 million
  - Intersection Safety/Vision Zero - \$15 million
  - Sub-Standard Streets/Capital Renewal - \$11 million

# CORRIDOR PROGRAM OFFICE

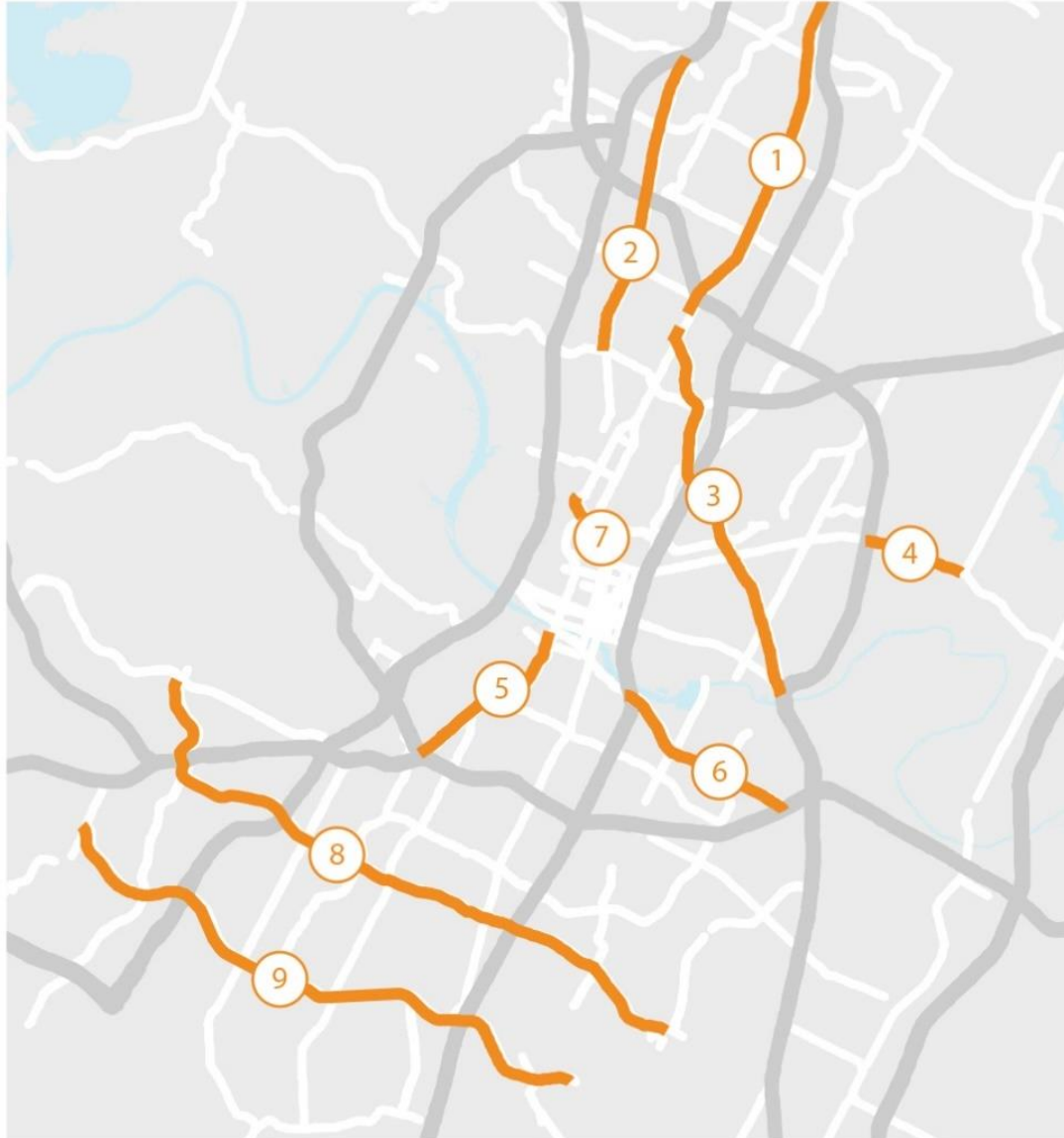
The mission of the Corridor Program Office is to design and construct corridors that support mobility, livability, and other outcomes outlined by the Austin City Council for the 2016 Mobility Bond Program in the Contract With Voters.

# CONTRACT WITH VOTERS

**Resolution 20160818-074 establishes a “contract with voters” and provides direction for implementation of the bond program**

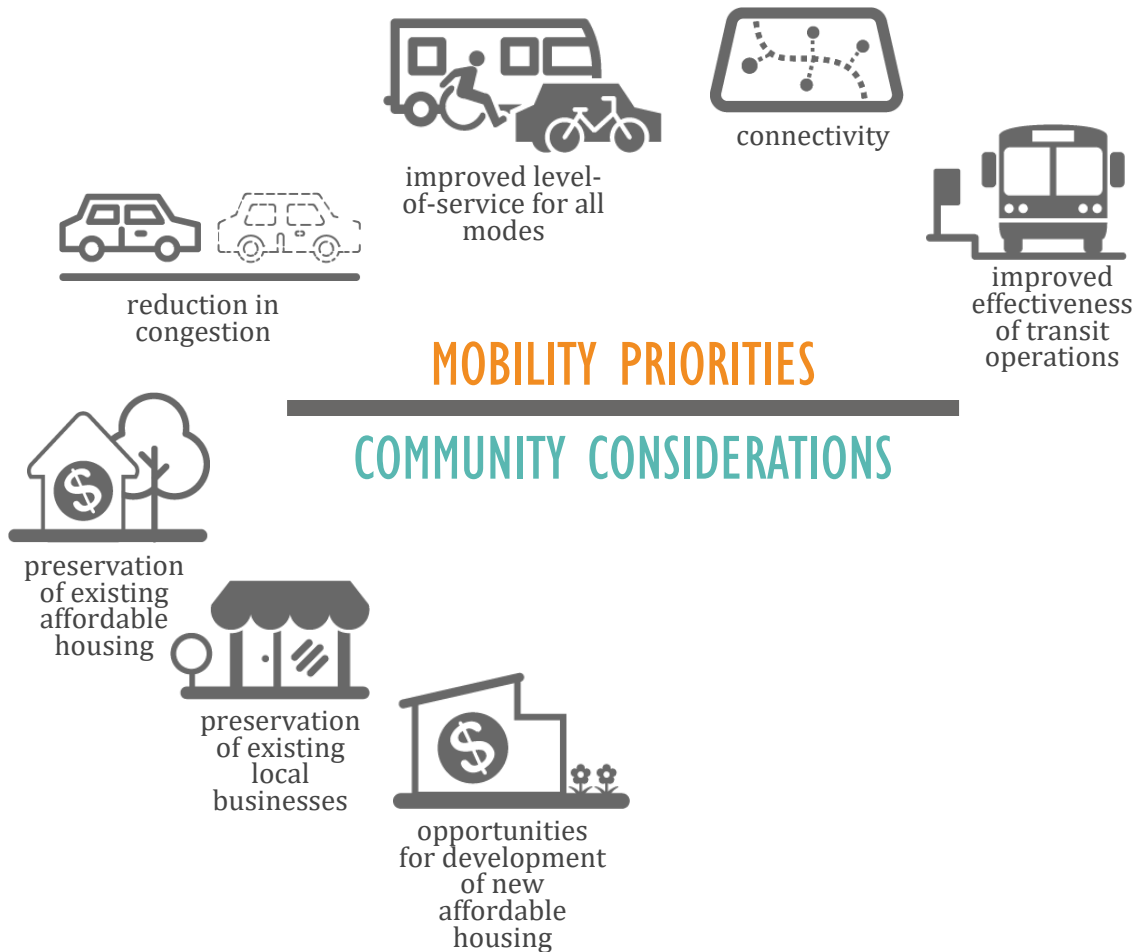
- Goal of completing the proposed bond program within eight years
- Develop a proposed Corridor Construction Program

# CONSTRUCTION ELIGIBLE CORRIDORS



- ① North Lamar Boulevard  
(US Hwy. 183 to Howard Lane)
- ② Burnet Road (Koenig Lane to MoPac Expressway)
- ③ Airport Boulevard  
(North Lamar Boulevard to US Hwy. 183)
- ④ East MLK Jr. Boulevard/FM 969  
(US Hwy. 183 to Decker Lane)
- ⑤ South Lamar Boulevard  
(Riverside Drive to Ben White Boulevard/  
US Hwy. 290 West)
- ⑥ East Riverside Drive (I-35 to SH 71)
- ⑦ Guadalupe Street  
(MLK Jr. Boulevard to W. 29th Street)\*
- ⑧ William Cannon Drive  
(Southwest Parkway to McKinney Falls Parkway)\*
- ⑨ Slaughter Lane (FM 1826 to Vertex Road)\*

\* Report in progress



## Resolution No. 20160818-074

expended and the processes that must be followed in determining and prioritizing those expenditures:

(A) Upon voter approval of the November 2016 Mobility Bond Program, the City Manager shall begin coordination, design, and engineering activities as soon as possible for all projects listed under subsection (ii), parts (a) and (b) above associated with the \$482,000,000 allocated for Corridor Improvement Projects in order to develop recommendations for a construction program for City Council consideration. When City staff has gathered sufficient data to develop potential construction elements for the Corridor Improvement Projects, and before any construction funding is appropriated or construction initiated for these projects, the City Manager is directed to bring forth recommendations supported by identifiable metrics for implementation of a "Corridor Construction Program" in ways that prioritize: a) reduction in congestion; b) improved level of service and reduced delay at intersections for all modes of travel; c) connectivity, and improved effectiveness of transit operations within these corridors and throughout the system; and subject to the foregoing, also makes allowances for: i) preservation of existing affordable housing and local businesses on the corridors, and opportunities for development of new affordable housing along the corridors, including, but not limited to, the use of community land trusts, tax increment finance zones along corridors, homestead preservation zone tools, revisions to the S.M.A.R.T. Housing



## Resolution No. 20160818-074

Program, and targeted investments on the corridors utilizing affordable housing bonds and the Housing Trust Fund; ii) geographic dispersion of funding; and iii)

opportunities to facilitate increased supply of mixed-income housing;

(B) Subject to subsection (A) above, the "Corridor Construction Program" developed by the City Manager for City Council consideration shall recommend implementation timelines in accordance with need, as established by the Imagine Austin Comprehensive Plan, the Critical Arterials List, Top Crash Location Intersection Priorities List, and other policy plans as identified in this resolution;

(C) Subject to subsection (A) above, in implementing the "Corridor Construction Program," the City Manager shall further emphasize making corridors livable, walkable, safe, and transit-supportive, and aligned with the principles and metrics in the Imagine Austin Comprehensive Plan, with goals of reducing vehicle miles traveled, increasing transit ridership and non-vehicular trips, and promoting healthy, equitable, and complete communities as growth occurs on these corridors;

(D) In reviewing and approving the Corridor Construction Program, the City Council shall be guided by the same priorities and consideration 'as apply to the City Manager as set out in Sub Sections (A), (B), and (C) above;

(E) The City Manager shall revisit and update existing corridor plans as needed to ensure that final design and implementation conforms to the region's

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most recently adopted transportation plans and recently adopted policies and standards for transportation infrastructure design, including, but not limited to:

- Capital Metro Connections 2025;
  - Capital Metro Service Guidelines and Standards;
  - Project Connect Regional High Capacity Transit Plan;
  - City of Austin Strategic Housing Plan;
  - City of Austin Transit Priority Policy;
  - City of Austin Strategic Mobility Plan;
  - City of Austin Complete Streets Policy;
  - City of Austin Sidewalk Master Plan;
  - City of Austin Urban Trails Master Plan;
  - City of Austin Bicycle Master Plan;
  - Vision Zero Plan;
  - applicable National Association of City Transportation Officials standards;
- and
- Imagine Austin Comprehensive Plan;

(F) The City Manager is directed to coordinate with other local taxing entities and identify and pursue potential opportunities for grants and other collaborative funding from federal, state, local, as well as private sources. If additional funding is required to complete specified improvements, the City



# COMPARATIVE ANALYSIS

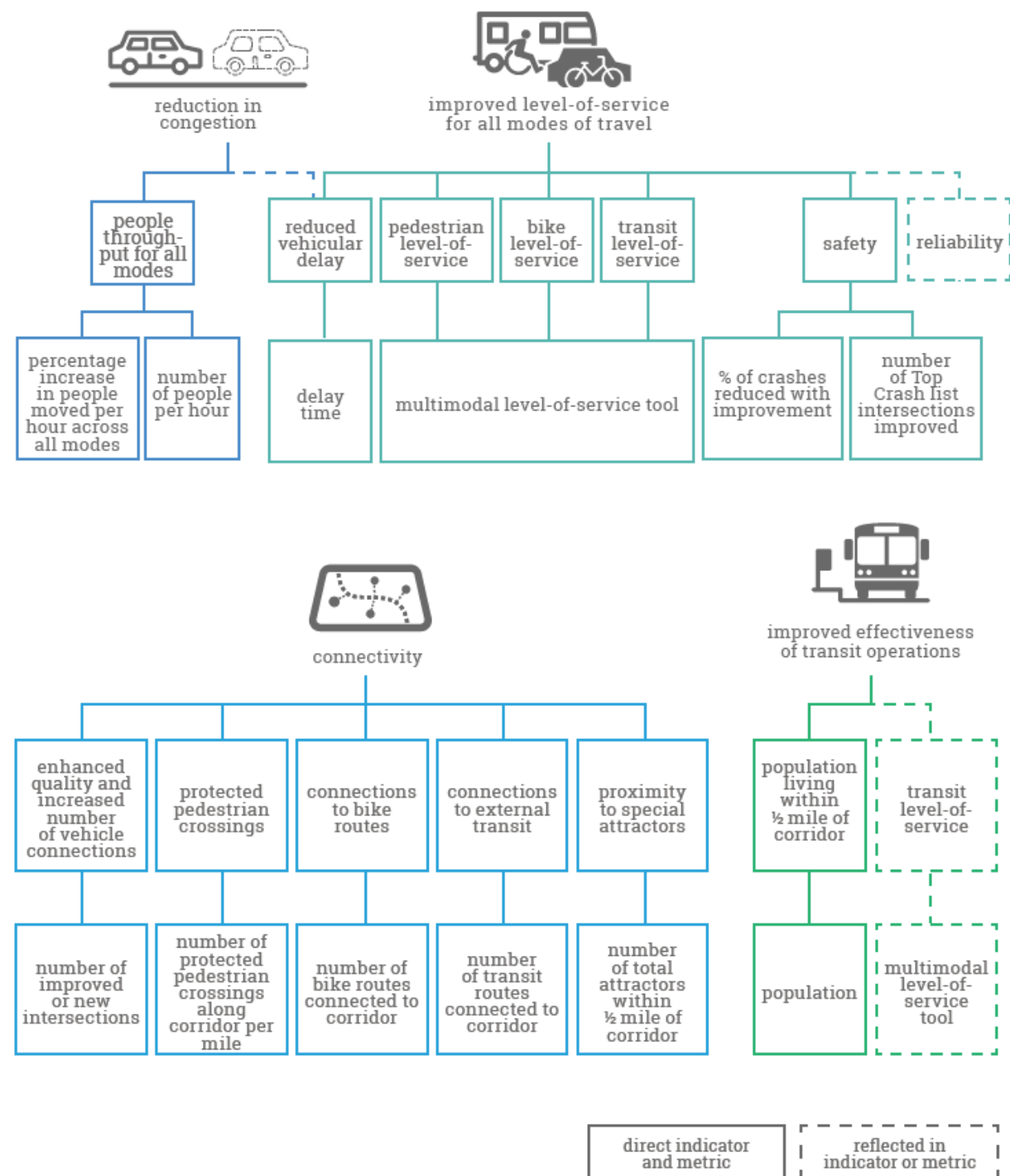
## INDICATOR

## METRIC

What we're measuring	How we measure it
Indicative of Mobility Priorities and Community Considerations	Existing data sources that are quantifiable, measurable and available

- Some indicators measure the **anticipated improvements** for comparison
- Some indicators measure **existing conditions** that will be better served by program

# MOBILITY PRIORITIES



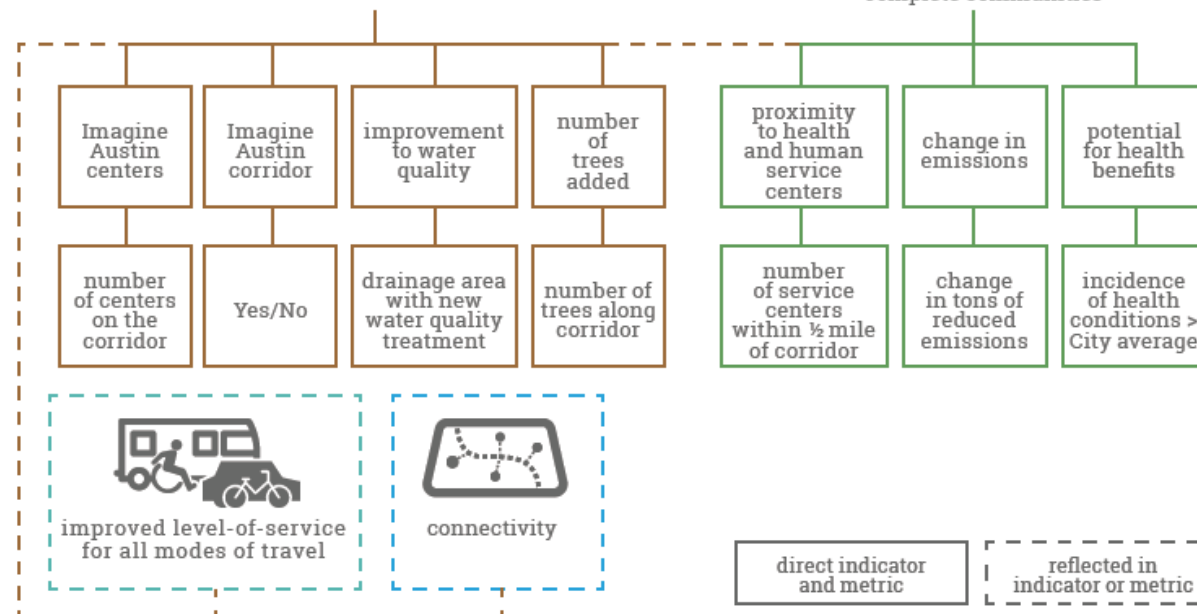
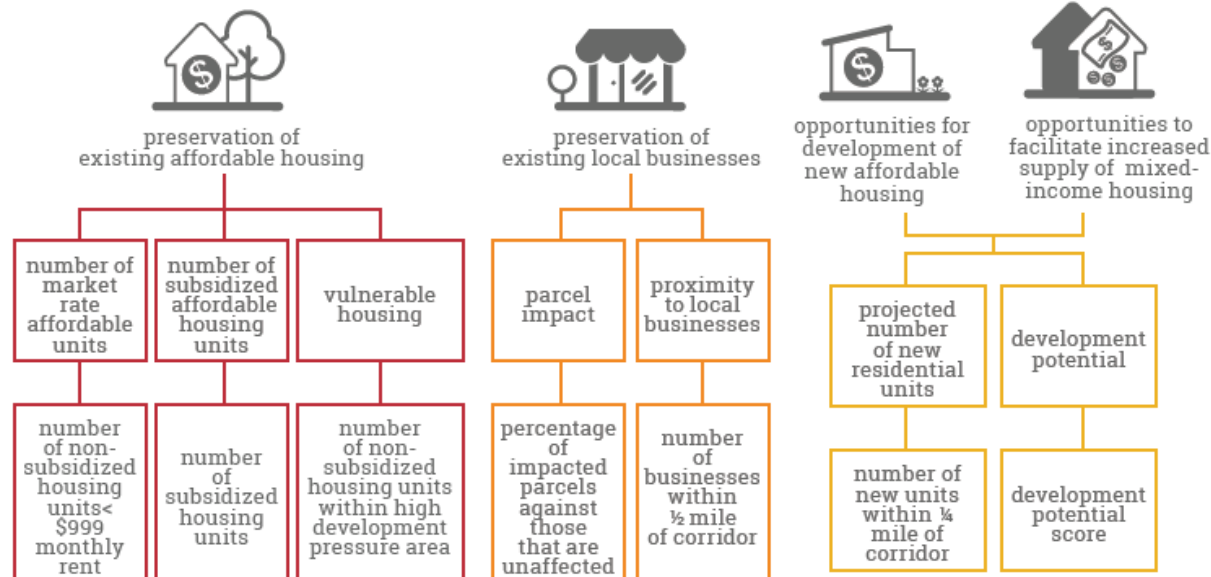
# COMMUNITY CONSIDERATIONS



leveraging of  
other projects



geographic  
dispersion



# COMMUNITY CONSIDERATIONS



## PRESERVATION OF EXISTING AFFORDABLE HOUSING

What we're measuring	How we measure it
Number of market rate affordable housing units	Number of non-subsidized housing units < \$999 monthly rent
Number of subsidized affordable housing units	Number of subsidized housing units
Vulnerable housing	Number of non-subsidized housing units within high development pressure area

# COMMUNITY CONSIDERATIONS



## OPPORTUNITIES FOR DEVELOPMENT OF NEW AFFORDABLE HOUSING

What we're measuring	How we measure it
Projected number of new residential units	Number of new units w/in ¼ mile of corridor
Development potential	Development potential score

# COMMUNITY CONSIDERATIONS



## OPPORTUNITIES TO FACILITATE INCREASED SUPPLY OF MIXED-INCOME HOUSING

What we're measuring	How we measure it
Projected number of new residential units	Number of new units w/in ¼ mile of Corridor
Development potential	Development potential score

# COMMUNITY CONSIDERATIONS



## PROMOTE HEALTHY, EQUITABLE AND COMPLETE COMMUNITIES

What we're measuring	How we measure it
Proximity to health and human service centers	Number of service centers w/in ½ mile of corridor
Change in emissions	Change in tons of reduced emissions
Potential for health benefits	Incidence of health conditions > City average
<i>Imagine Austin Centers</i>	<i>Number within ½ mile of corridor</i>
<i>Imagine Austin Corridor</i>	<i>Yes/no</i>
<i>Improvement to water quality</i>	<i>Drainage area with new water quality treatment</i>
<i>Number of trees added</i>	<i>Number of trees along corridor</i>





SYSTEM SAFETY &  
OPERATIONAL IMPROVEMENTS



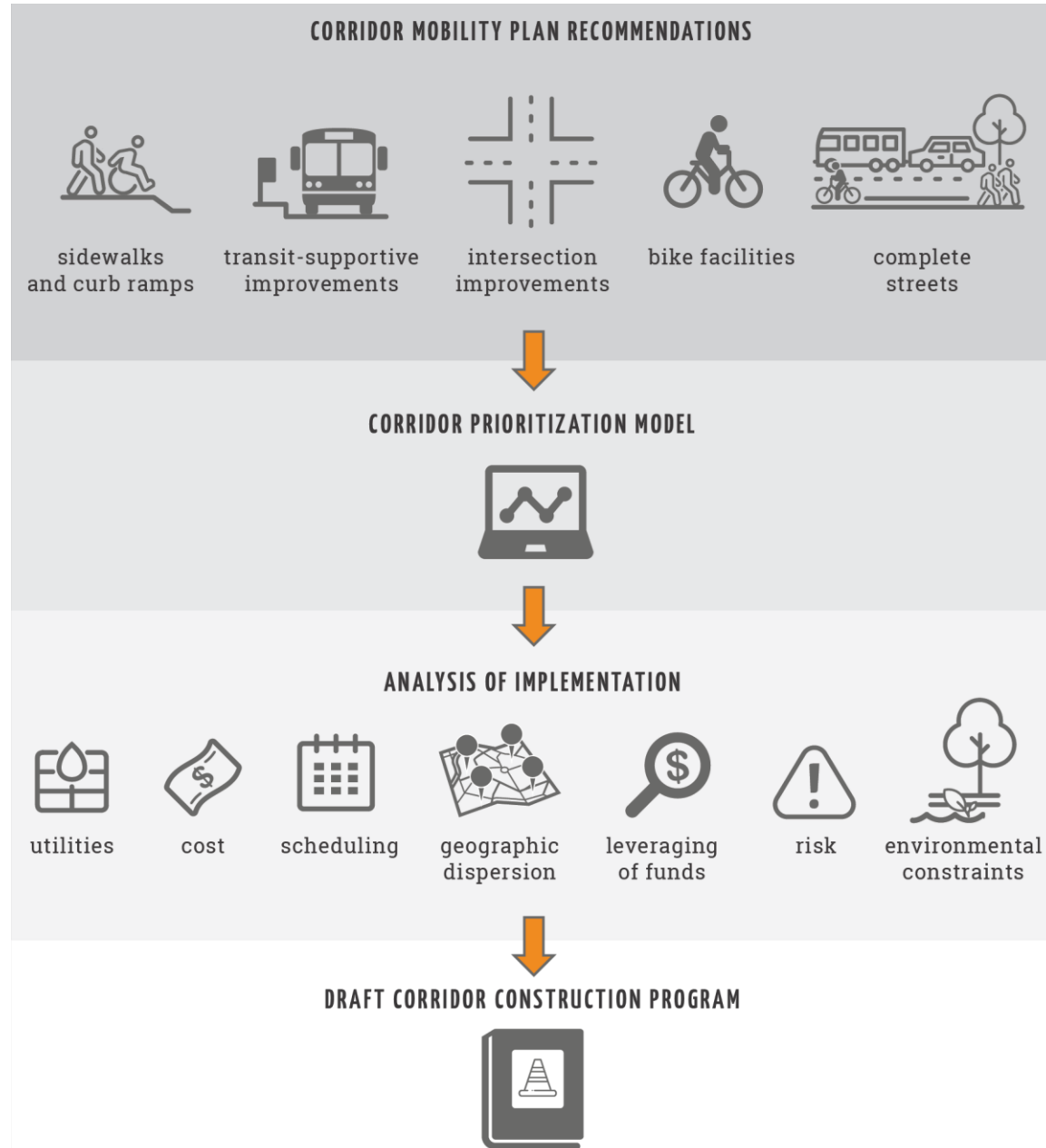




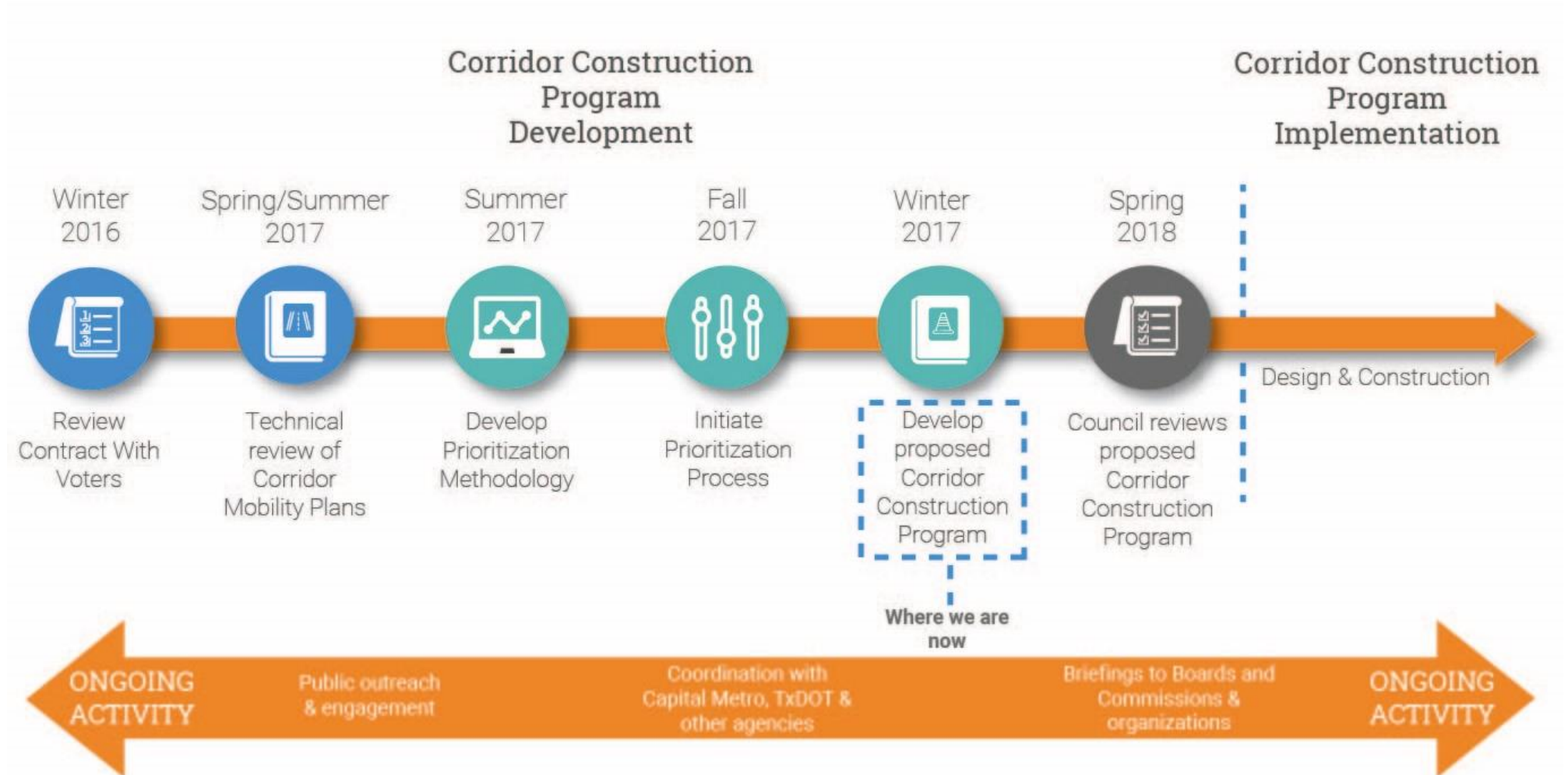
# COMPLETE STREETS







# DEVELOPMENT TIMELINE



# NEXT STEPS

- Finalize Draft Corridor Construction Program prioritization
- Civil Rotation List (active) – for design phase
- Public Draft Proposed Corridor Construction Program available (February)
- City Council consideration of Proposed Corridor Construction Program (March)
- Corridor Construction Program implementation begins (April)

QUESTIONS?