

WELCOME Bienvenidos



SIGN IN

Registrarse



EXPLORE & LEARN

Explorar y aprender



CHAT WITH US

Hablan con nosotros



GIVE US FEEDBACK

Danos su opinión

Project Purpose & Goals

The purpose of the Corridor Construction Program is to improve mobility, safety, connectivity and quality of life along the corridor. Here are key outcomes we seek to achieve.

MOBILITY

- Reduce delay
- Get more people moving through the corridor
- Improve reliability
- Give people options for travel modes
- Manage congestion
- Improve transit operations

SAFETY

- Reduce conflict points and crashes
- Define where turns should occur
- Make walking and cycling safer and more comfortable

CONNECTIVITY

- Help people safely and more efficiently get where they want to go
- Enhance bicycle network/provide links to routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit stops

QUALITY OF LIFE

- Improve access to employers, services, healthcare, affordable housing, businesses, schools, recreation, cultural centers, parks/greenspace and more
- Support businesses so they can thrive
- Create livable, walkable, safe and transit-supportive corridors
- Allow for affordable and mixed-income housing
- Enable healthy, equitable and complete communities



Airport Boulevard Corridor Challenges

Currently, on this 6.5-mile segment of Airport Boulevard between North Lamar Boulevard and US 183:

1. Four of Austin's Top 28 crash intersections: E. MLK Blvd., Oak Springs Dr., 12th St., and RM 2222 (Koenig Lane)
2. Signalized pedestrian crossings are spaced too far apart
3. Sidewalks exist along some of the corridor, but many segments are substandard or missing
4. Many of the traffic signals have outdated technology
5. Bicycle lanes are mostly absent; where they do exist, they are narrow and run alongside the vehicular lanes

①



③



④



⑤



Traffic crashes can result in bodily injuries, vehicular damage, or worse. In addition, crashes can create traffic delays that may have other negative impacts. A February 2017 article in *USA Today* highlighted several effects of traffic congestion including:

- inability to accurately estimate travel times
- increased fuel consumption (and cost of gas)
- increased pollution due to more emissions
- road rage and more dangerous driving behaviors
- delayed response times for emergency responders

Congestion can also lead drivers to seek alternative routes which can impact neighborhood streets.

(Data courtesy of Morgan, Lee. (n.d.). The Effects of Traffic Congestion. Travel Tips - USA Today. Retrieved from <https://traveltips.usatoday.com/effects-traffic-congestion-61043.html>)

TRAFFIC CRASHES

Between 2013-2017 the corridor experienced **1,150** reported crashes resulting in:

(Data provided by Austin Transportation)

4

fatalities

37

suspected serious injuries

301

non-incapacitating injuries

238

possible injuries

How We Are Improving Airport Boulevard



Corridor-Wide Improvements

Planned near-term improvements funded for design and construction through the 2016 Mobility Bond.

- Up to 22 upgraded traffic signals
- Up to 10 mid-block signalized crosswalks (Pedestrian Hybrid Beacons)
- New shared-use paths along both sides of Airport Boulevard for the full length of the corridor (US 183 to North Lamar Boulevard). Shared-use paths will be between 8-10 feet wide, depending on the location
- Intersection improvements with turn lane modifications at Springdale Road, Martin Luther King Jr. Boulevard, Manor Road, Aldrich/Wilshire Boulevard, 45th Street, Koenig Lane, and Shady Lane/Bolm Road
- Improvements to Capital Metro Rail line between Springdale Road and Bolm Road and the Boggy Creek Bridge
- Pavement improvements along the full length of the corridor
- Drainage improvements between North Lamar Boulevard and 53rd ½ Street, and between I-35 and US 183
- Transit stop improvements (various locations)

Enhanced Multimodal Improvements

Design is underway on the following projects using 2016 Mobility Bond funding. The Corridor Program Office is seeking other funding sources and partnerships for possible future construction.

Up to 6.5 miles of full street reconstruction between US 183 and North Lamar Boulevard:

- Wider sidewalks
- Protected bicycle lanes
- Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc.
- Street lighting
- On-corridor stormwater drainage upgrades

Since November 2016:



Corridor Construction Program highlights since Austin voters approved the 2016 Mobility Bond:

9

Corridor Mobility Plans updated

Coordination initiated with

200+

private developments/ other potential funding partners

80

community engagement events completed, including public meetings, stakeholder group briefings and other input opportunities

4,500

public inputs received (comments & survey responses)

\$24 MILLION

in grants secured

60

miles of corridor analyzed for land survey, traffic analysis, and more

433

deliverables received and reviewed

Improvements prioritized for bond funding and adopted by City Council

Preliminary Engineering (2018-early 2019)

Work began in April 2018 to collect new information that is being used to refine corridor improvements, associated cost estimates and implementation timelines.

- ✓ Land surveys (including geotechnical borings)
- ✓ Construction packaging, phasing & sequencing recommendations delivered
- ✓ Coordination across City departments & with other local agencies
- ✓ Corridor design standards developed
- ✓ Environmental studies & reviews initiated
- ✓ Corridor roll plots developed & refined
- ✓ Cost estimates updated
- ✓ Fund leveraging & partnership opportunities explored
- ✓ Preliminary drainage analyses
- ✓ Preliminary placemaking opportunities identified
- ✓ Preparations for procurement of construction projects initiated
- ✓ Right-of-way retracement
- ✓ Traffic analyses
- ✓ Tree surveys
- ✓ Utility coordination initiated
- ✓ Community outreach & feedback collection

• Air Quality & Traffic Noise

(where applicable)

• Biological Resources

(including threatened & endangered species, other fauna & flora)

• Hazardous Materials

• Parkland Impacts

• Water Resources

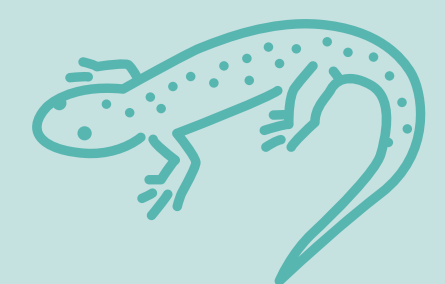
• Geology, Soils & Land-Use Patterns

• Cultural Resources

(including historic places & archaeological sites)

• Social & Community Impacts

(including low-income populations, limited English proficiency, parks, community centers, & residential & business impacts)



Public Outreach

Public feedback is at the heart of our efforts to make this corridor safer and easier to travel. Here are a few public outreach highlights for the Airport Boulevard corridor since voters approved the 2016 Mobility Bond.



WHAT WE HEARD

Your feedback helped shape the improvements for the Airport Blvd. corridor.

“Essentially the entire length of Airport Boulevard is not pedestrian nor bicycle friendly at all.”

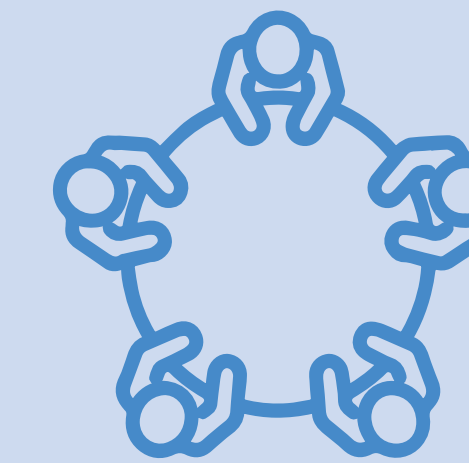
“I see and experience buses held up by traffic frequently between I-35 and MLK.”

- Desire for improved safety for bicyclists and pedestrians throughout the entire corridor
- Desire for more trees, better sidewalks, and overall better and safer landscaping
- Desire for Pedestrian Hybrid Beacons to ensure pedestrians can safely cross Airport Boulevard
- Concern about congestion in the area between I-35 and Airport Blvd., the East Martin Luther King Jr. Blvd. and Airport intersection, and the Manor Road and Airport intersection
- Concern about speed of vehicles along the roadway



WE HAD AN ONLINE SURVEY

565 community surveys completed



WE HOSTED A POP-IN MEETING

82 conversations with the public



WE REACHED OUT TO BUSINESSES AND PROPERTY OWNERS ALONG THE CORRIDOR

294 letters sent to property owners

117 door-to-door conversations with corridor businesses



WE HELD AN OPEN HOUSE

306 comments and survey responses received



Program Timeline:



Additional project development, design and engineering is needed prior to construction. During final design we will:

- ☐ Conduct outreach to neighborhoods, businesses, property owners & broader community
- ☐ Develop strategies to minimize impacts from proposed improvements and construction
- ☐ Obtain permits, develop traffic management plans, coordinate utility relocations & purchase right-of-way
- ☐ Work with community on placemaking opportunities
- ☐ Pursue leveraging and partnership opportunities
- ☐ Complete environmental investigations & documentation
- ☐ Prepare construction projects for procurement

