

# S. Lamar Blvd. Corridor Improvement Program

May 9, 2016

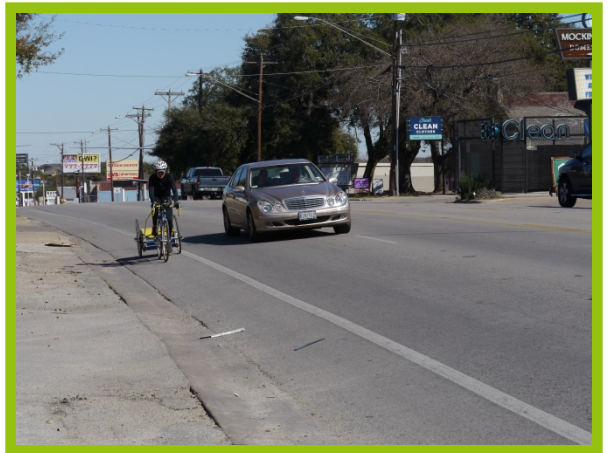
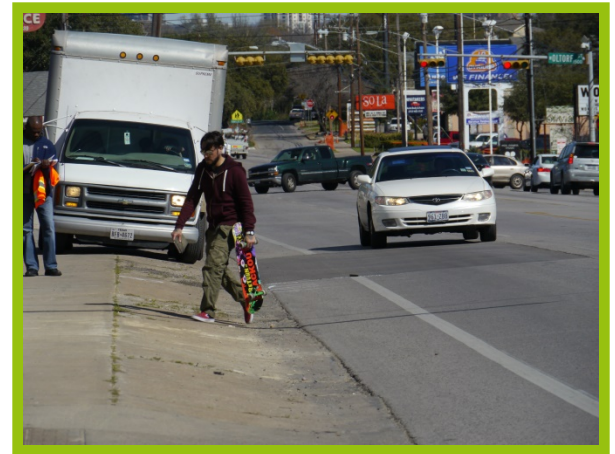
Austin Transportation Department



# Background

- 2010 Bond funded 4 Corridor Studies
  - N. Lamar/Burnet
  - Riverside Drive
  - Airport Boulevard
  - FM 969 (E. MLK)
- 2012 Bond partially funded improvements
- Two corridor studies currently underway
  - South Lamar Boulevard
  - Guadalupe Street





**Purpose**  
Process  
Outcomes



# Purpose

**Mobility and safety issues  
on S. Lamar are a growing  
concern for users of all  
transportation modes**



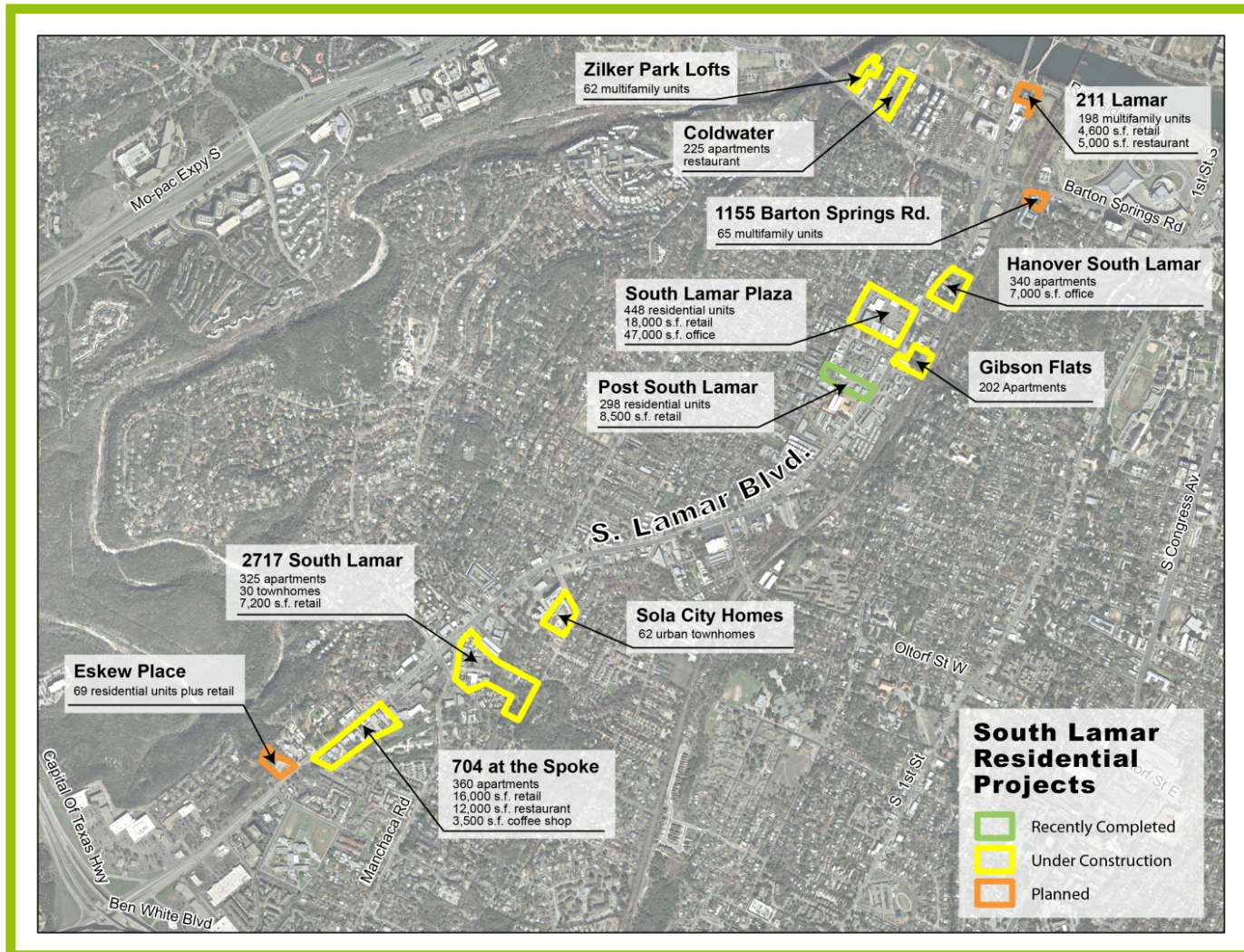
**On-going  
redevelopment  
along the corridor**



**Need for vision, plan, and  
implementation strategy  
for improvements for all  
modes**



# Future Development





# Guiding Principles



## DESIGNING STREETS FOR PEOPLE

People were the focus in 2013, as the City of Austin and our partners continued to update Austin's transportation system. Every transportation project happens in a neighborhood context, and Austin Transportation Department respects that context and the real people affected every day.

ATD advanced many initiatives over the course of the year to ensure that our roadways and transportation network serves the needs of all people. Austin residents and visitors need the ability to choose and safely use different modes at various times – walking, bicycling, transit, and driving.

In its 2013 work program, ATD was guided by the specific documents recognized by City Council:

- **Designing Walkable Urban Thoroughfares:** A context-sensitive approach to transportation engineering/construction for the New Urbanism
- **Urban Bikeway Design Guide:** A City Transportation Official's Urban Bikeway Design Guide
- **Association of City Transportation Officials**



## An ITE Recommended Practice



## MOBILITY: EXPANDING CHOICES

ATD worked throughout the year to provide people in our community with reliable, efficient, and safe trips by car. At the same time, ATD actively partnered to expand the public's transportation options.

Initiatives to make "alternative" travel choices more feasible, attractive and reliable included:

- Transportation Demand Management for Downtown (with Mobility Austin)
- Additional taxi zones
- New pedicab zones
- Car sharing programs (Car2Go, Zipcar)
- Increased Night Owl bus service by Capital Metro
- Metrolink service on Friday and Saturday nights
- Free parking for motorcycles/scooters
- Additional bike lanes
- Bike corrals for bike parking
- Bike sharing program

## COMPLETE STREETS

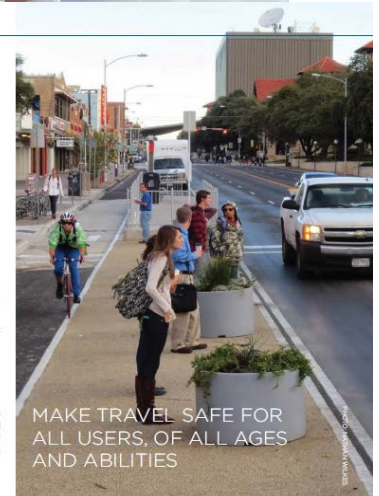
In 2013, ATD proactively advanced a Complete Streets approach to transportation planning, street improvements and design. A "complete street" is a roadway designed and operated to provide a safe, efficient, and appealing travel experience for all users and modes of travel.

Looking toward a future of more compact development patterns, ATD has been planning ahead so that Austinites will be able to conveniently walk, drive, bike, and take transit between their homes, jobs and other destinations, in the years ahead. Small improvements on all add up. For a number of specific roadways and intersections, ATD implemented alternative designs to better facilitate the smooth movement of all travel modes, for example.

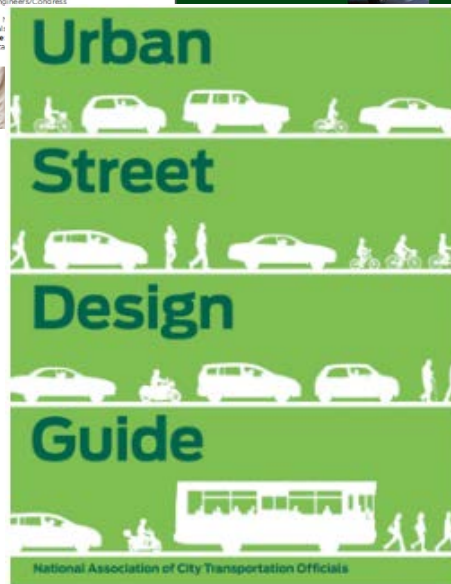
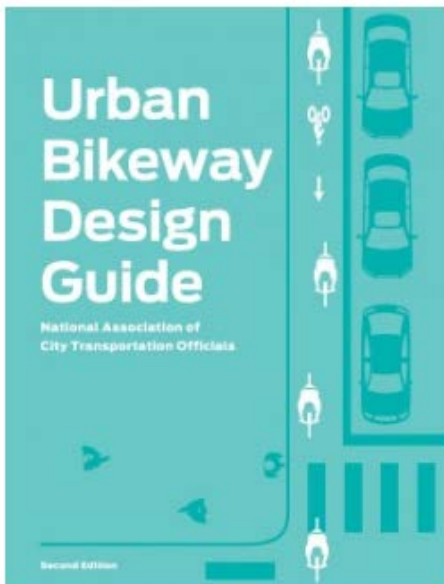
ATD also advanced conversations with City partners in 2012-13 about the vital impact of fully connected street networks. For example, the Department helped to define and discuss short-term, mid-range and long-range goals for connecting the designated Imagine Austin activity centers (see Growth Concept Map in Imagine Austin Comprehensive Plan, p. 103) via a complete network of roads, transit, sidewalks, trails, and bicycle infrastructure.

In December 2013, Austin City Council called for development of a Complete Streets policy document. ATD prepared to lead this effort, in collaboration with other City departments and the Compact and Connected Priority Program Team.

"Develop complete streets design guidelines for all new road construction and reconstruction."  
– Imagine Austin LUT A19



MAKE TRAVEL SAFE FOR ALL USERS, OF ALL AGES AND ABILITIES



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# Process: Existing Conditions

## Traffic Volumes (2015)

Location	Daily Trips (VPD)	AM Peak <sup>1</sup> (VPH)	PM Peak <sup>2</sup> (VPH)
South of Riverside Drive	38,500	2,940	3,400
Between Oltorf and Bluebonnet	35,810	2,870	3,220
North of Brodie Oaks	31,780	2,030	2,600

## Crashes from 2009-2014

Location	Number of Crashes
Butler Road	91
Collier Street/ Evergreen Avenue	63
Oltorf Street	58
Barton Springs Road	57
Barton Skyway	57





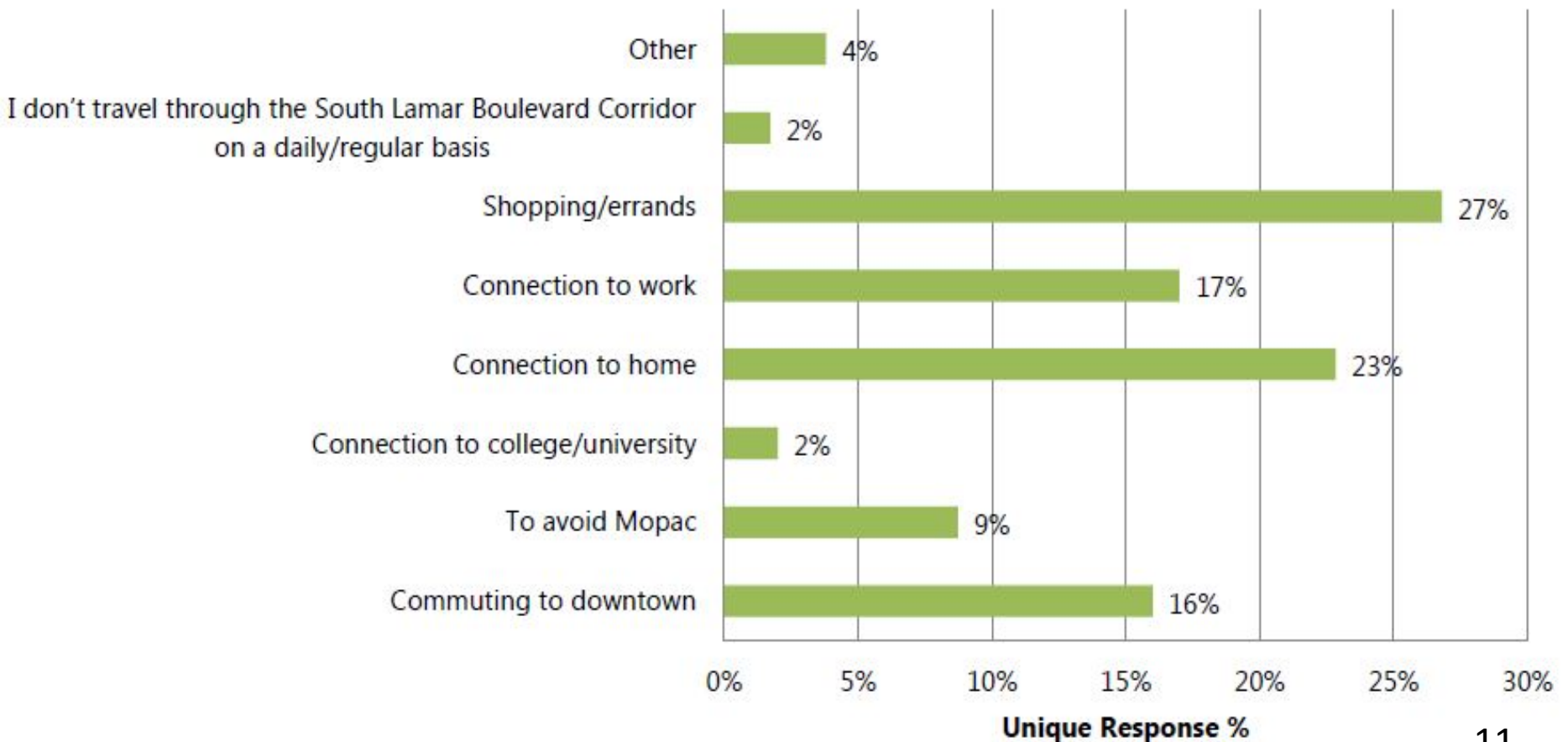
# Process: Public Engagement





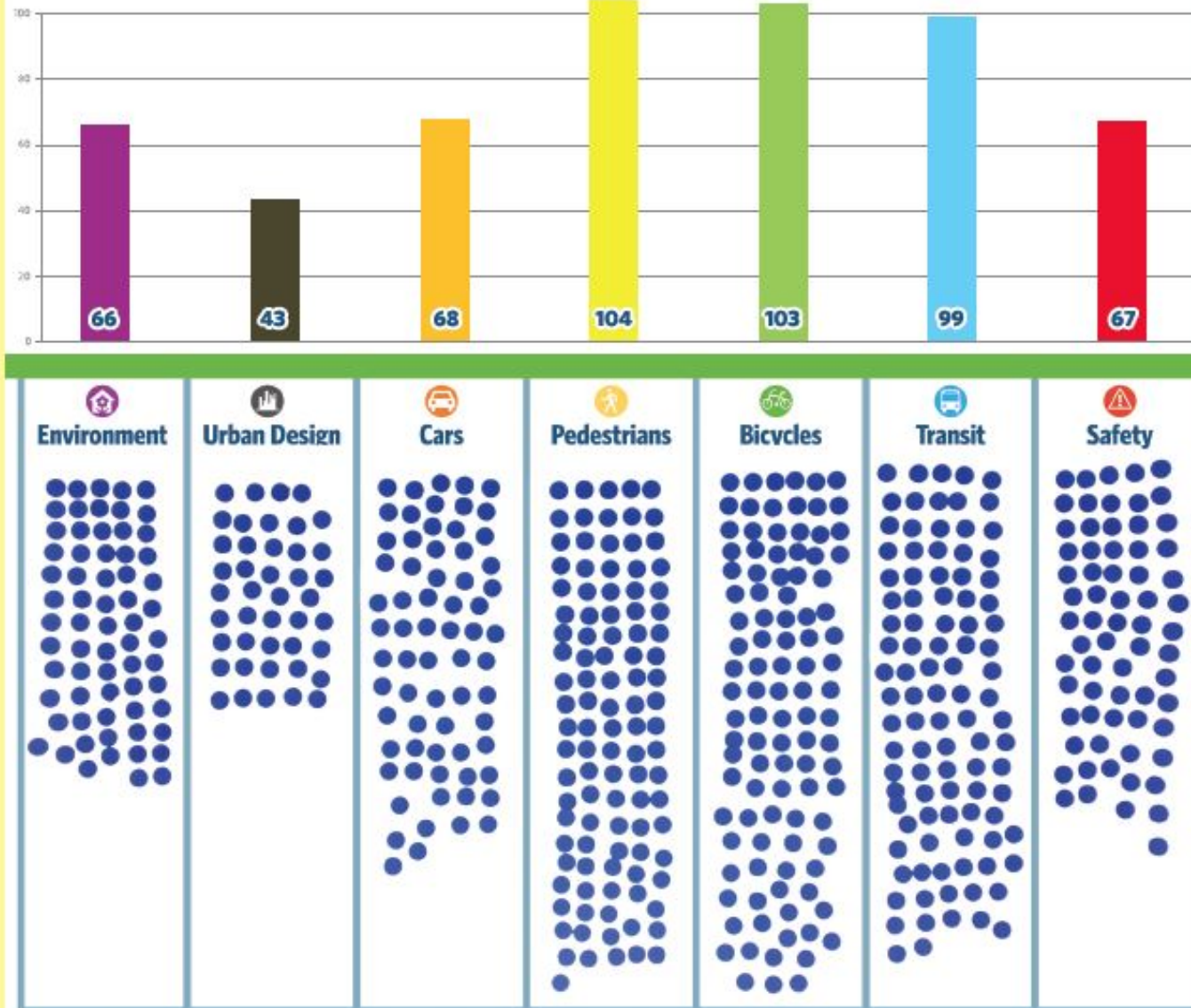
# Public Engagement: What We Heard?

## *How do you use S. Lamar on a daily basis?*



# Public Engagement: What We Heard?

## Our Priorities

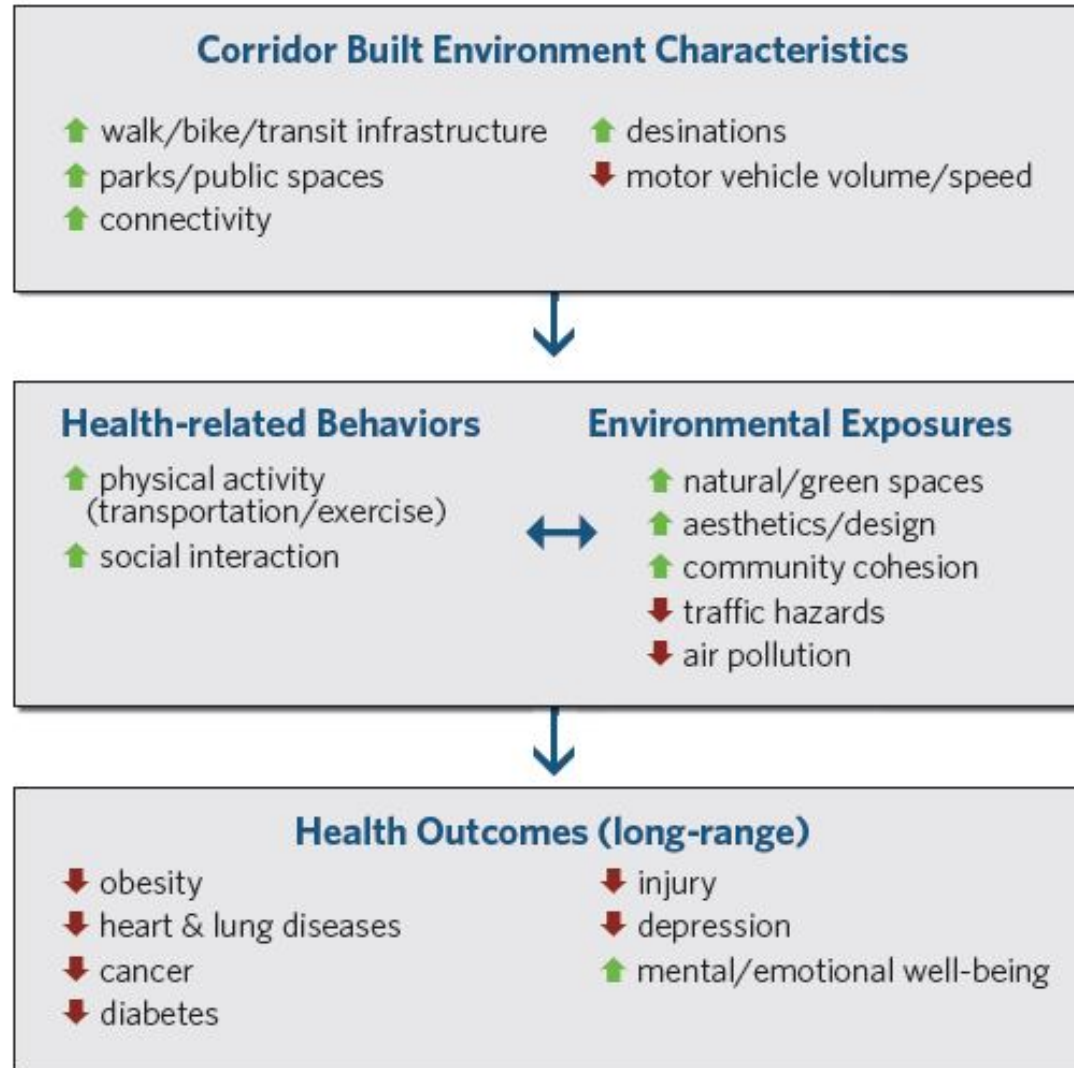




# Process: Analysis and Recommendations

- Define community vision for the corridor
- Conduct transportation analysis corridor
- Review and recommend land use and urban design components
- Perform a **Health Impact Assessment**
- Identify improvements

# Process: Health Impact Assessment





# Process: Health Impact Assessment

## Summary

- High-density of residents reliant on autos
- Population interested in walking/biking
- Significant barriers to public health

## Recommendations

- Ped/bike facilities
- Crossing of RR tracks at Treadwell
- Bluebonnet/Lamar intersection
- Create public green space

Purpose  
Process  
**Outcomes**

# Outcomes

– **Develop and prioritize short-term solutions**



Immediate, within ROW

– **Designing, costing out and evaluating medium-term solutions**



Involves redesign and rebuilding of current roadway

– **Identifying and recommending long-term solutions**



Changes to ordinances, land use planning, improved ways to manage mobility



# Outcomes: Vehicular Improvements



**Raised Median and Access Management Will Reduce Conflicts**



**Intersection Improvements to Reduce Delay**

# Outcomes: Transit Improvements



**Bus Queue Jumps at Most Congested Intersections**



**New MetroRapid Stations and Future Park and Ride**

# Outcomes: Pedestrian Improvements



**Wider ADA-compliant  
sidewalks**



**Improved Crossing  
Opportunities**



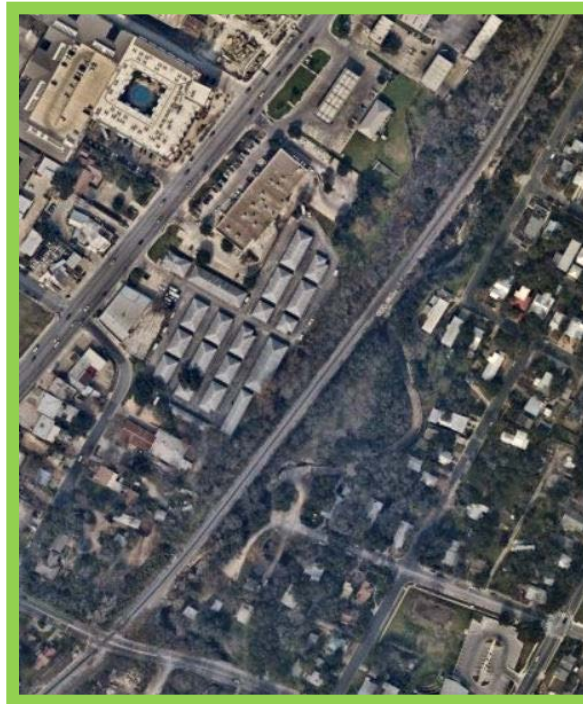
**Fill in Sidewalk Gaps**



# Outcomes: Bike Improvements



**Separated Bike Route**



**Bike Connection under  
UPRR Tracks**



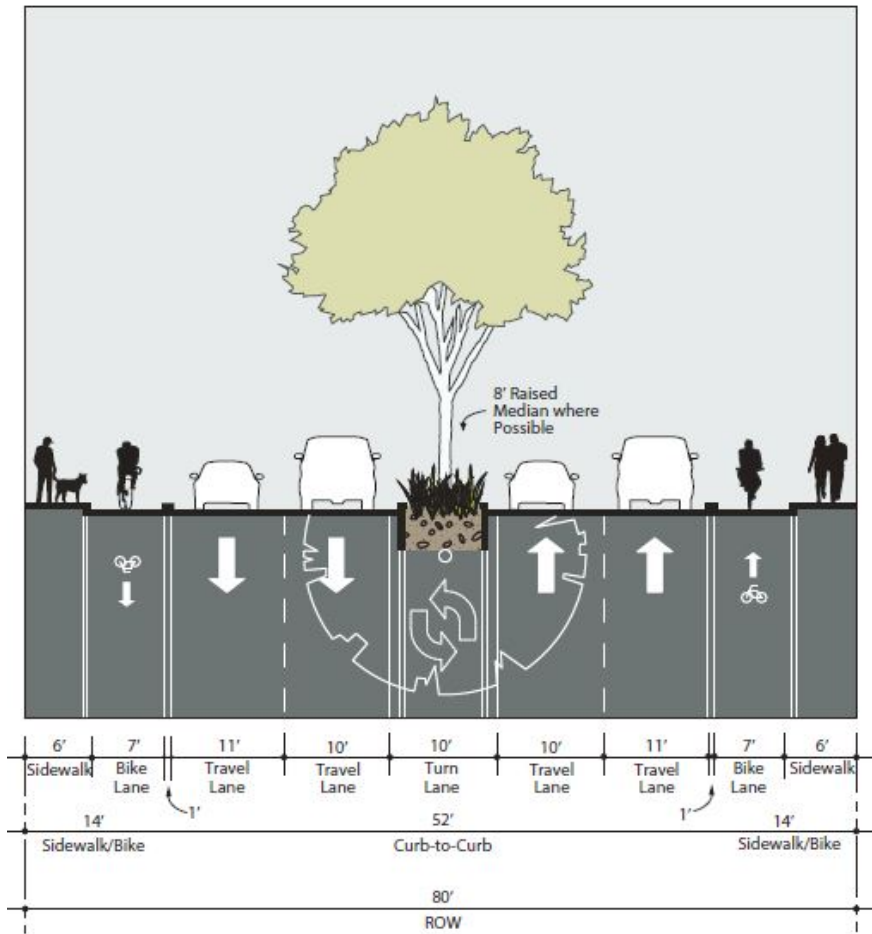
**Protected Intersection at  
Barton Springs Rd.**

# Outcome: Corridor Vision

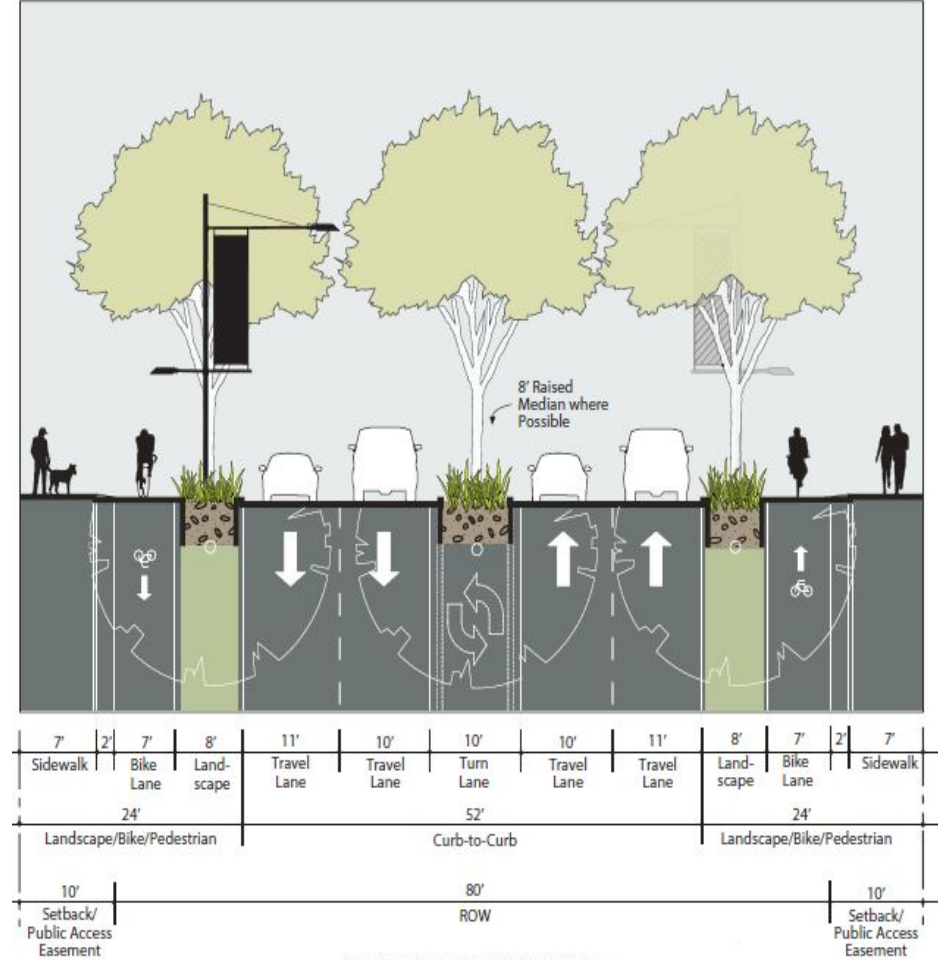




# Outcomes: Implementation Plan



INTERIM CONDITION WITH CENTER TURN LANE  
South Lamar Boulevard



IDEAL CROSS SECTION - OPTION A  
South Lamar Boulevard



# Improvement Plan Costs

**Short-Term: \$20.4 mil**

**Long-Term: \$40 mil**

**TOTAL = \$60.4 mil**



# Next Steps

- Prioritize short-term improvements that build towards long-term vision.
- Identify funding sources
- Leverage redevelopment
- Develop detailed design plans for implementation
- Continue to engage the public and give updates.



# Questions?