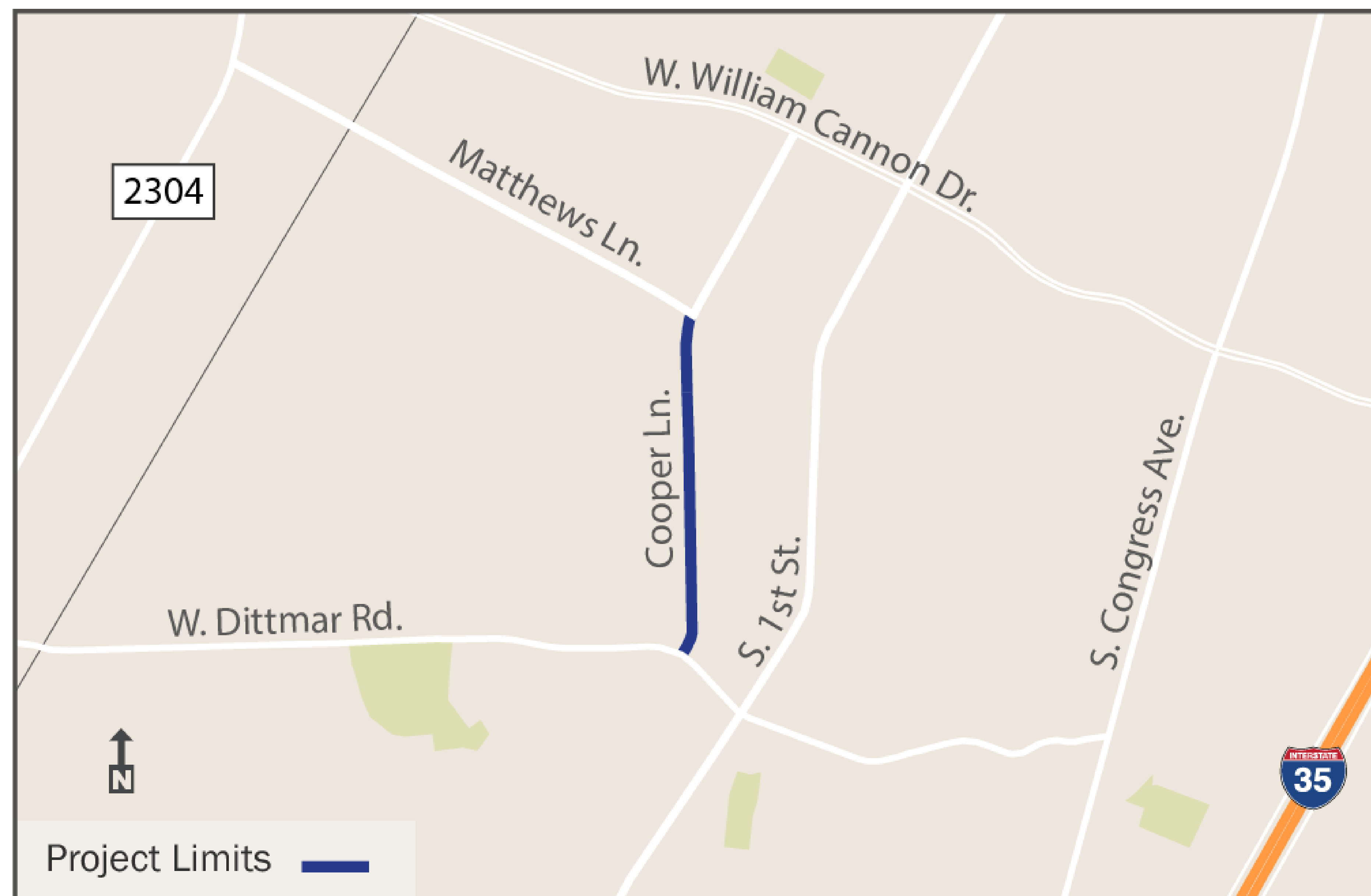


## PROJECT OVERVIEW

**The City of Austin is analyzing Cooper Lane** between Matthews Lane and W. Dittmar Road to identify potential improvements as part of a Preliminary Engineering Report. This is part of the 2016 Mobility Bond for substandard streets.



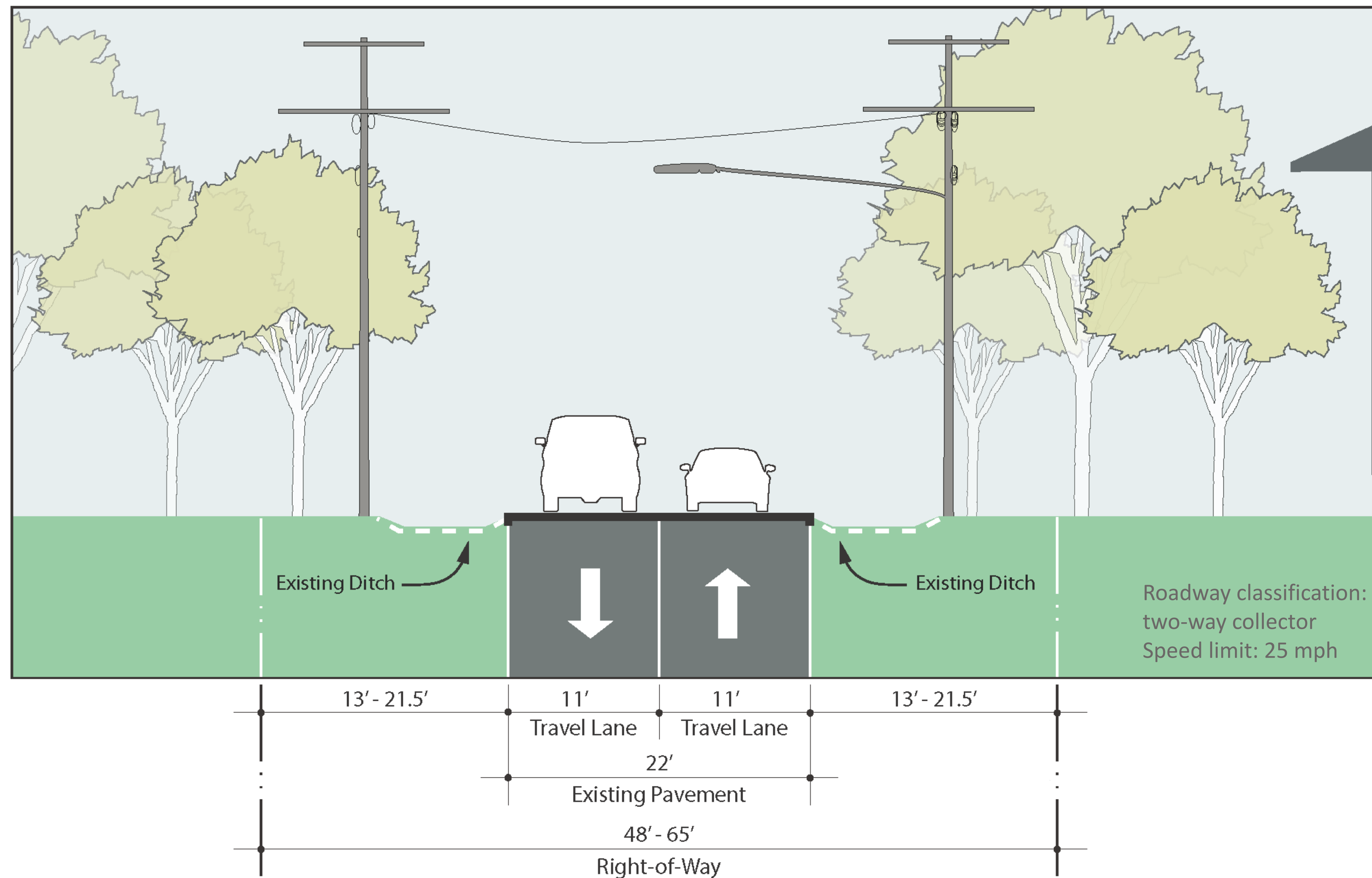
# 2016 MOBILITY BOND

- **\$720 million for transportation and mobility improvements citywide**
- **Corridor Mobility Program - \$482 million**
- **Regional Mobility Program - \$101 million**
- **Local Mobility Program - \$137 million**
  - Sidewalks - \$37.5 million
  - Safe Routes to School - \$27.5 million
  - Urban Trails - \$26 million
  - Bikeways - \$20 million
  - Intersection Safety/Vision Zero - \$15 million
  - **Substandard Streets/Capital Renewal - \$11 million**

Substandard streets are publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements because they may have pavement widths that are less than 24 feet and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure.

# EXISTING CONDITIONS

## ROADWAY CROSS SECTION



## Traffic Volumes (2016)

**3,362** VEHICLES  
PER DAY

## Crash Statistics (2012-2016)

**8** CRASHES



# EXISTING CONDITIONS



**Cooper Lane at Matthews Lane**

- Narrow roadway lanes
- Lack of storm sewer drainage system
- Missing sidewalks



**Cooper Lane near Prince Valiant Drive**

- Limited sight distance
- Missing sidewalks
- Lack of shoulders



**Cooper Lane near Coburn Street**

- Minimal street lighting
- Lack of curb and gutter
- Narrow roadway lanes



**Cooper Lane at Dittmar Road**

- Limited sight distance
- Lack of shoulders
- Lack of storm sewer drainage system



# PROCESS

- This project includes a review of existing conditions and constraints
- A Preliminary Engineering Report will be developed to address substandard elements of the street
- There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly, as funding is identified
- Community engagement will be coordinated throughout the project to share information and collect feedback

## Winter 2017/2018

- Project begins
- Collect data on existing conditions
- Hold public meeting to gather input

## Spring 2018

- Analyze public input
- Develop recommendations
- Review design options and impacts

## Summer/Fall 2018

- Hold public meeting to share recommendations and get feedback

## Fall/Winter 2018

- Share updates
- Finalize Preliminary Engineering Report



WE ARE HERE



# PUBLIC FEEDBACK

## WHAT WE HEARD



### Safety Concerns

- Narrow travel lanes
- High volume of cut-through traffic during peak hours
- Traffic slowing measures are needed
- Concentration of crashes at Matthews Lane



### Multimodal Transportation

- Lack of sidewalks
- Lack of safe bicycle accommodations



### Existing Character

- Preference to maintain rural character and trees

# DRAFT RECOMMENDATIONS



- Reconstruct with new pavement
- Increase pavement width
- Add left turn lanes at Matthews Lane & Prince Valiant Drive
- Add southbound right turn lane at Dittmar Road



- Construct separated 10-foot shared-used path on west side of street
- Construct separated 5-foot sidewalk on the east side of street



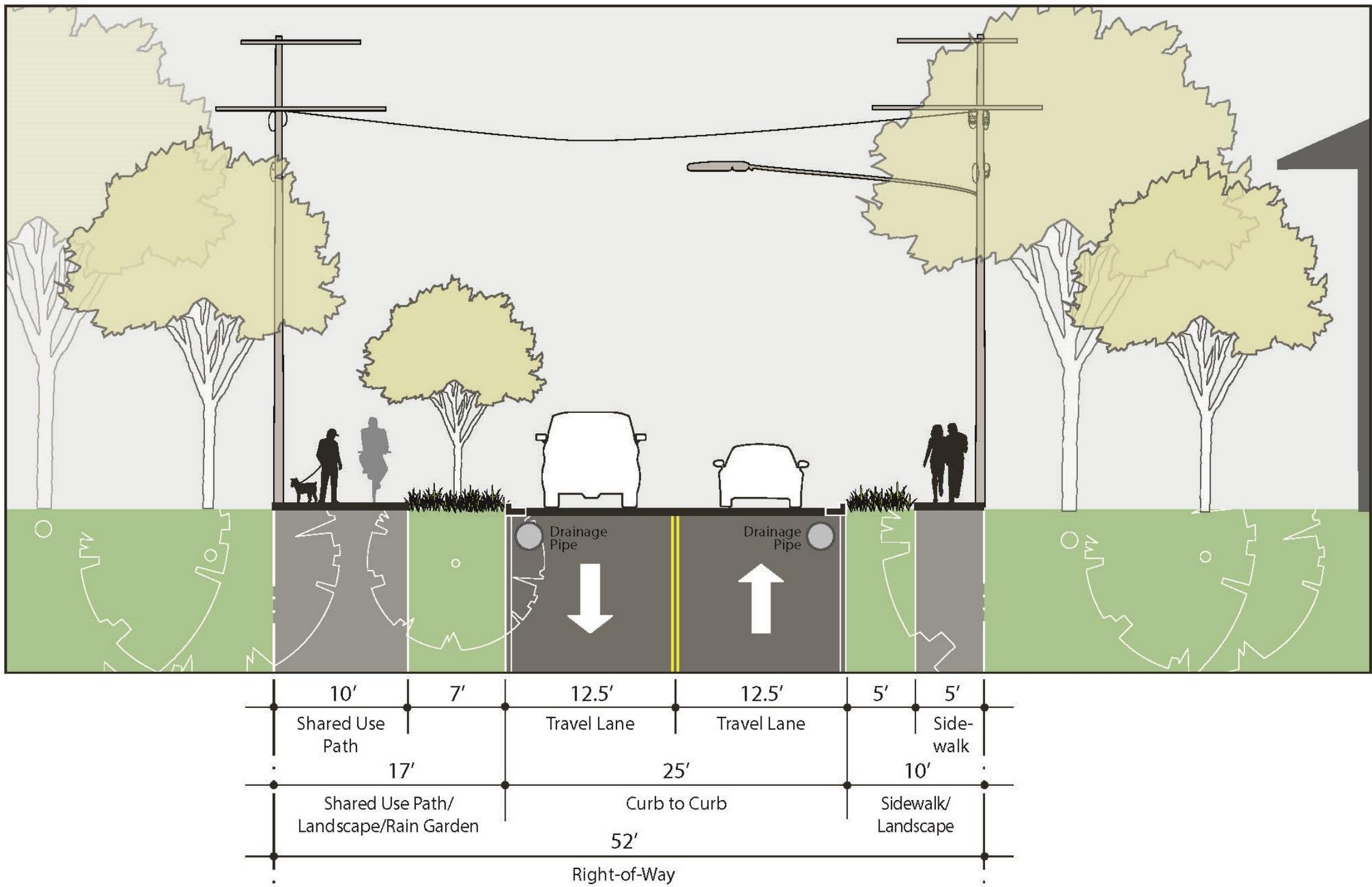
- Add drainage improvements
- Plant trees and vegetation where possible



# DRAFT RECOMMENDATIONS

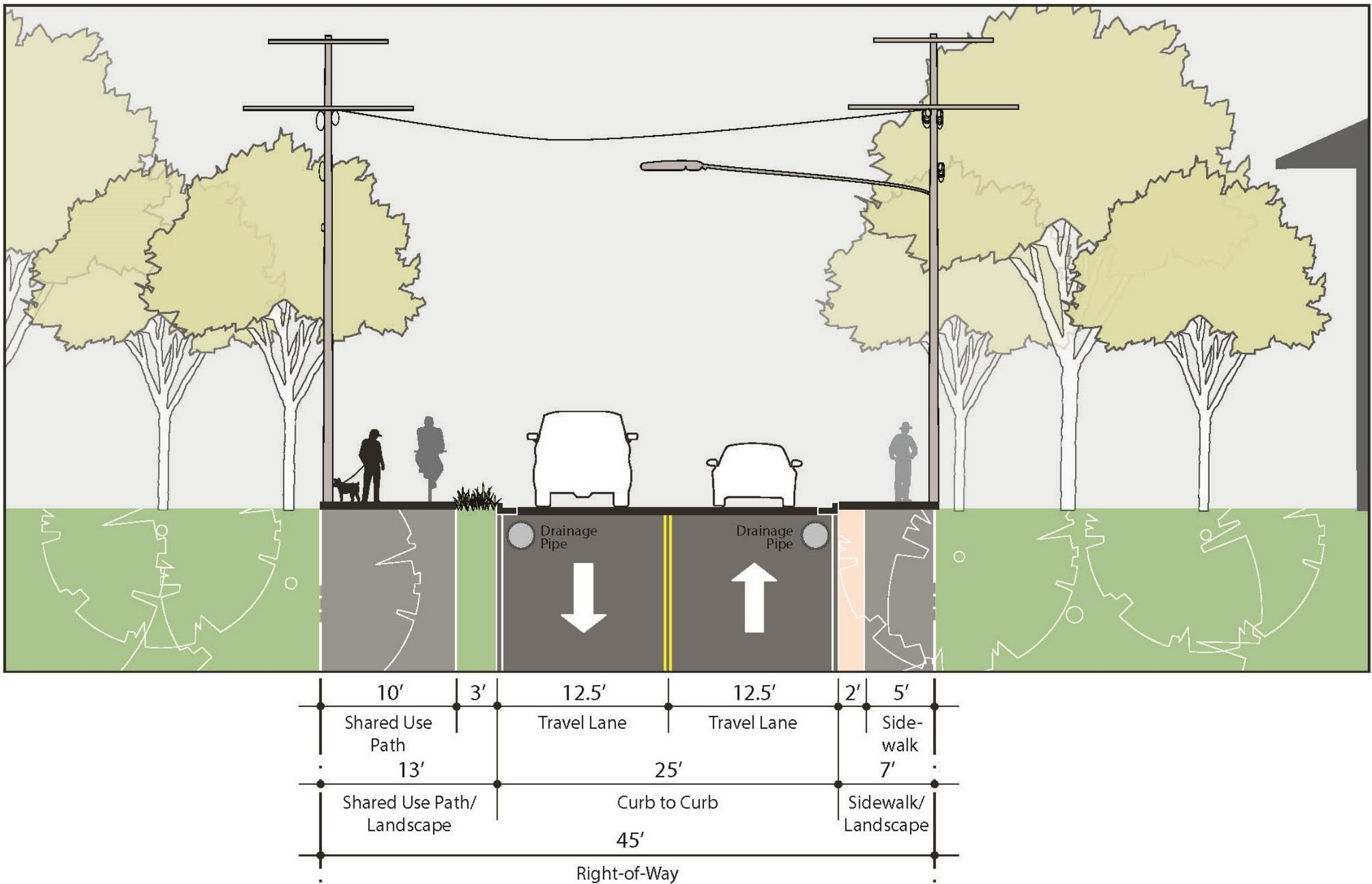
## Ideal Cross-Section

PROPOSED IDEAL ROADWAY CONFIGURATION WITH TREE PLANTINGS



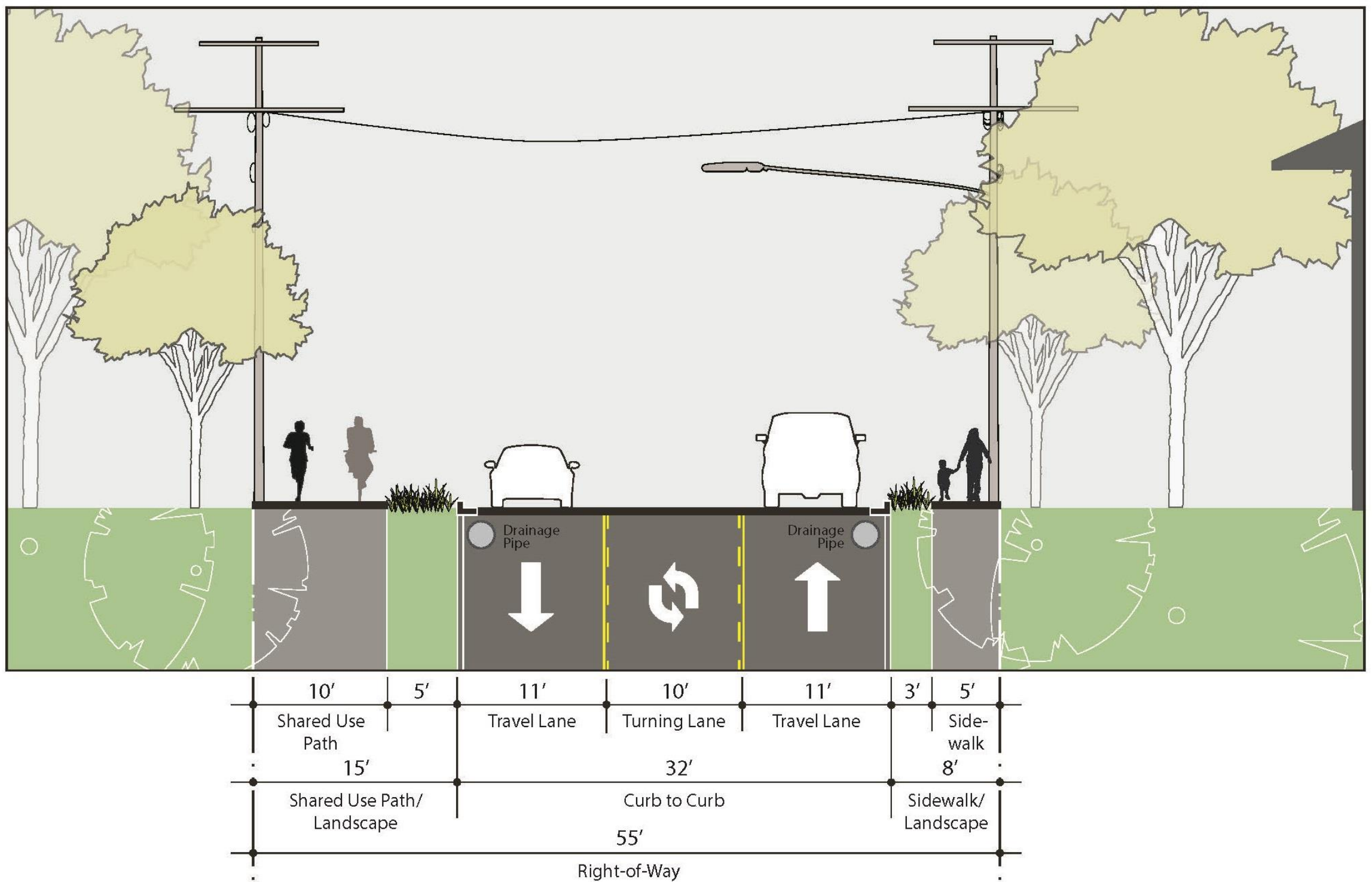
## Constrained Cross-Section

PROPOSED ROADWAY CONFIGURATION WHERE RIGHT-OF-WAY IS CONSTRAINED



## Turning Lane Cross-Section

PROPOSED ROADWAY CONFIGURATION AT CROSS STREETS





# PRELIMINARY COST ESTIMATE

**SUBJECT TO CHANGE**

Construction Cost and Utility Relocation (Estimate)	\$4.4 M
Soft Costs (Estimate) Including Engineering, Project Management and Construction Services/Testing	\$1.3 M
Project Sub-Total (Estimate)	\$5.7 M
Risk-Based Project Contingency and Right-of-Way (Estimate)	\$0.9 M
GRAND TOTAL (Estimate)	\$6.6 M

There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly, if funding is identified.