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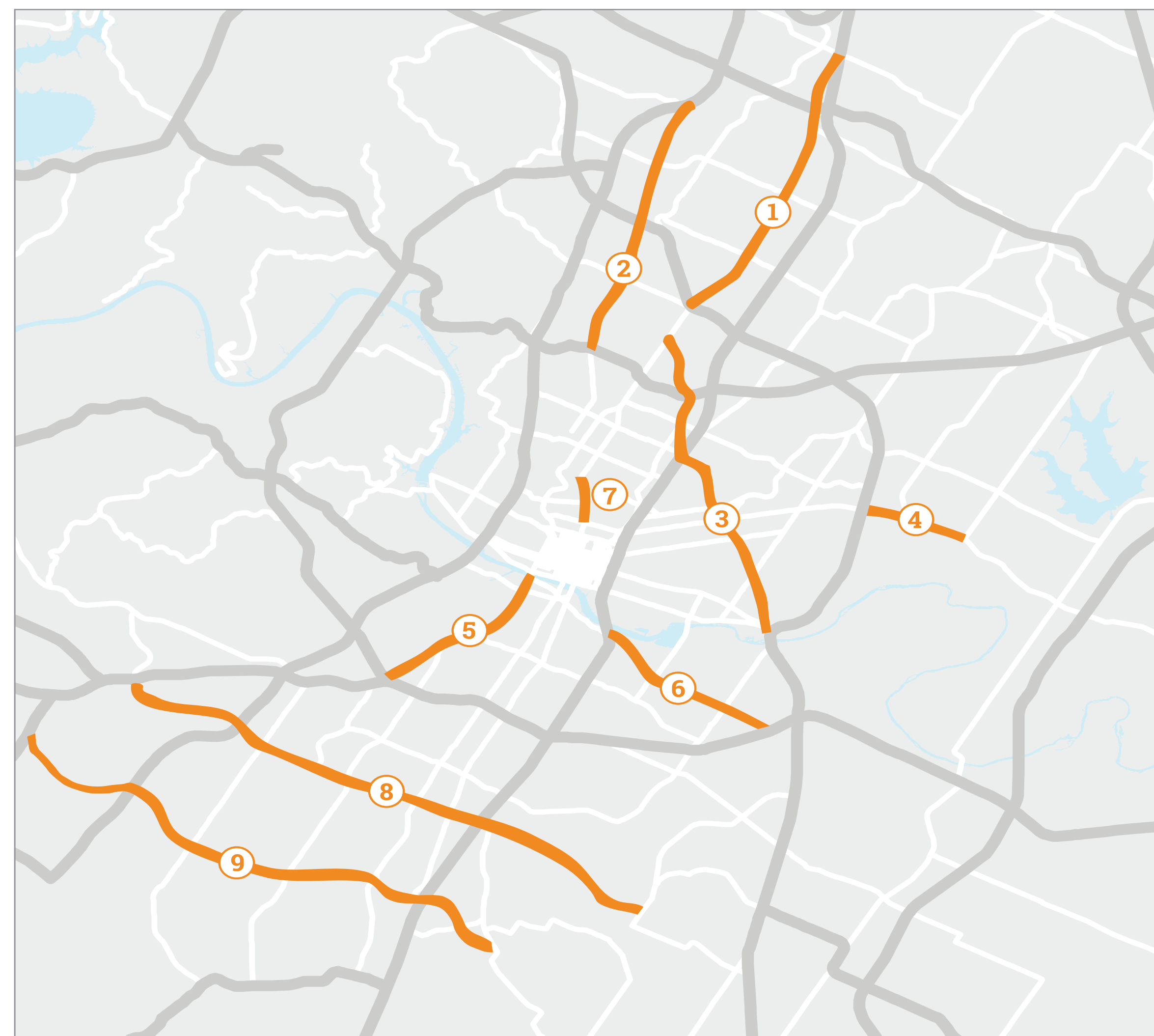
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Corridor Construction Program

In Spring 2018, City Council adopted a \$1.4 billion Corridor Construction Program on nine major Austin corridors. The Corridor Construction Program includes mobility, safety, and connectivity improvements for everyone—including for people who drive, walk, bike, and take transit. These projects will get funding from the \$482 million for corridors approved by voters in the 2016 Mobility Bond.

CORRIDOR CONSTRUCTION PROGRAM

- ① NORTH LAMAR BOULEVARD FROM US 183 TO HOWARD LANE
- ② BURNET ROAD FROM KOENIG LANE TO MOPAC EXPRESSWAY
- ③ AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- ④ EAST MARTIN LUTHER KING JR. BOULEVARD/FM 969 FROM US 183 TO DECKER LANE
- ⑤ SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US 290
- ⑥ EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- ⑦ GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET
- ⑧ WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY
- ⑨ SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD



PROJECTS ARE EXPECTED TO:

- Improve safety for all modes of transportation
- Reduce vehicular delay
- Improve the effectiveness of transit
- Create continuous ADA-compliant sidewalks along the entire length of the corridors
- Create continuous bicycle facilities along the entire length of the corridors



Project Purpose & Goals

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

MOBILITY

- Reduce delay
- Increase people throughput
- Improve reliability
- Improve level-of-service for all modes
- Improve connectivity
- Manage congestion
- Improve effectiveness of transit operations

SAFETY

- Reduce crashes
- Increase confidence to bicycle and/or walk
- Improve level-of-service for all modes

CONNECTIVITY

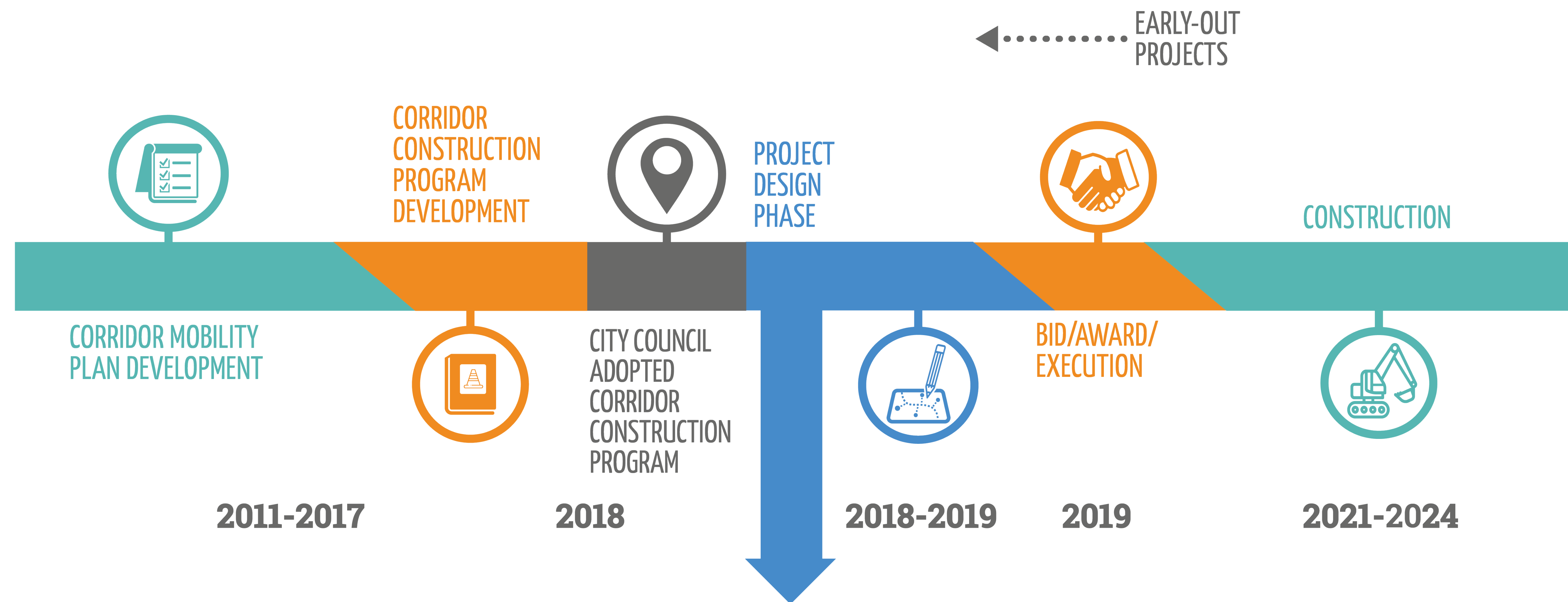
- Improve ability to safely get where you want to go
- Increase connections to bicycle routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit facilities

QUALITY OF LIFE

- Improve access to employment opportunities, services, healthcare, affordable housing, businesses, education, entertainment, recreation, cultural centers and parks/greenspace
- Enhance community vibrancy
- 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



Corridor Construction Program Timeline



Preliminary Engineering Timeline



Preliminary Engineering / Design-Phase Activities

Improvements in the Corridor Construction Program are at a conceptual/preliminary level. Additional design must take place before the projects are ready for construction.



Preliminary engineering is the first part of the design phase. During preliminary engineering, the following activities take place:

- Land surveying to gather information about utilities, property lines, and trees
- Collecting soil samples and assessing pavement condition
- Community outreach
- Updating cost estimates and looking for budget efficiencies
- Refining design of improvements

Corridor Mobility Plan Development and Public Feedback

The City of Austin Corridor Program Office and Austin Transportation Department began developing a Corridor Mobility Plan for Slaughter Lane between Southwest Parkway and Vertex Boulevard in 2017. The Corridor Mobility Plan recommends improvements to mobility, safety and connectivity. The recommendations were incorporated into the Corridor Construction Program.

Public engagement was an important component of the Corridor Mobility Plan development process for Slaughter Lane. It included:

- Seven public meetings/open house events
- Stakeholder meetings with businesses, neighborhood groups and civic organizations
- Online survey and input map

The community prioritized priorities from most to least important. This feedback informed the recommendations.



Managing congestion



Improving accessibility to and from destinations and neighborhoods surrounding the corridor



Calming traffic in residential neighborhoods



Creating a safer and more supportive environment for walking



Improving transit service

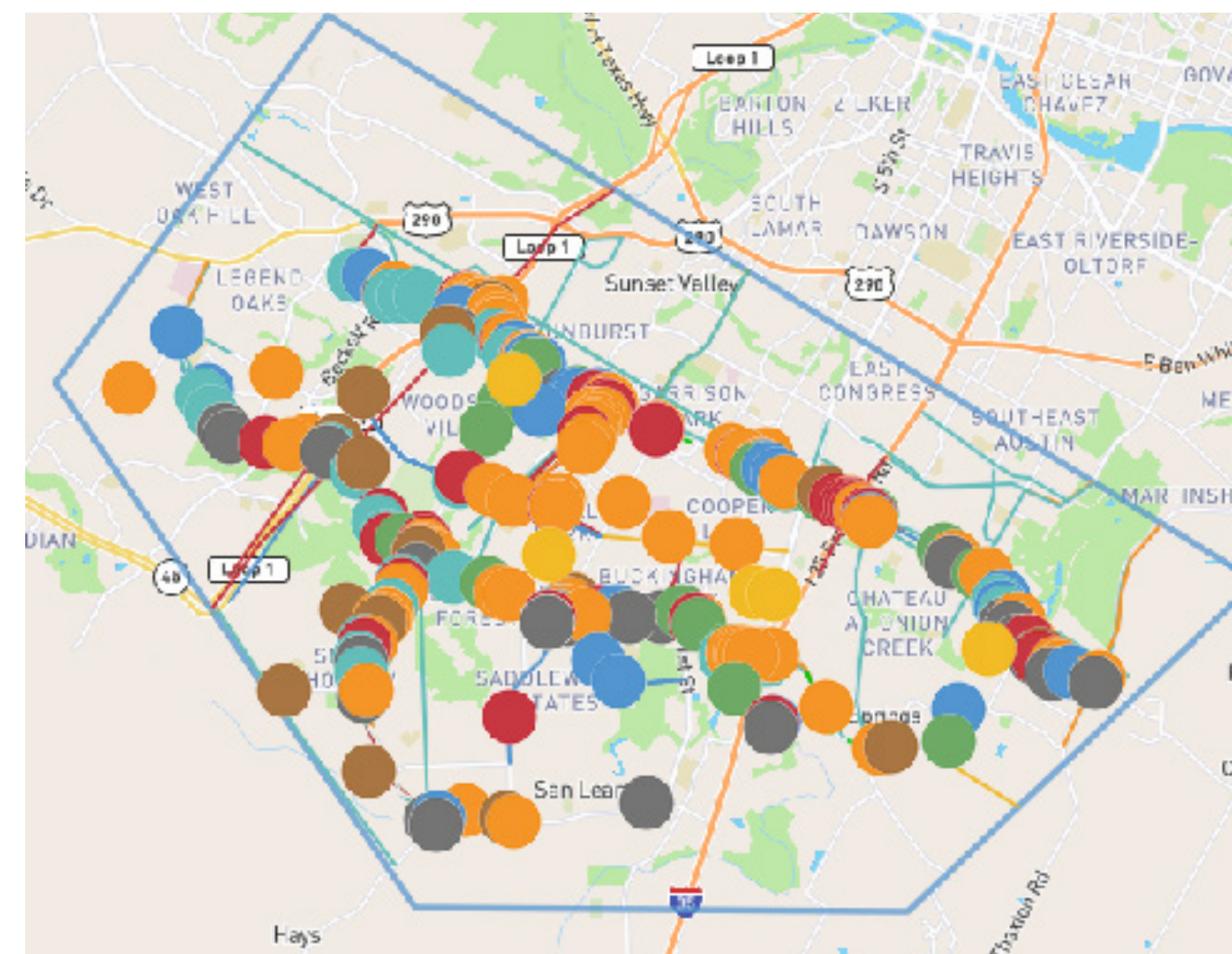


Creating a safer and more supportive environment for cycling



Creating attractive public spaces in strategic locations along the corridor

We received 190 mapped comments from the community in person and online.



Map Key:

- What I Like
- What I Need
- Walking Accommodations
- Biking Accommodations
- Safety & Road Conditions
- Congested Area
- Public Transit
- Miscellaneous

Slaughter Lane: 190 Pins

50 Driving-Congested Areas
40 Driving-Safety and Road Conditions
39 Misc., What I Like, What I Need
39 Bicycle Accommodations
12 Pedestrian Accommodations
10 Public Transit

In spring 2017, after reviewing the preliminary recommendations, the majority of the community supported the improvements.



➔ More than **70% of participants** said they supported the recommendations related to **pedestrian infrastructure**, which include:

- Continuous sidewalks or shared-use paths
- Additional mid-block signalized pedestrian crossings (Pedestrian Hybrid Beacons)
- Improved intersections

➔ About **65% of respondents** supported the recommendations related to **improving safety** along the Slaughter Lane corridor.

➔ In the areas of **safety and mobility**, respondents said the City “got it right” for each of the modes considered (**driving, walking, biking, and taking transit**) at a rate of more than half to about 70%. Additionally, a majority of respondents ranked their support for the recommendations **higher than three out of five**.

Other Nearby Improvements

SAFE ROUTES TO SCHOOL

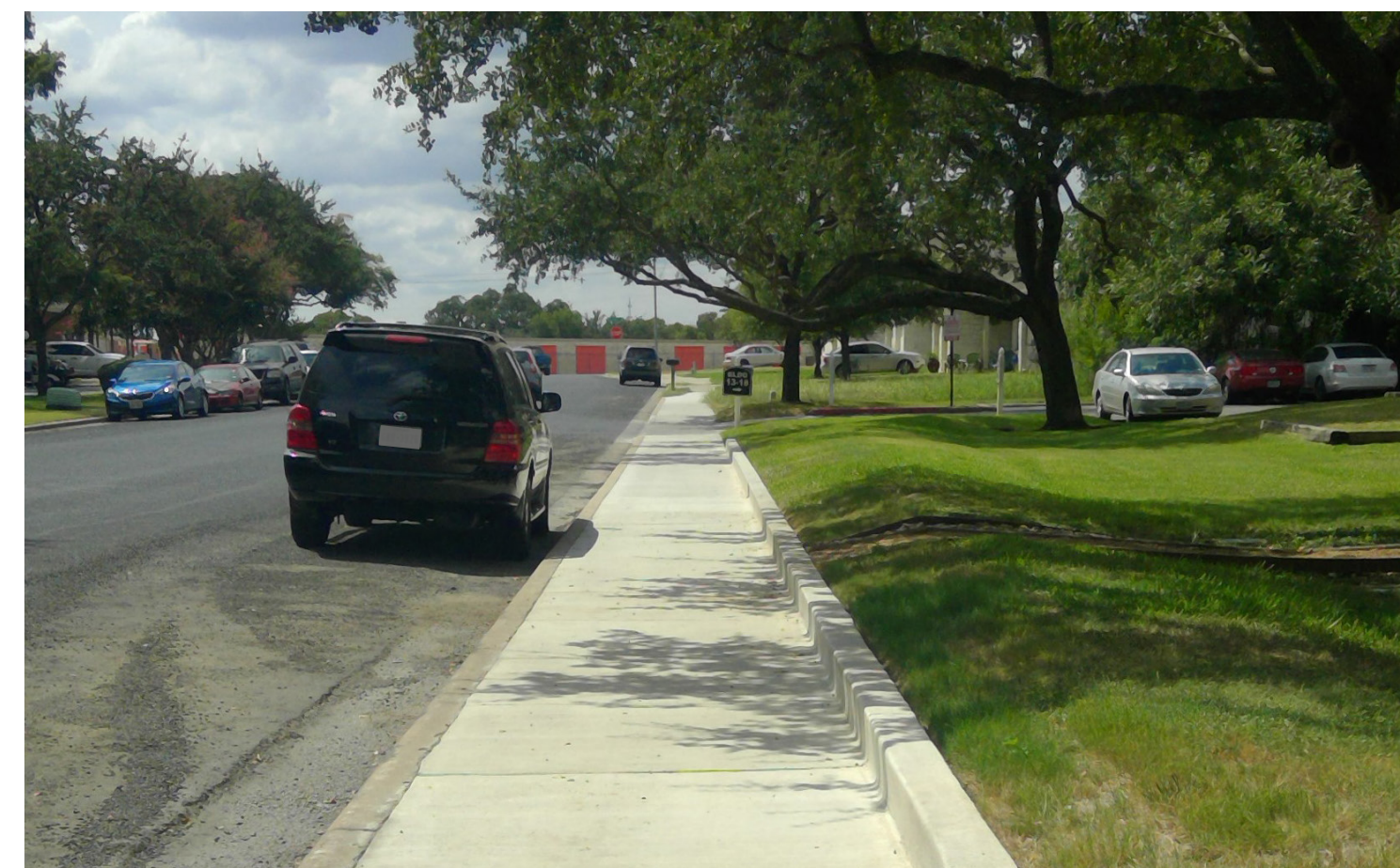
The 2016 Mobility Bond dedicates \$27.5 million to the Safe Routes to School Program. These 2 projects below are either underway or have been completed.

Akins High School sidewalks and signalized pedestrian crosswalk



Sidewalks on South 1st Street near Desert Primrose Drive as well as a midblock signalized pedestrian crosswalk (Pedestrian Hybrid Beacon) that connects the sidewalks on the east and west sides of South 1st Street, going to Akins High School.

Kocurek Elementary School sidewalks



Sidewalks and curb ramps on the north side of Aftonshire Way from Nightjar Drive to West Gate Boulevard.

CORRIDOR MOBILITY PLANS

The 2016 Mobility Bond puts \$482 million to corridor improvements. Of that, \$5 million is being invested in the development of new Corridor Mobility Plans, to be further developed, designed and constructed with future funding sources.

Among the plans in progress:

- South Congress Avenue from Lady Bird Lake to Slaughter Lane
- Manchaca Road from South Lamar Boulevard to FM 1626
- South Pleasant Valley Road from Oltorf to Slaughter Lane

SUBSTANDARD STREETS

The 2016 Mobility Bond invests \$11 million in substandard streets and capital renewal. For the substandard streets, the Austin Transportation Department is developing Preliminary Engineering Reports, or conceptual recommendations, for mobility, safety and connectivity improvements. The recommendations may be further developed, designed and constructed with future funding sources. Several Preliminary Engineering Reports are underway in the area including:

- Davis Lane from Brodie Lane to West Gate Boulevard and Leo Street to Manchaca Road
- Brodie Lane from Slaughter Lane to FM 1626
- FM 1626 between Manchaca Road and I-35
- Circle S Road between Eberhart Lane and Foremost Drive
- Cooper Lane between Dittmar Road and Matthews Lane

SLAUGHTER LANE AND MANCHACA ROAD INTERSECTION SAFETY IMPROVEMENTS

The City of Austin is constructing the final phase of intersection safety improvements at Slaughter Lane and Manchaca Road, one of the top high-crash intersections in Austin. When completed, dual left turns will be available to drivers on all four approaches to the intersection, and new raised medians along Slaughter Lane and Manchaca Road will enhance safety by eliminating left turns into and out of driveways. The project, which is a partnership with the Texas Department of Transportation, has an estimated completion date of December 2018.



What We Want to Achieve

The Corridor Construction Program aims to improve mobility, safety and connectivity along Slaughter Lane, whether you drive, bike, walk or take transit.

CURRENT CORRIDOR CONDITIONS

- The Slaughter Lane intersections at Cullen Lane, South 1st Street and Brodie Lane are among Austin's Top 28 crash intersections
- Cyclists must share vehicular lanes or sidewalks west of Mopac and east of I-35
- Sidewalk network on corridor has some gaps and some areas are not up to ADA standards
- Many of the traffic signals have outdated technology
- Signalized pedestrian crossings are spaced too far apart

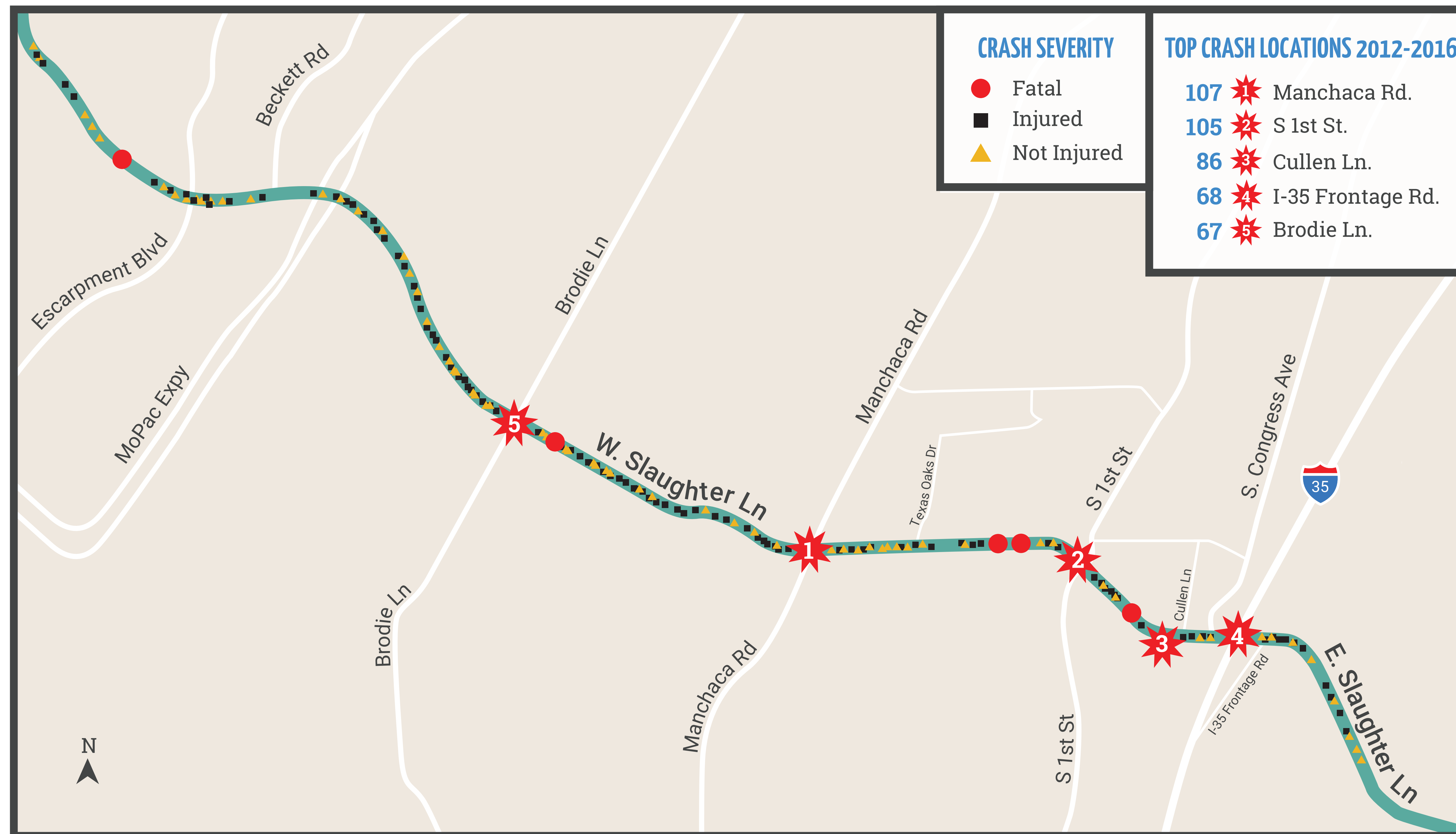


HOW WE ARE IMPROVING THE CORRIDOR

- Reducing delay by an estimated 25% on average for all of the corridors compared with doing nothing
- Upgrading intersections, including potential turn lane modifications
- Adding and upgrading traffic signals with enhanced technology
- Improving three of Austin's Top 28 crash intersections (at Cullen Lane, South 1st Street, and Brodie Lane)
- Upgrading sidewalks to complete an ADA-compliant network for the full length of the corridor. Of the sidewalks we are addressing, more than 20% are high/very high priority in the Sidewalk Master Plan
- Creating bicycle facilities along the full length of the corridor
- Adding connections to three existing bike routes, resulting in connections to 23 interconnected routes
- Coordinating transit improvements with Capital Metro
- Improving connectivity to transit stops through added sidewalks, bicycle facilities and midblock pedestrian crosswalks (Pedestrian Hybrid Beacons)
- Planning for the future by adding vehicular capacity between Mopac and Brodie Lane (funded by \$12.58 million federal grant)

Crash Frequency

This map depicts crash locations on Slaughter Lane between FM 1826 and Vertex Road from 2012-2016.



Source: City of Austin Transportation Department

Mobility, Safety and Connectivity Improvements

The Corridor Construction Program includes mobility, safety and connectivity improvements on Slaughter Lane between FM 1826 and Vertex Boulevard.

We anticipate putting approximately \$48.5 million from the 2016 Mobility Bond into improvements on Slaughter Lane that best meet City Council's Contract With Voters.

In addition, the Capital Area Metropolitan Planning Organization awarded up to \$12.58 million in federal funding for Slaughter Lane between Mopac and Brodie Lane. Improvements in this segment include expanding to six travel lanes from four travel lanes and installing a shared-use path along both sides, as well as other streetscape improvements.

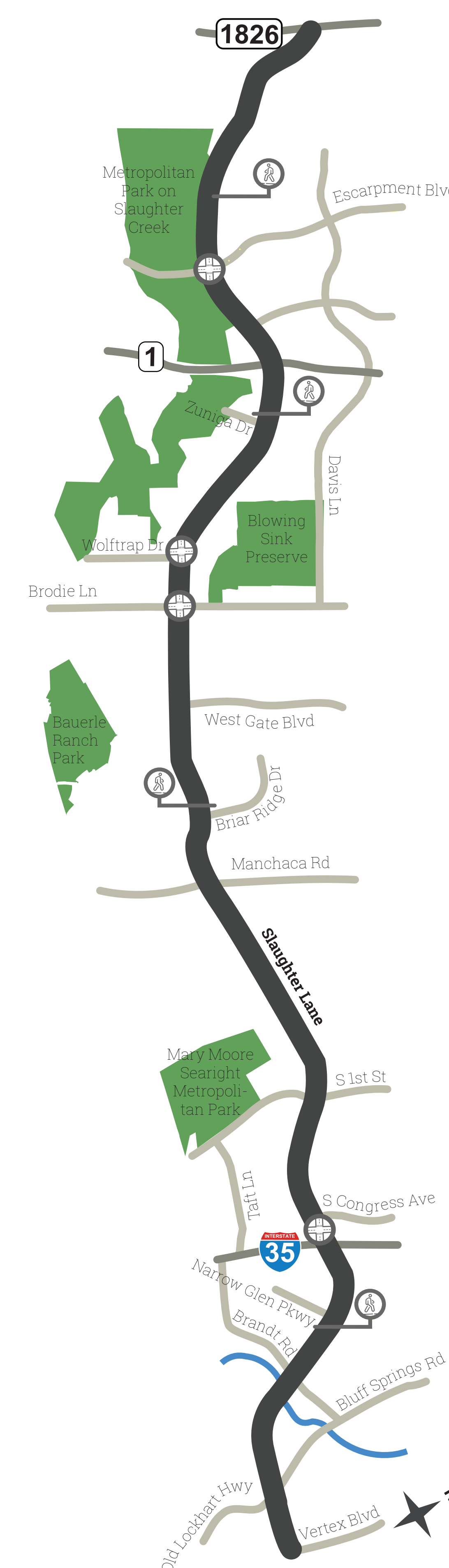
Design and Construction

-  Up to 24 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety
-  Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:
 1. Escarpment Blvd
 2. Brodie Ln
 3. S Congress Ave
-  Up to 6 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor
-  Up to 14 miles of dedicated or protected bicycle lanes to improve safety and mobility for bicyclists and drivers

A protected bicycle lane will be added in each direction between I-35 and Brandt Rd by repurposing one travel lane in each direction
-  Up to 3 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability
-  Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:
 1. Vinemont Dr
 2. Zuniga Dr
 3. Briar Ridge Dr
 4. Narrow Glen Pkwy

A single improvement may benefit multiple transportation modes.

-  Vehicular
  Bicycle
-  Pedestrian
  Transit
-  Corridor Limits



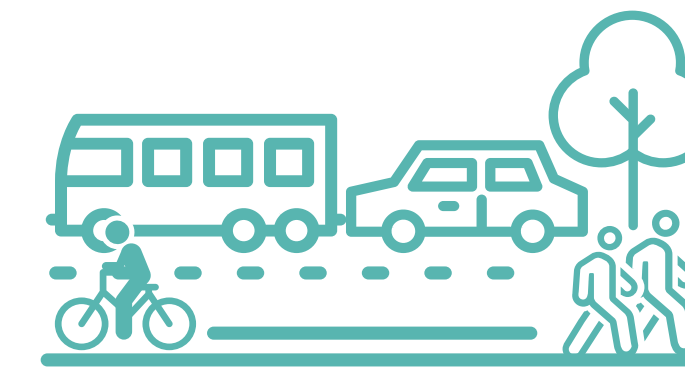
Additional multimodal enhancements between Mopac and Brodie Ln:

- A shared use path along both sides for bicyclists and pedestrians
- Adding a third vehicular travel lane in each direction

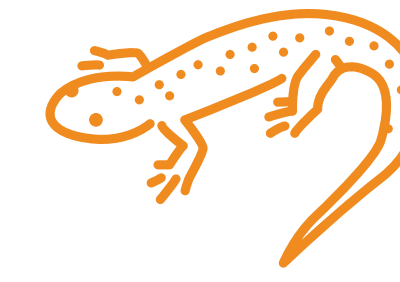
Environmental Considerations

During the design phase of the Corridor Construction Program, the City of Austin will analyze these environmental considerations in accordance with Land Development Code requirements and the National Environmental Policy Act (as needed). The results of the analyses will be used to help refine the improvement projects to reduce impacts.

As appropriate, the City of Austin will analyze the direct, indirect and cumulative effects of these environmental considerations, and will coordinate with State and Federal Regulatory Agencies, including the Texas Historical Commission, Texas Parks and Wildlife Department, U.S. Fish and Wildlife Service, and U.S. Army Corps of Engineers.



Air Quality and Traffic Noise
(where applicable)



Biological Resources
(including threatened and endangered species as well as other fauna and flora)



Cultural Resources
(including historic places and archaeological sites)



Geology, Soils and Land-Use Patterns



Hazardous Materials



Parkland Impacts



Social and Community Impacts
(including low-income populations, limited English proficiency, parks, community centers, and residential and business impacts)



Water Resources

Public Outreach

In addition to outreach conducted when the Corridor Mobility Plan was created, the City of Austin conducted the following community engagement during development of the Corridor Construction Program (between July 2017 and April 2018).

WHAT WE HEARD

**“We encourage access for all modes
— walk/bike/public/auto; but do not
discriminate or deter against auto.”**

— Slaughter Lane business owner

Your feedback helped shape the improvements.
Here’s what we heard:

- Concern about safety in the corridor
- Desire for improved traffic signals so they are timed with the rate of traffic
- Excitement about corridor improvements and positive feedback about City of Austin’s presence in Southeast Austin
- Concern about missing sidewalks
- Desire for improved and safer bicycle accommodations
- Suggestions to provide outreach and input opportunities for all corridor stakeholders, including Spanish speakers
- Trees and impacts to the irrigation system are very important to Circle C residents
- Some bus riders provided ideas for bus service and improvements at bus stops

WE HOSTED A POP-IN MEETING LAST YEAR

108 conversations with the public

43,130 postcards sent to homes and businesses

7,500 residents reached through NextDoor

WE HAD AN ONLINE SURVEY

250 community surveys completed for Slaughter Lane corridor

WE SPOKE WITH PROPERTY-OWNERS & BUSINESSES

381 letters sent to property owners

111 door-to-door conversations with corridor businesses

Help Us Refine Improvements

The goals of the Corridor Construction Program are to improve mobility, safety and connectivity. Help us refine the improvements to better meet these goals by giving us feedback on comment cards.

MOBILITY

- Where along the corridor do you see the most traffic back-ups?
- Where are your most frequent destinations on the corridor?

SAFETY

- Are there locations in the corridor where it is difficult to see?
- When biking or walking along the corridor, are there particular places that feel unsafe?

CONNECTIVITY

- Are the proposed midblock pedestrian crosswalk signals (pedestrian hybrid beacons) located in the best places?

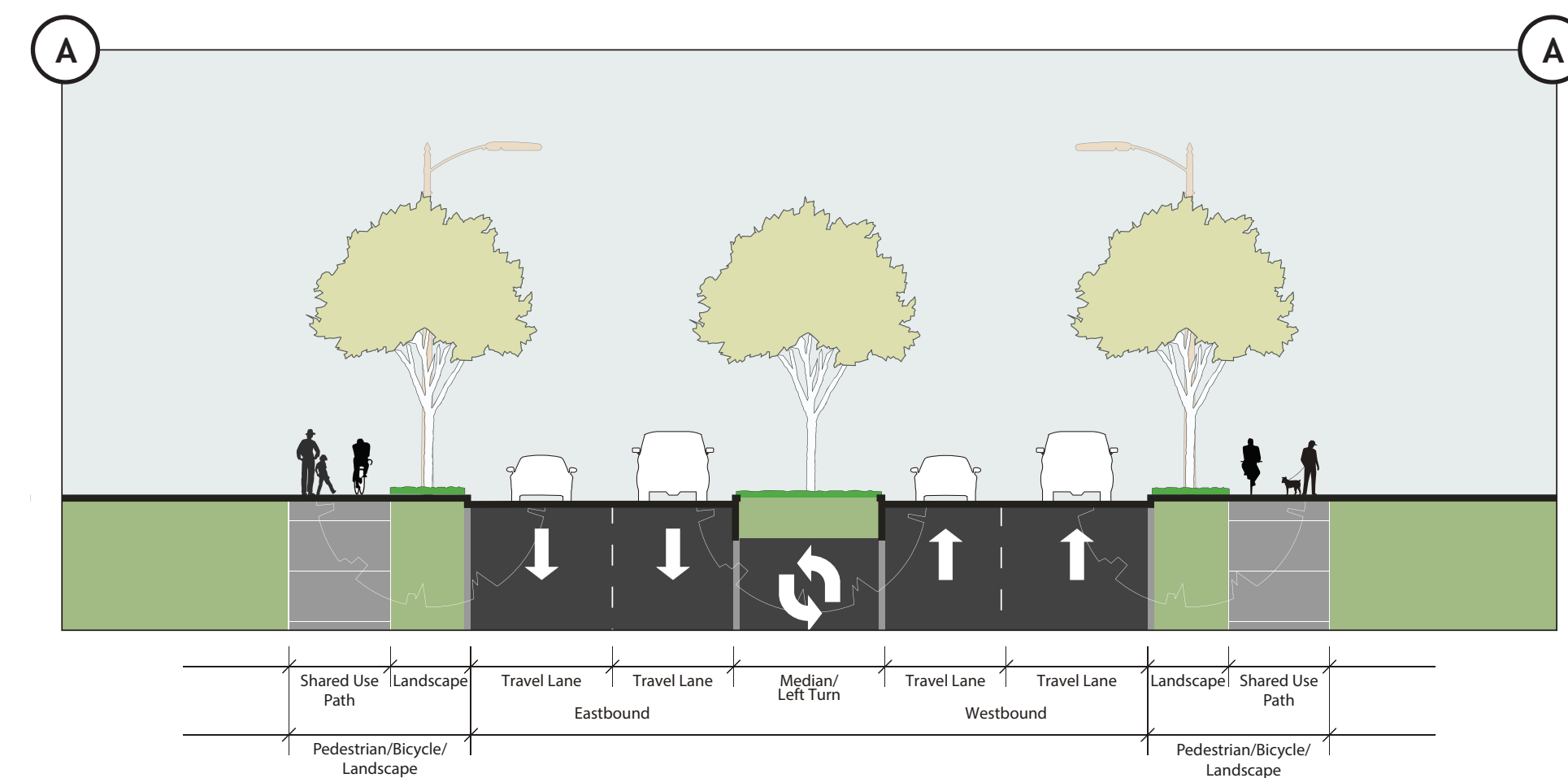
QUALITY OF LIFE

- Where would shade trees/structures be most beneficial?
- How can transportation and mobility improvements support community priorities like livability and quality of life?

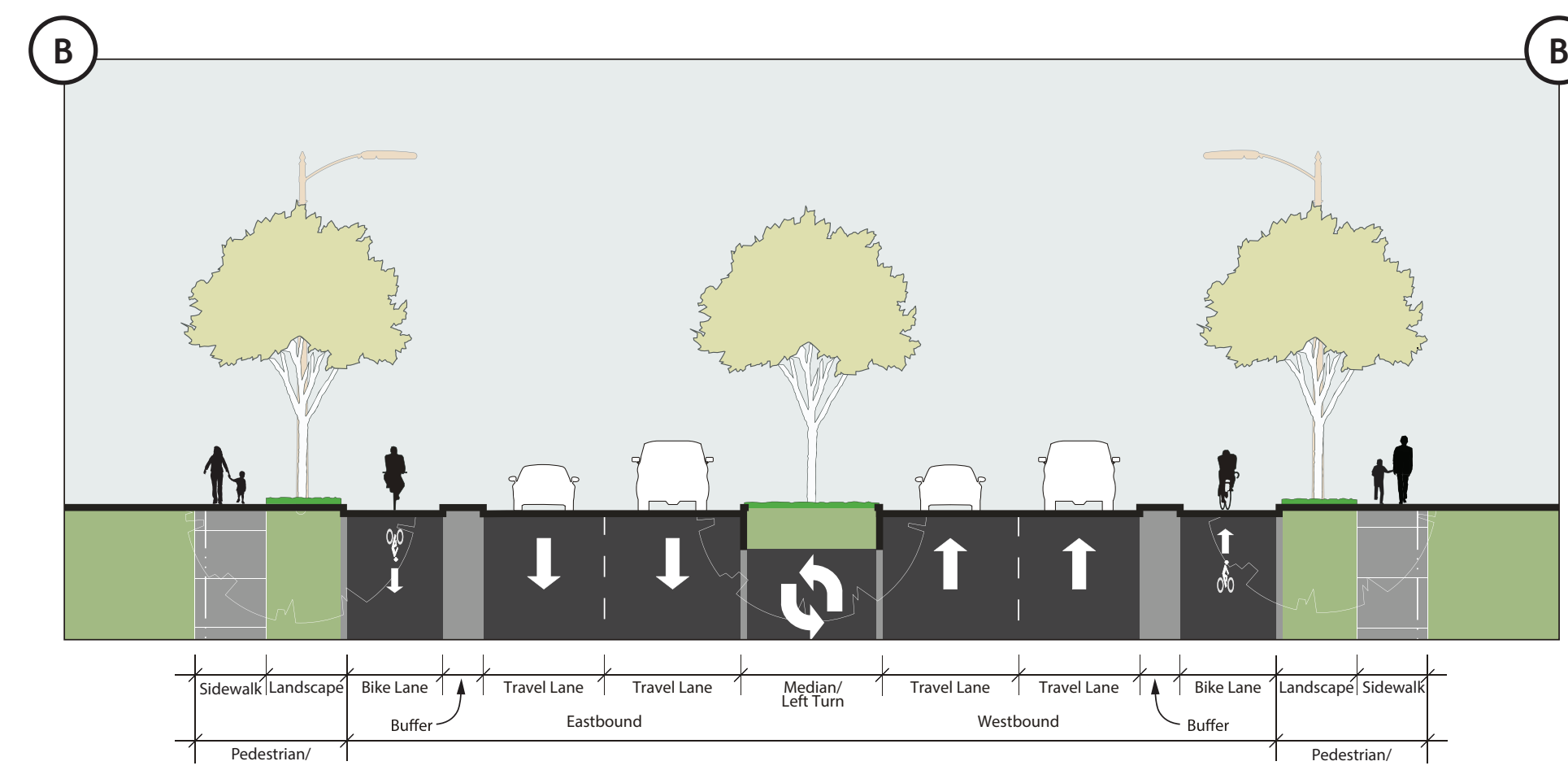


Typical Cross-Sections

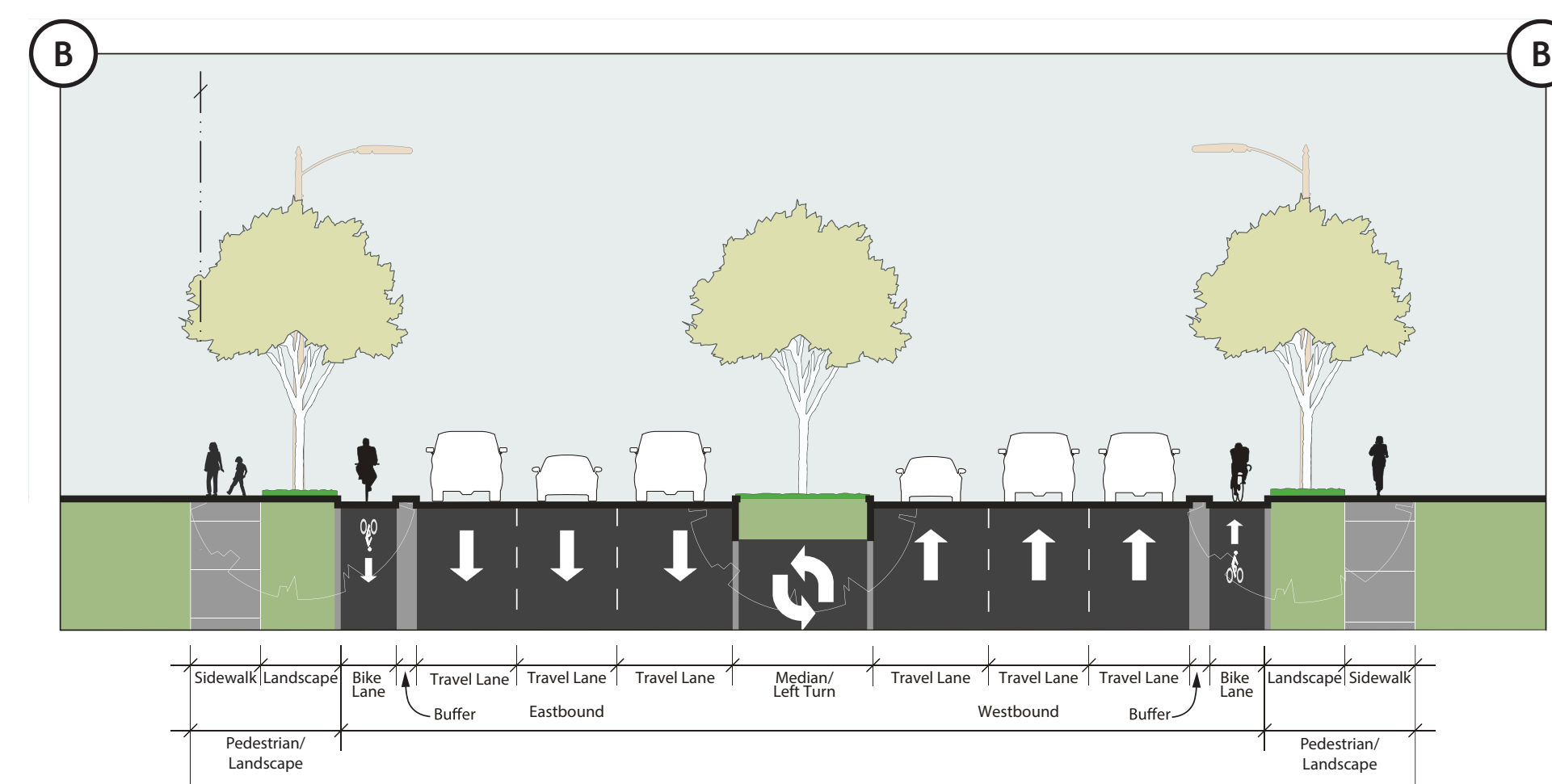
These are the typical cross-sections envisioned for the Slaughter Lane corridor, as funding allows. Current funding includes added capacity as well as pedestrian and bicyclist infrastructure. Future investments may include trees and street lighting. The cross-sections are preliminary and subject to change.



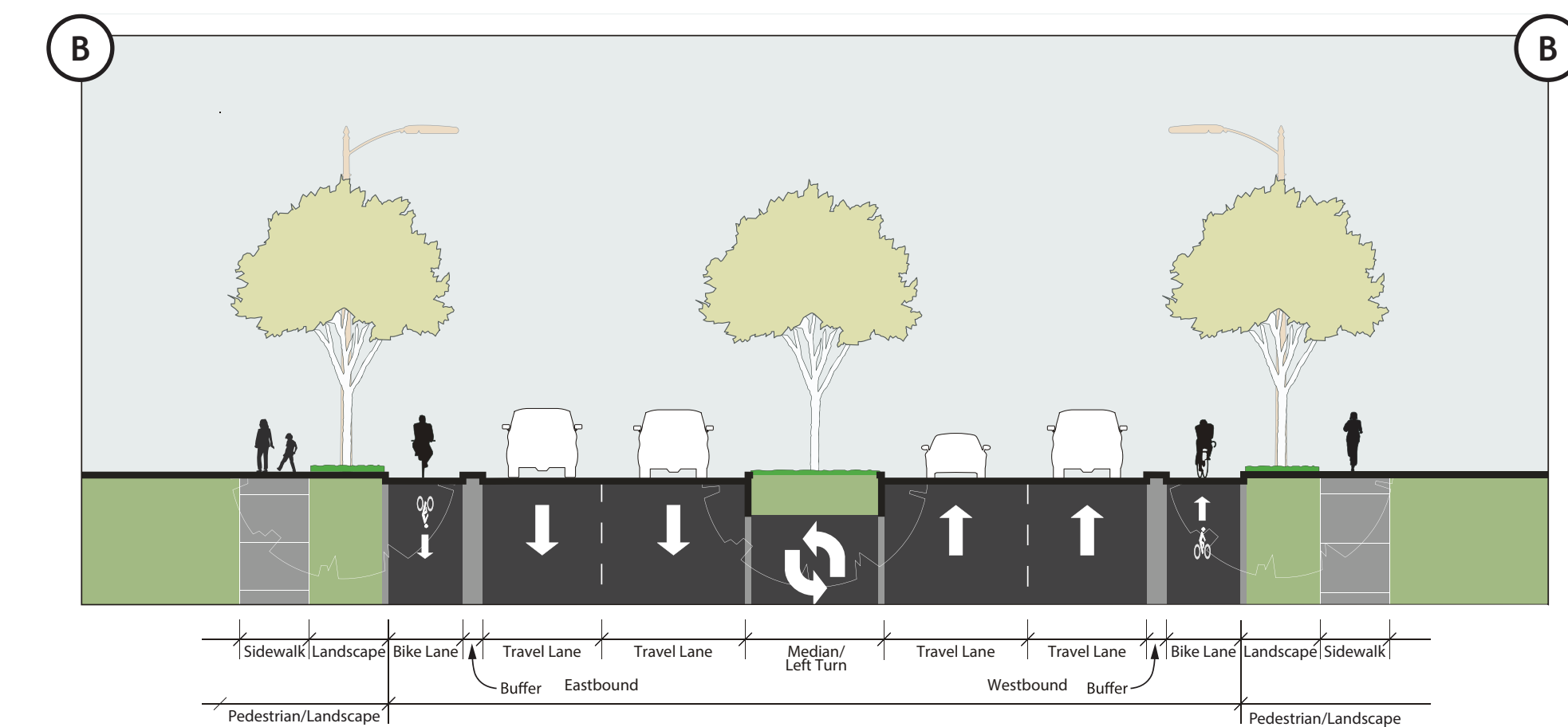
Old Lockhart Highway to Brandt Road



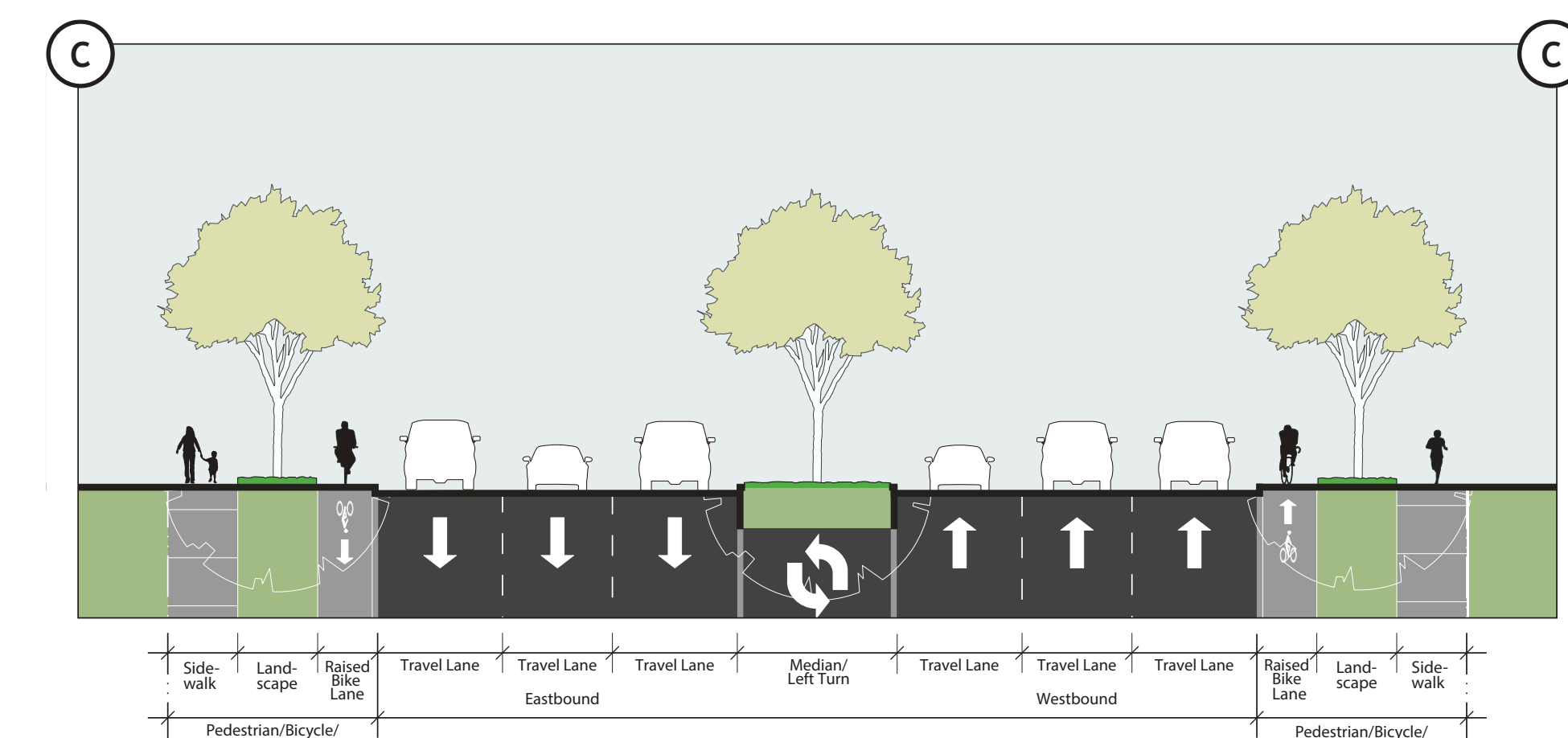
Brandt Road to I-35



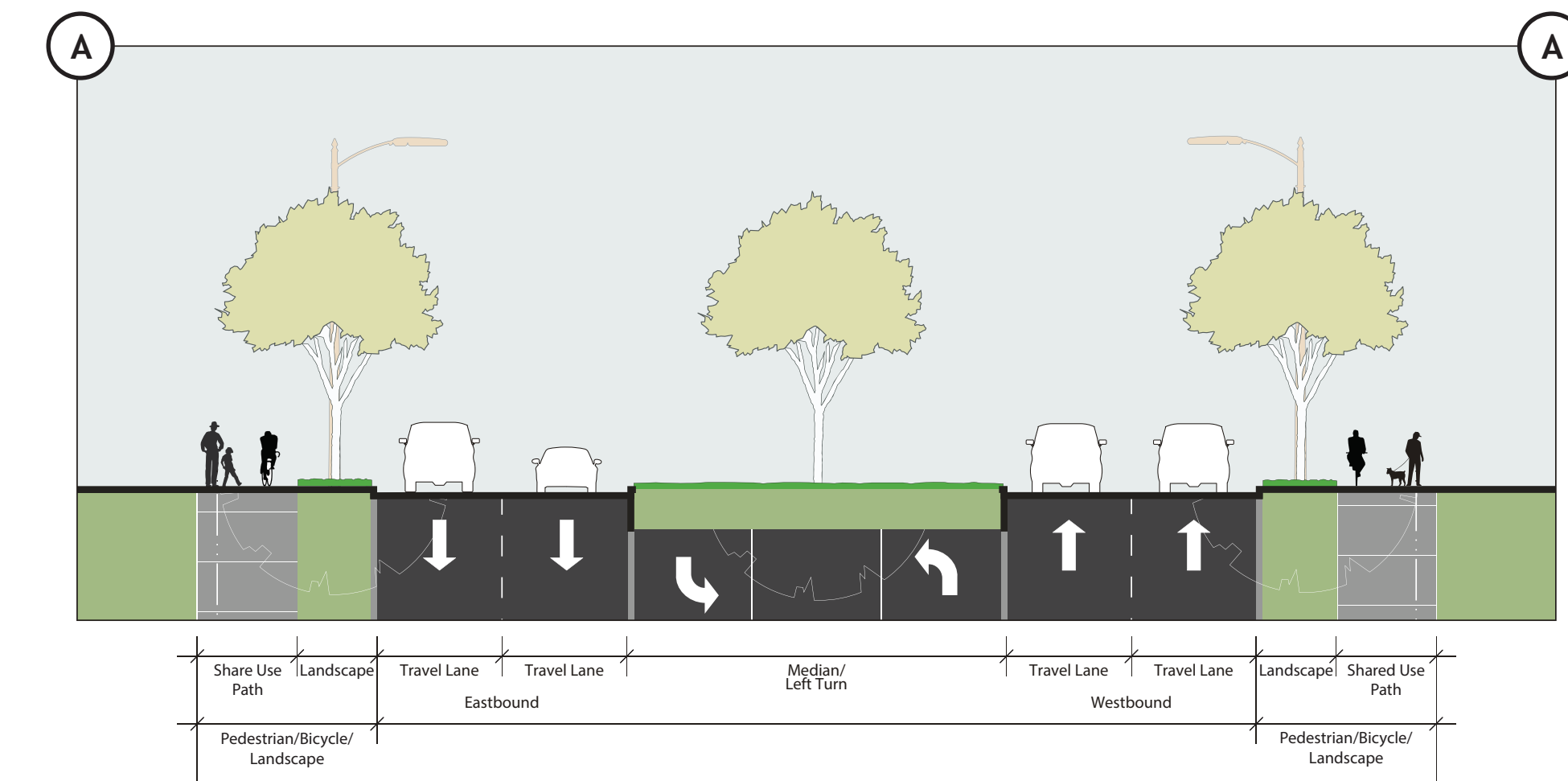
I-35 to Manchaca Road



Manchaca Road to Brodie Lane



Brodie Lane to Mopac Expressway
(added capacity)



Mopac Expressway to FM 1826

Understanding the Impacts

Whenever transportation and mobility projects are constructed, properties and businesses near the improvements can be affected. Typical impacts that may be associated with these types of improvements are listed below.

- Adjustments to utility service lines
- Access adjustments
- Right-of-way acquisition
- Temporary construction easements
- Grading and topography easements
- Parking



We understand these changes will be of concern to some property and business owners, and are seeking ways to mitigate impacts.

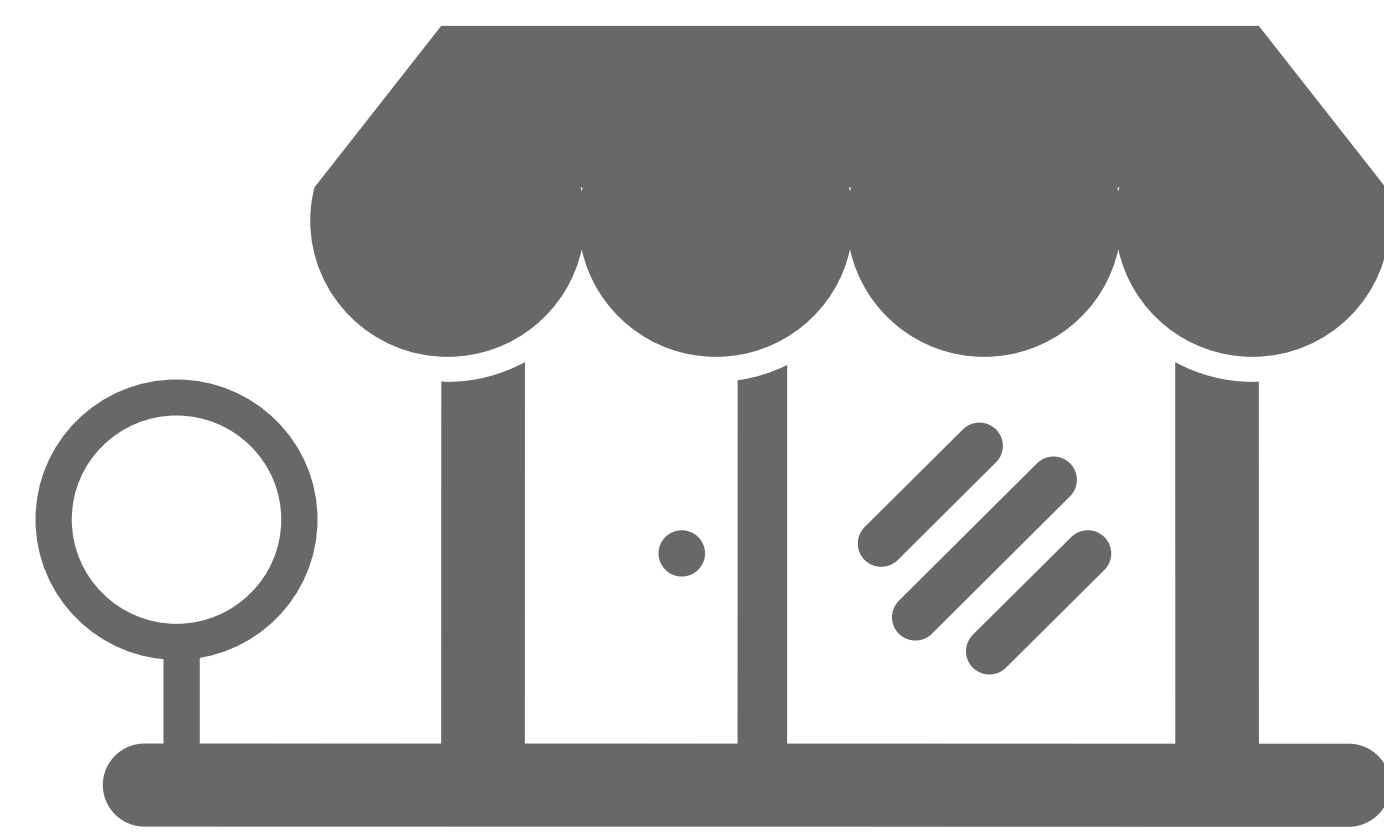
Boundary surveys are underway, and we anticipate having more information about impacts to specific properties later this year.

If you own a property or business and you have questions or concerns, please email Sara Behunek at corridors@austintexas.gov or call (512) 974-7840.

Are you a neighbor or stakeholder with a concern? Reach out to us at the above email and phone number.

Supporting Businesses During Construction

We know construction can be disruptive, and we're actively considering how we can minimize impacts to businesses throughout the process.



We will discuss these and other ideas at a business roundtable meeting this fall. If you own or manage a business on the corridor and would like to participate, please email or call Sara Behunek at corridors@austintexas.gov or (512) 974-7840.

WHAT WE ARE DOING:

- ✓ Having a Corridor Ambassador team for each corridor to connect the public to the project team, answer questions, and address concerns
- ✓ Maintaining access to businesses during construction and providing signage to help direct drivers, bicyclists and pedestrians
- ✓ Using multiple methods to keep people informed (e.g., door-to-door, Nextdoor, small group meetings, emails, Austin 3-1-1, events and mailings)
- ✓ Responding to inquiries promptly

Project Partners

The City of Austin Corridor Program Office is partnering with other City of Austin departments and regional public agencies. These are the public agencies and City of Austin departments we are working with:

Public Agency Partners

- Capital Area Metropolitan Planning Organization
- Capital Metropolitan Transportation Authority
- Texas Department of Transportation
- Travis County

The Corridor Program Office is also coordinating with others, like private utilities and nonprofits, and seeking more partnership opportunities. If you have suggestions for partnerships, let us know.

City of Austin Partners

- Austin 3-1-1
- Austin Energy
- Austin Fire Department
- Austin Public Health
- Austin Transportation Department
- Austin Water
- Capital Contracting Office
- Development Services Department
- Economic Development Department
- Equity Office
- Neighborhood Housing and Community Development
- Office of Real Estate Services
- Office of Sustainability
- Parks and Recreation Department
- Public Works Department
- Small and Minority Business Resources Department
- Watershed Protection Department

Placemaking

As part of the design phase, we want you to think about how to enhance the character of the corridor through placemaking. Use these images to inspire you as you respond to the questionnaire.

“Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.”

– Project for Public Spaces

