

# SLAUGHTER LANE CORRIDOR MOBILITY PLAN



## Proposed Improvements for **SLAUGHTER LANE** FROM FM 1826 TO VERTEX BOULEVARD



## SLAUGHTER LANE

The goal of Mobility Plans is to identify improvements that will enhance mobility, safety, and connectivity for users—whether you drive, bike, walk, or take transit.

### How to use this book

#### HOW WERE THE COMMENTS REPRESENTED IN THIS BOOK SELECTED?

Most of the comments in this book were selected based on geographic location. Last spring, we asked the community what kind of recommendations they'd like to see along Slaughter Lane, William Cannon Drive, and Brodie Lane as part of development of Mobility Plans for the roadways. As part of that outreach, we invited the community to place comments on a map to reflect desired improvements in a specific location along the corridors. The majority of comments shown in this book correspond geographically with the section of the corridor represented on the page. Some additional comments were selected to reflect general recommendations from the community.

You'll see this bubble throughout the book. It represents public input received in spring 2017.

#### ARE ALL THE COMMUNITY'S COMMENTS AND RECOMMENDATIONS REFLECTED IN THE PRELIMINARY MOBILITY RECOMMENDATIONS?

While public input informed development of the preliminary mobility recommendations, not all comments we received could be incorporated into the recommendations. The goal of Mobility Plans is to identify improvements that will enhance mobility, safety, and connectivity for users—whether you drive, bike, walk, or take transit. Additionally, the preliminary recommendations reflect technical assessments of the existing infrastructure, as well as data like traffic counts and crashes, and recommendations from other City of Austin plans and policies, such as the Sidewalk Master Plan and the City of Austin Complete Streets Policy.

#### WHAT IS "RIGHT-OF-WAY"?

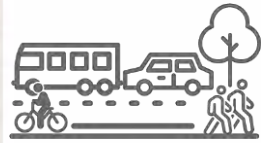
The right-of-way is the area owned and/or controlled by the City or State and typically includes the street surface, subsurface, sidewalks, and grassy areas between pavement and property lines. The boundaries width of the right-of-way will vary depending on the physical conditions at any given location. Property within the City's right-of-way can be used for City-related improvements, as necessary. This book shows the approximate width of the existing right-of-way and the proposed width of the new right-of-way. Existing right-of-way means the City of Austin already owns and/or controls the right-of-way. Proposed right-of-way would potentially need to be acquired to accommodate the improvements.

#### HOW CAN I STAY UP-TO-DATE ON THESE CORRIDORS, AND HOW CAN I LEARN ABOUT OTHER CORRIDORS?

To sign up for updates on the Slaughter Lane, William Cannon Drive, and Brodie Lane corridors, visit [AustinTexas.gov/BSWCorridors](http://AustinTexas.gov/BSWCorridors). Public engagement for the Manchaca Road Corridor Mobility Plan is kicking off this fall. If you'd like to share your input about what kind of improvements you'd like to see on Manchaca, please visit [AustinTexas.gov/CorridorMobility](http://AustinTexas.gov/CorridorMobility). You can also visit with us and receive more information here:

- November 14 at Sprouts Farmers Market, 3-7 p.m.
- December 5 at Crockett High School, 5-8 p.m.

The proposed improvements incorporate other City planning efforts, including:



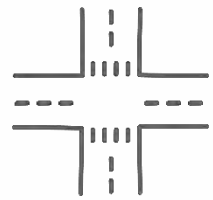
## AUSTIN STREET DESIGN GUIDE

Assists City staff and private sector street design professionals in applying a consistent approach to street design, particularly for right-of-way planning and new streets.



## AUSTIN SIDEWALK MASTER PLAN

The City of Austin 2016 Sidewalk Master Plan/ADA Transition Plan Update establishes asset management policies for sidewalks within City of Austin right-of-way. As of November 2015, the citywide sidewalk network included 2,580 miles of absent (missing) and 2,400 miles of existing sidewalk.



## VISION ZERO SAFETY PROGRAM

Vision Zero is an international movement that aspires to reduce the number of people who die or are seriously injured in traffic crashes to zero. Austin's Vision Zero Action Plan defines a community-wide approach to reach this goal by 2025. It contains five strategic initiatives: Education, Engineering, Evaluation, Enforcement, and Policy.



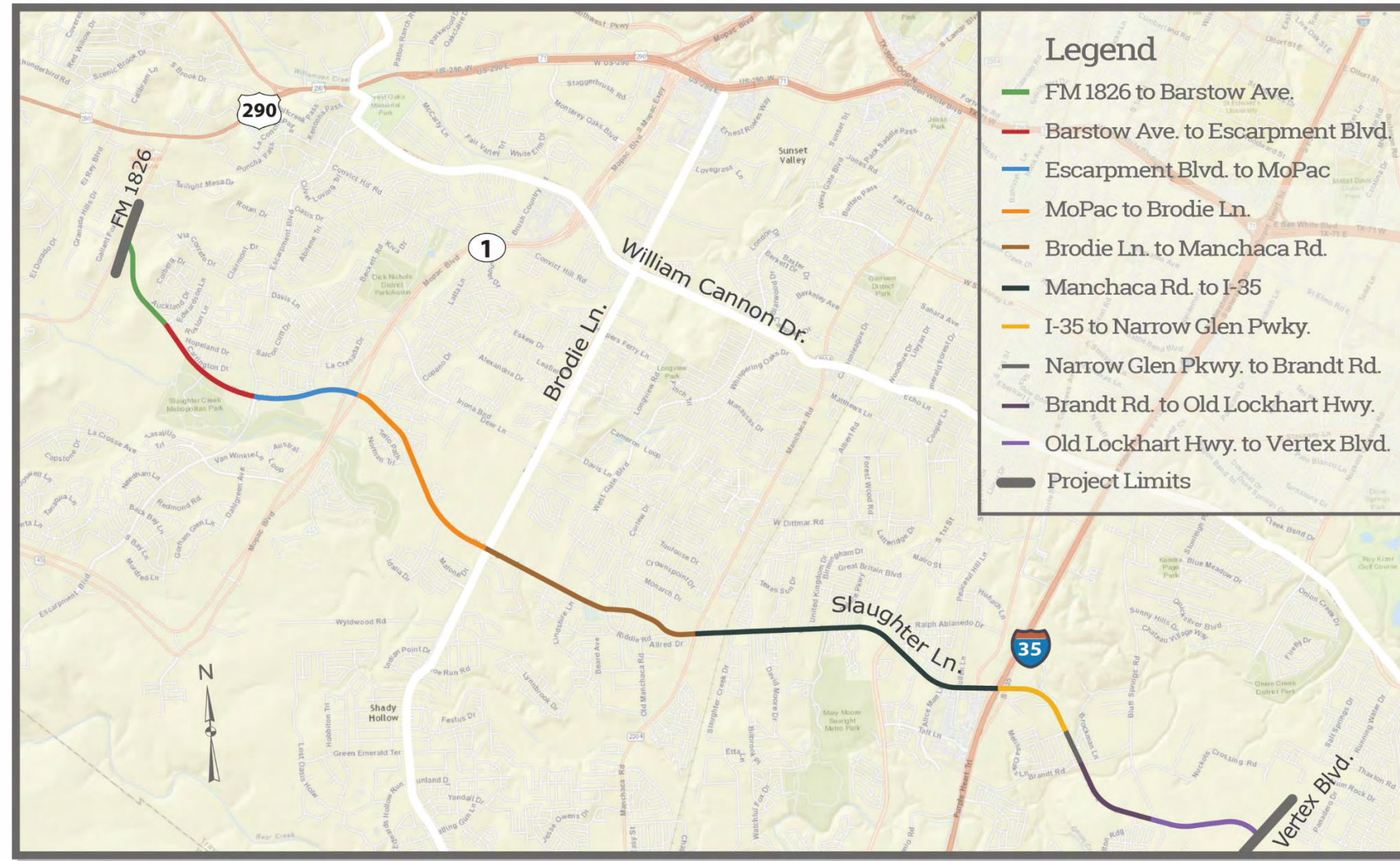
## AUSTIN BICYCLE MASTER PLAN

This plan proposes creating a connected and protected active transportation network that will provide additional transportation options for Austin residents and visitors. The plan's overarching goals are to significantly increase bicycle use and improve bicycle safety throughout Austin.



## Roadway Configurations

Recommended roadway configurations are broken into segments for the entirety of the corridor.

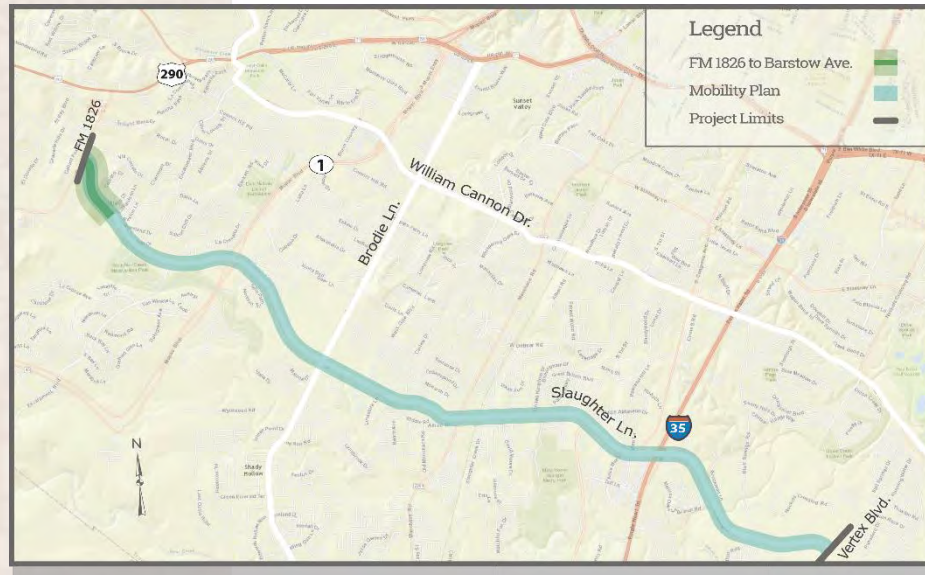


Note: If projects are selected for construction, existing sidewalk and other roadway infrastructure will be incorporated into the new improvements to the extent possible. However, in some cases, existing infrastructure may need to be removed and replaced in its entirety to accommodate the new improvements. Where existing sidewalk infrastructure remains in place, it would be brought to ADA compliance.



# SLAUGHTER LANE

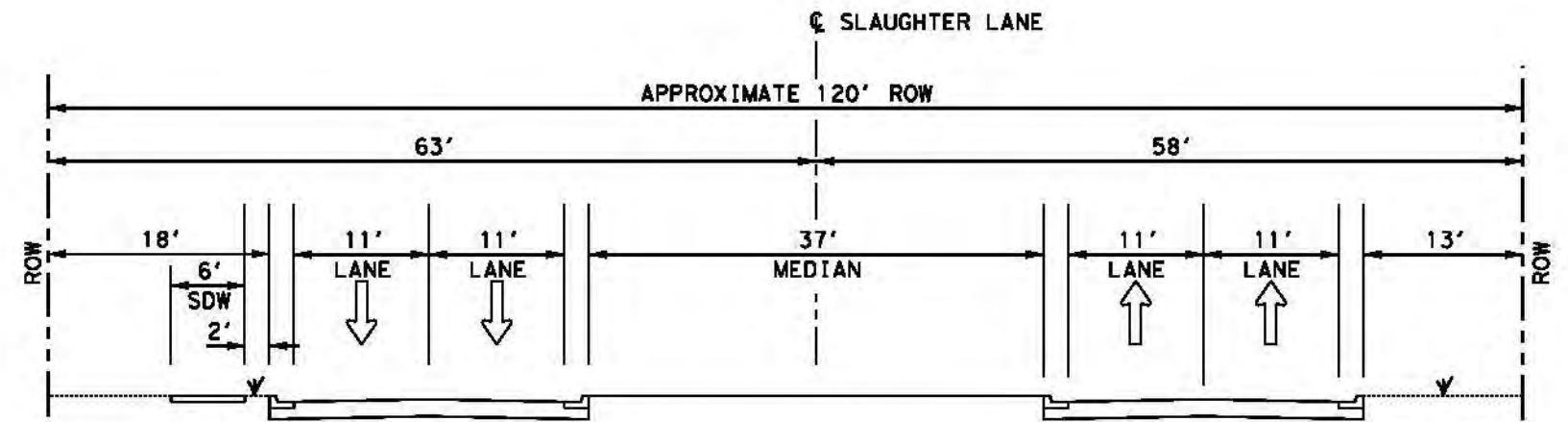
## Proposed Improvements



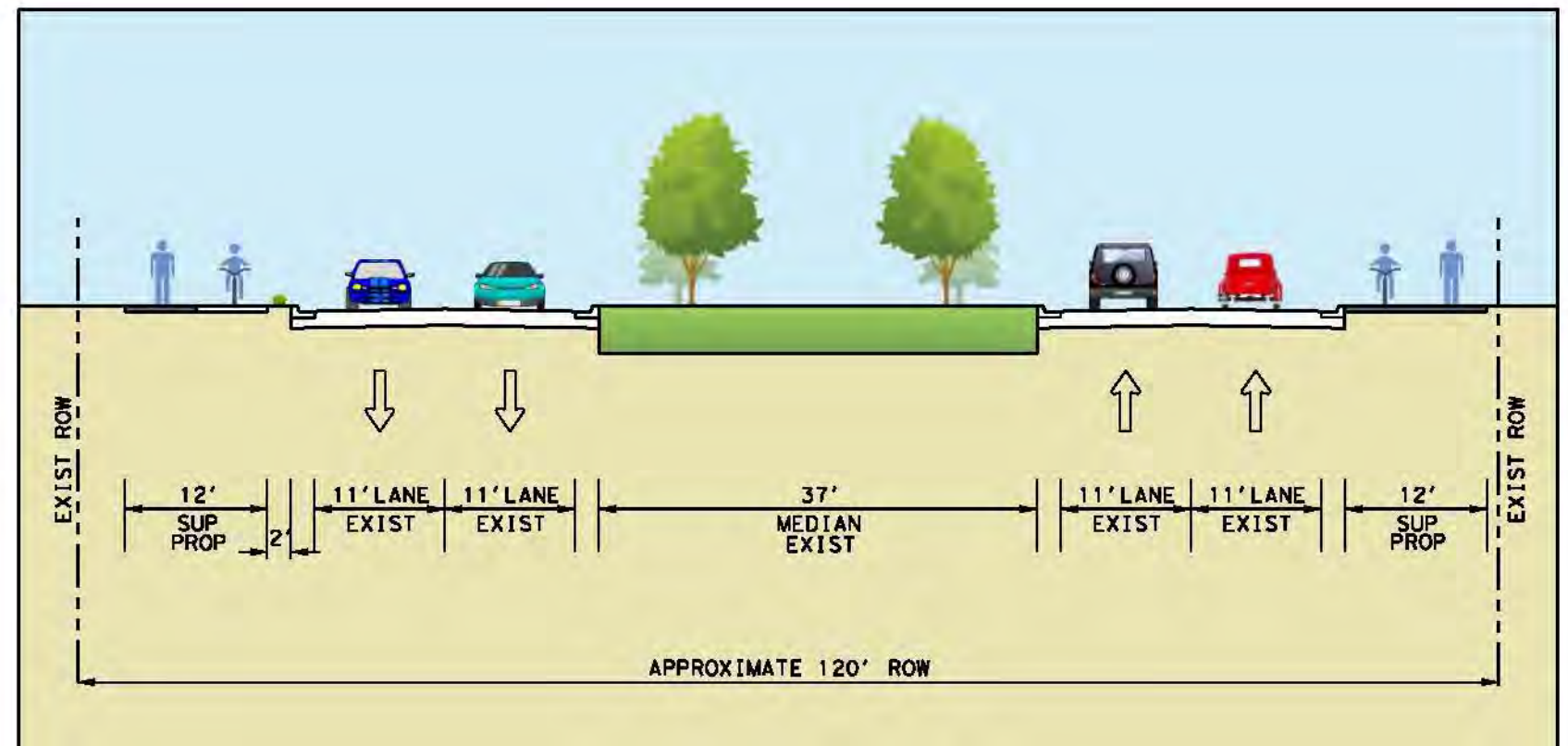
### HIGHLIGHTS

- No additional right-of-way needed
- Vehicular travel lanes remain the same
- Shared-use path on both sides of roadway

## FM 1826 to Barstow Avenue



Existing Configuration

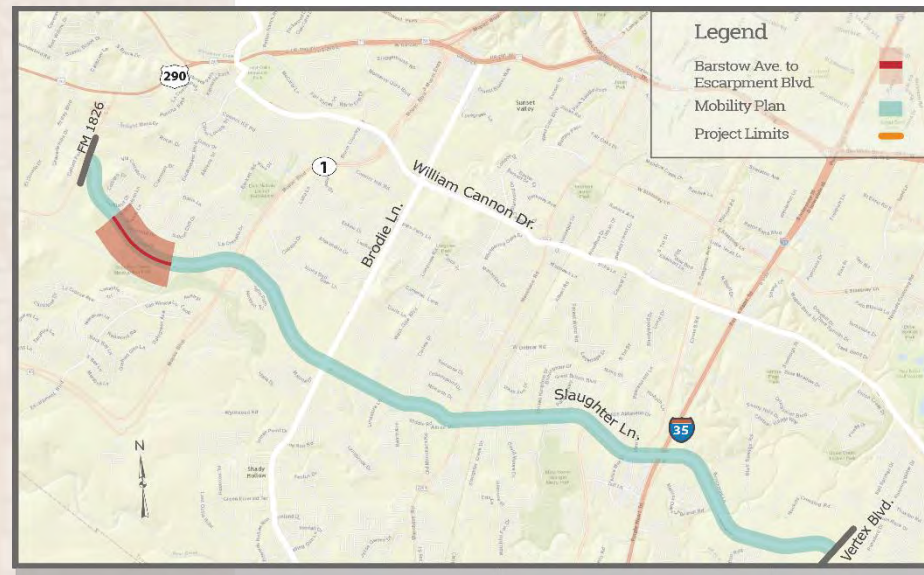


Proposed Configuration

SUP- Shared-Use Path

# SLAUGHTER LANE

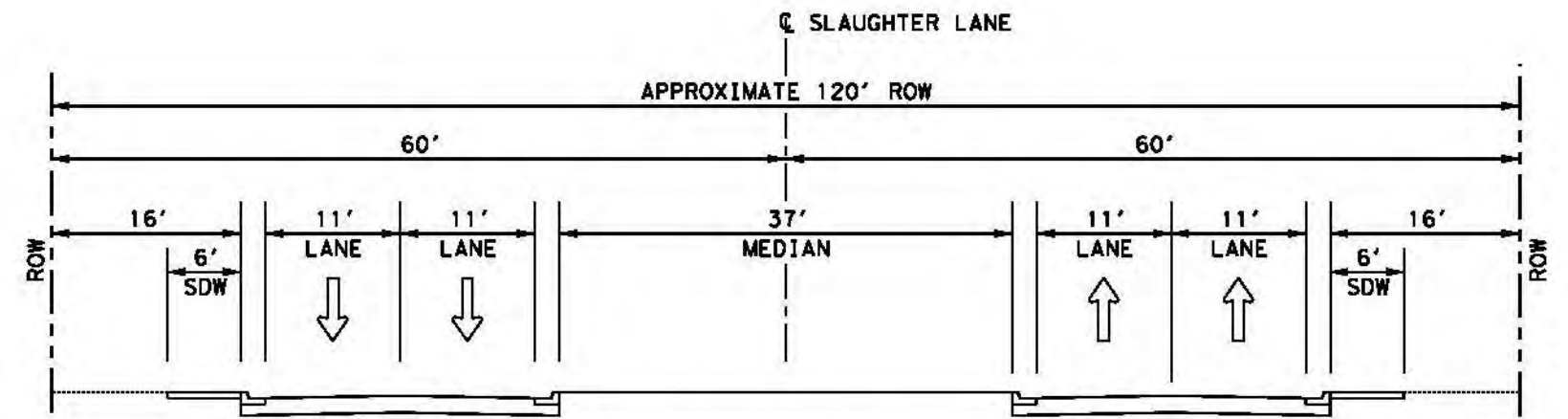
## Proposed Improvements



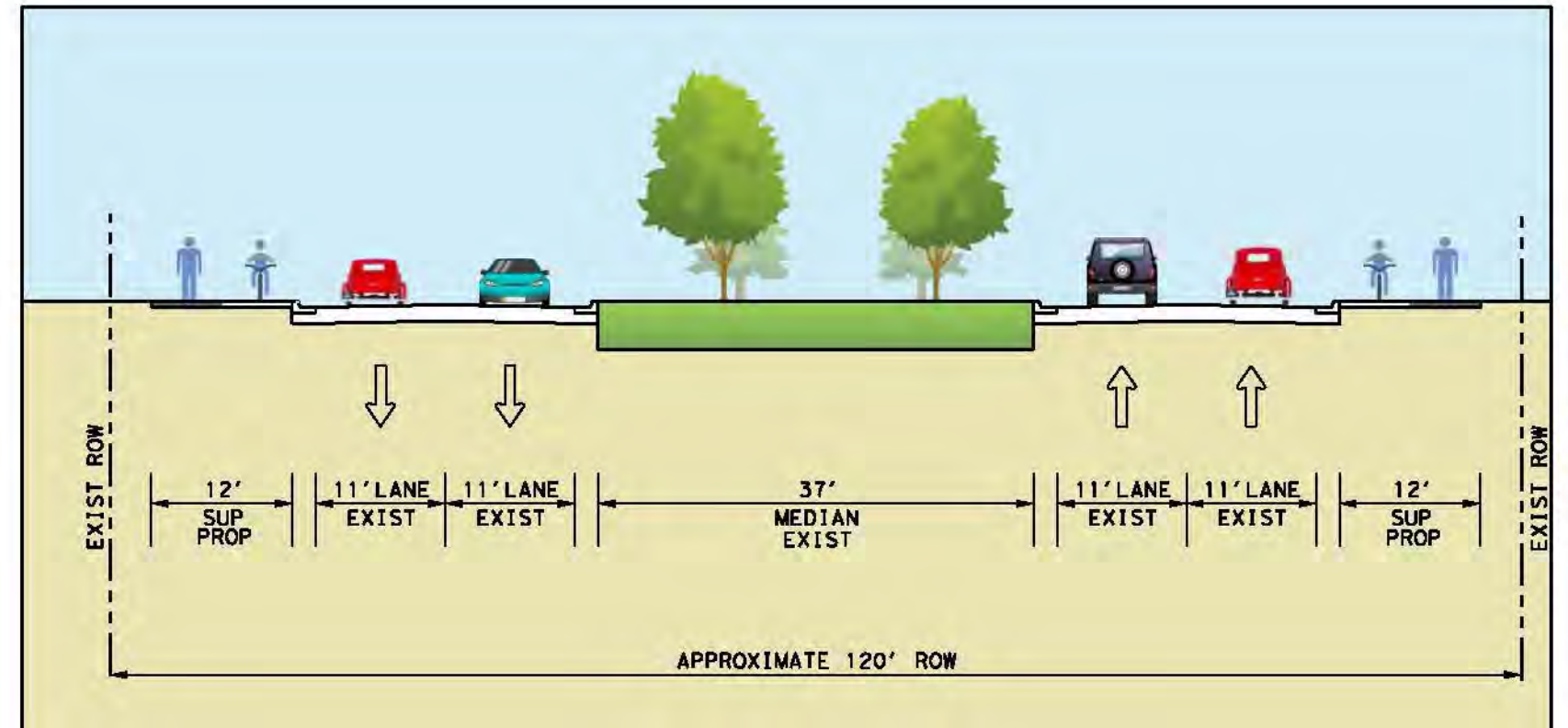
### HIGHLIGHTS

- No additional right-of-way needed
- Vehicular travel lanes remain the same
- Shared-use path on both sides of roadway

## Barstow Avenue to Escarpment Boulevard



Existing Configuration



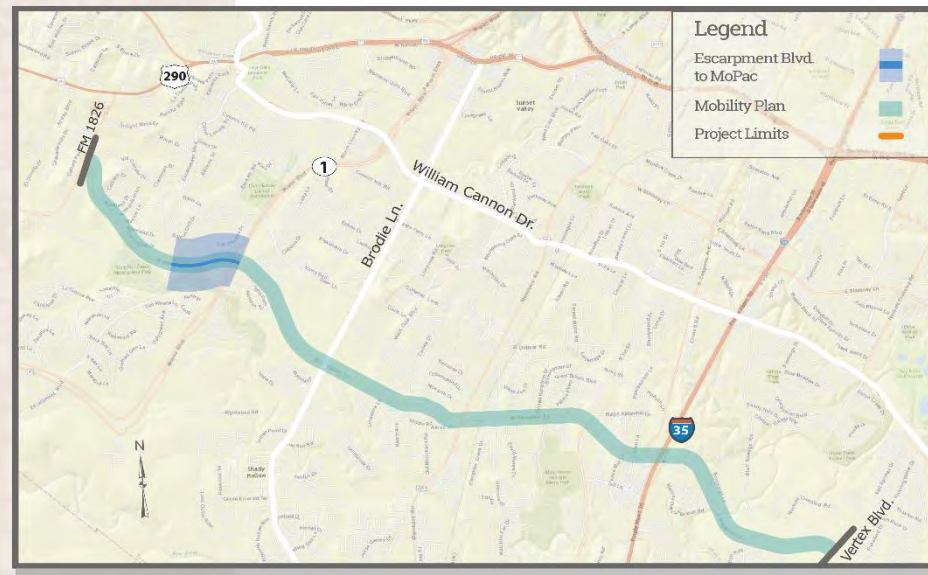
Proposed Configuration

SUP- Shared-Use Path



# SLAUGHTER LANE

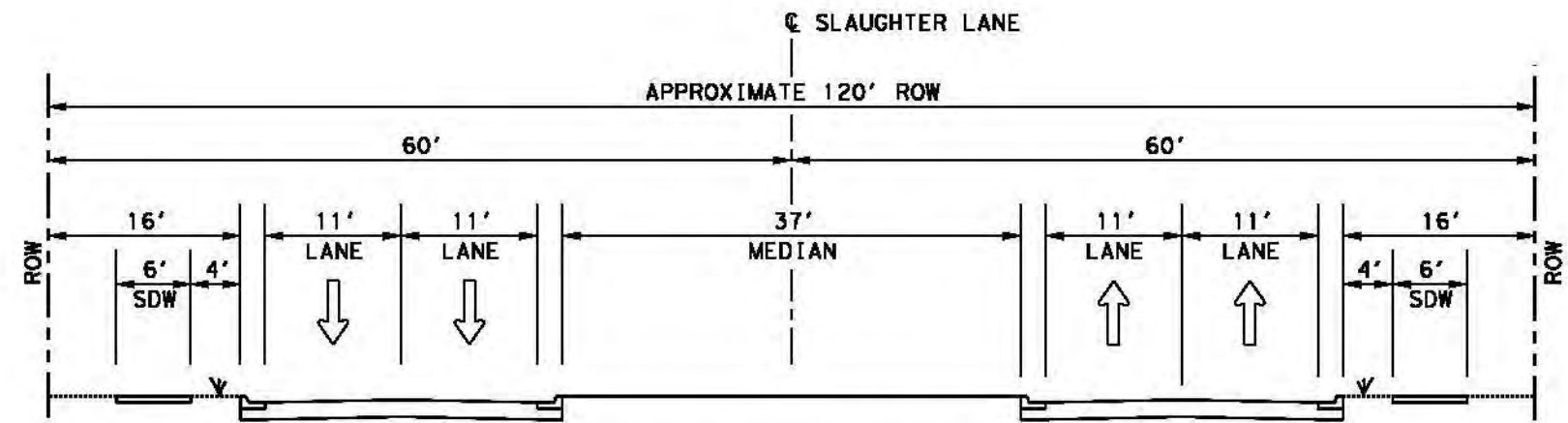
## Proposed Improvements



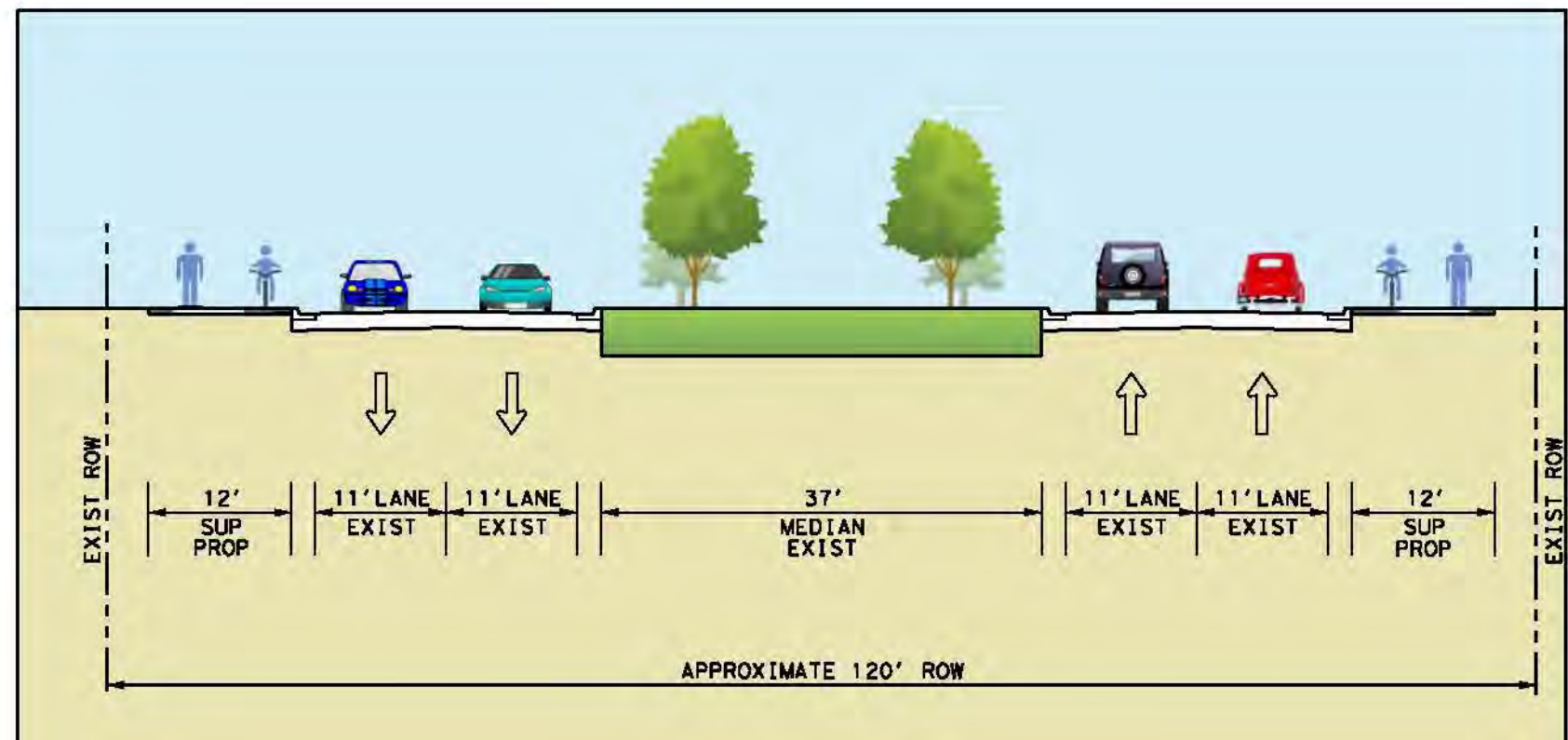
### HIGHLIGHTS

- No additional right-of-way needed
- Vehicular travel lanes remain the same
- Shared-use path on both sides of roadway

## Escarpment Boulevard to MoPac



Existing Configuration



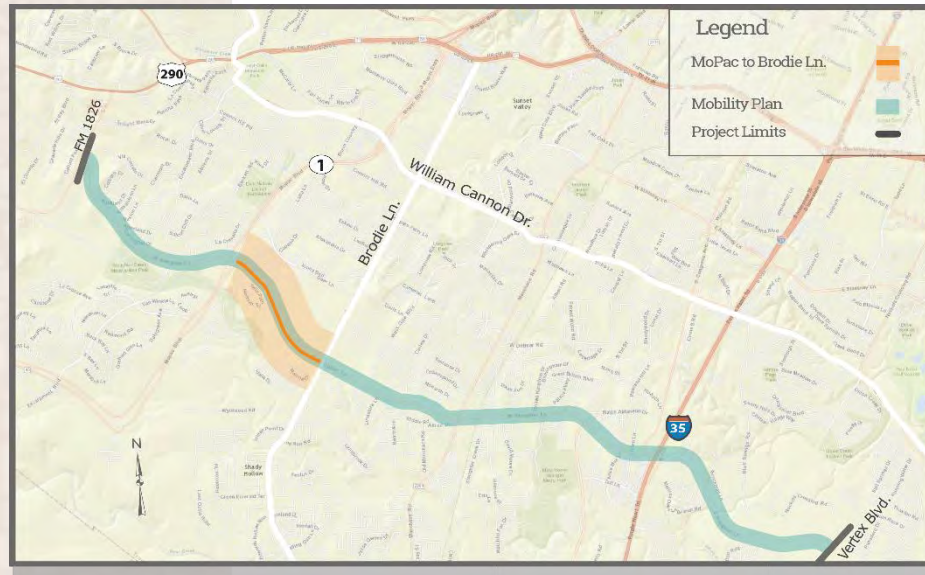
Proposed Configuration

SUP- Shared Use Path



# SLAUGHTER LANE

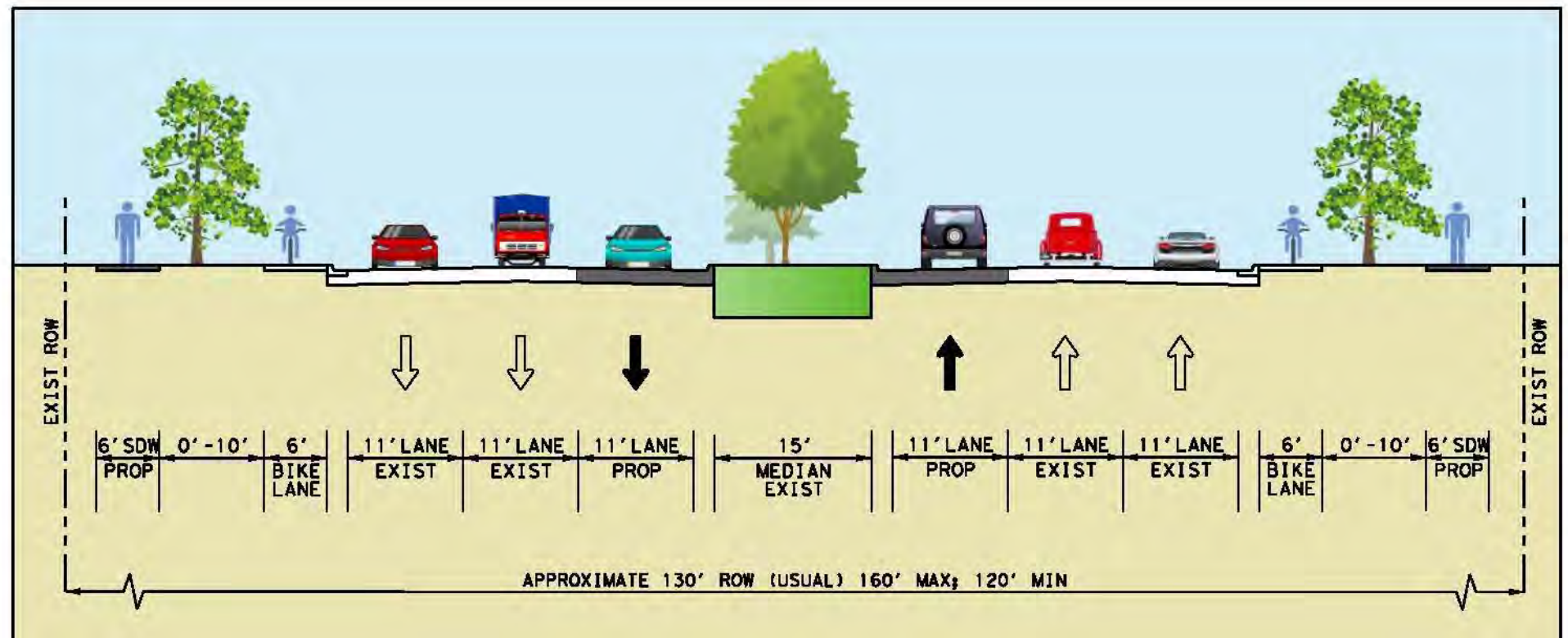
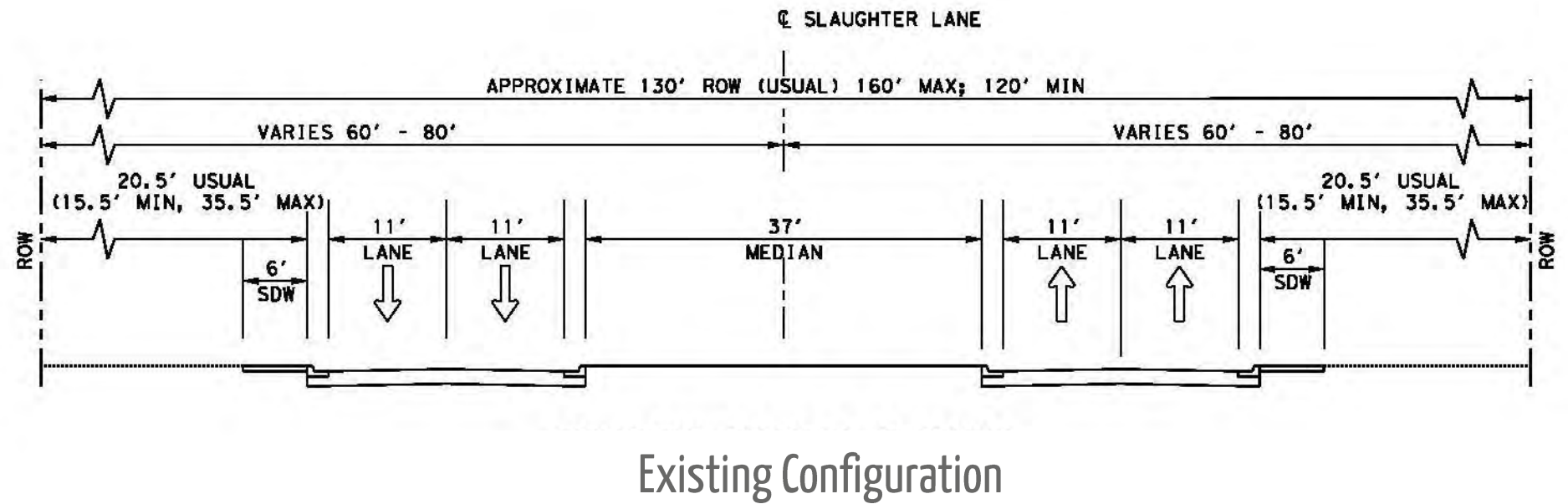
## Proposed Improvements



### HIGHLIGHTS

- No additional right-of-way needed
- Addition of 11-foot westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway
- Existing sidewalk converted into bike lane on each side of roadway
- Green space between bike lanes and sidewalks, where right-of-way allows

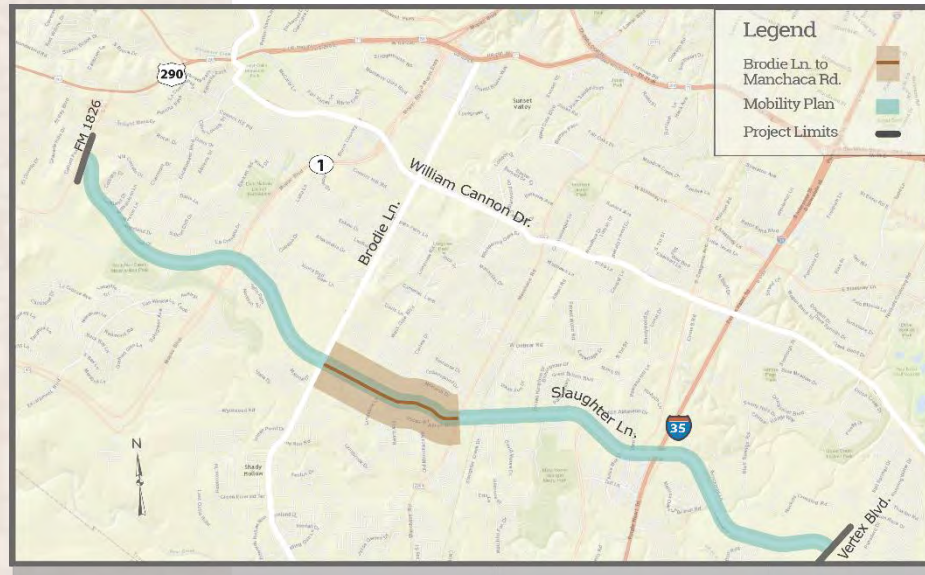
## MoPac to Brodie Lane





# SLAUGHTER LANE

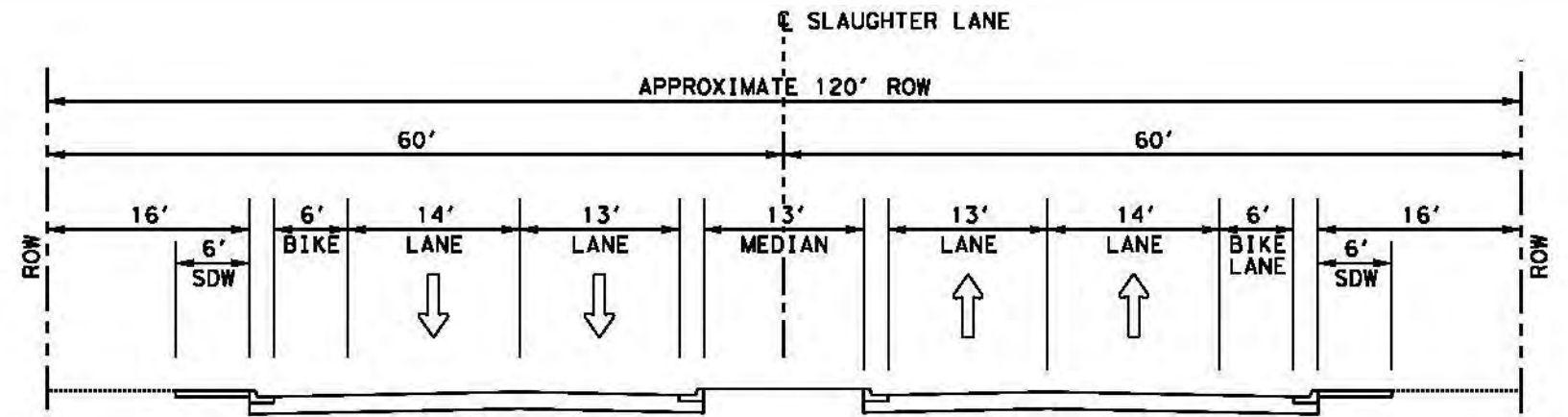
## Proposed Improvements



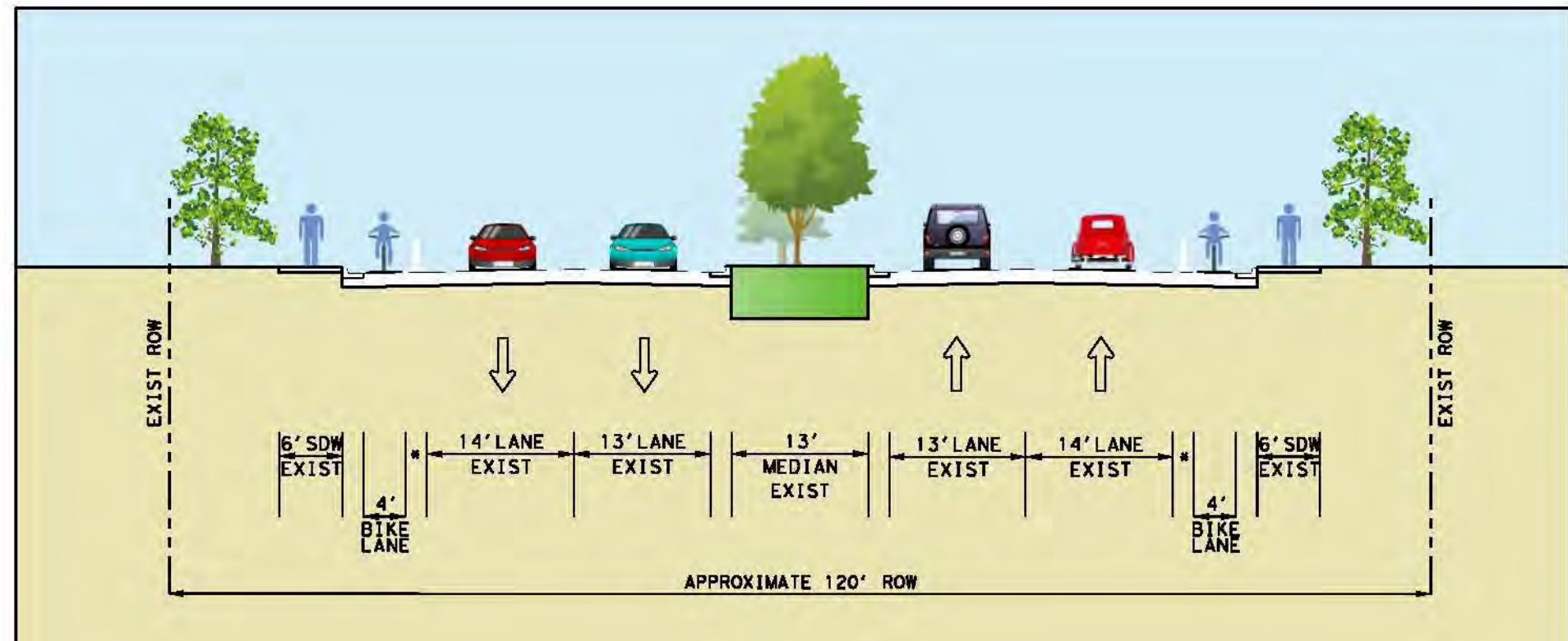
### HIGHLIGHTS

- Vehicular travel lanes remain the same
- Addition of physical barriers between bike lane and vehicular travel lane on each side of roadway
- Existing sidewalk width to remain the same

## Brodie Lane to Manchaca Road



Existing Configuration

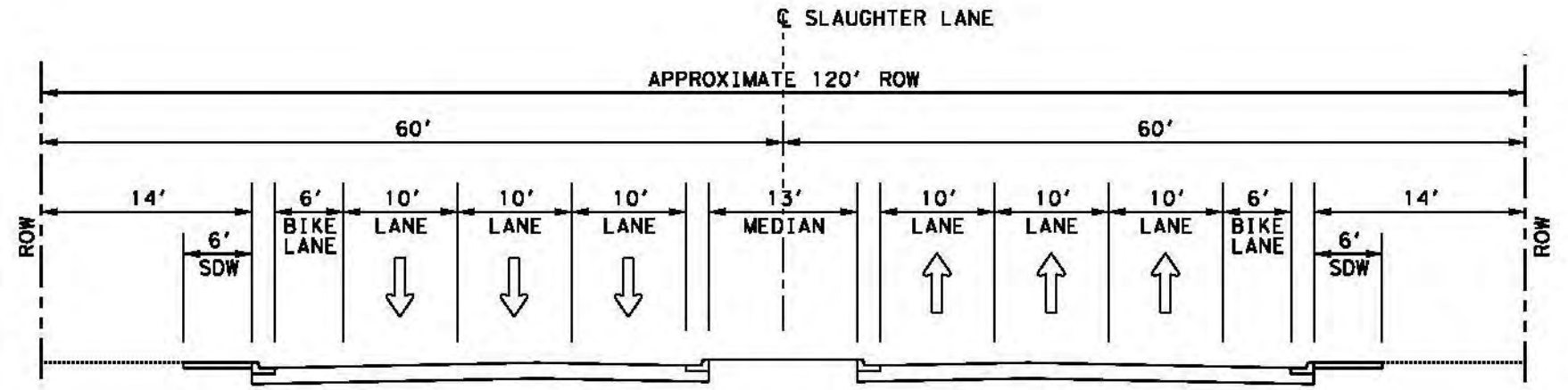
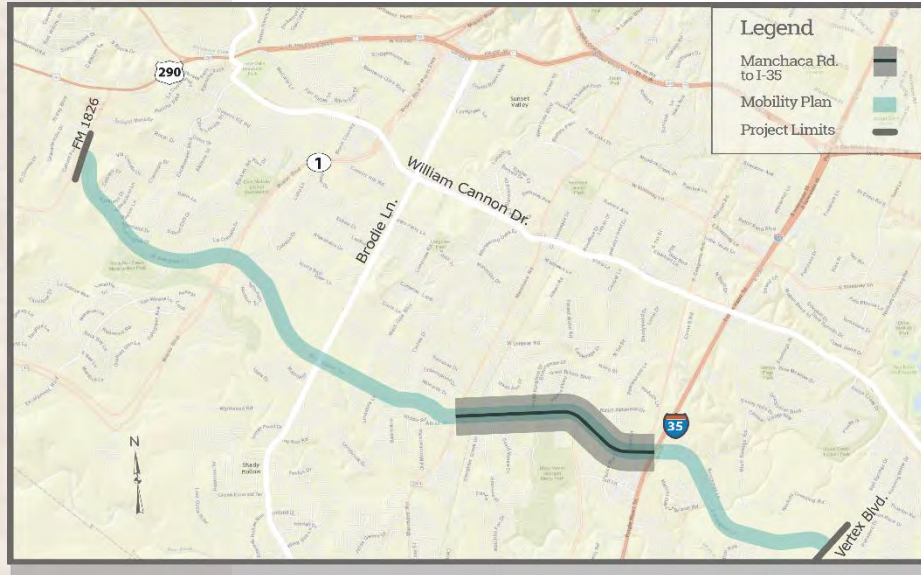


Proposed Configuration



# SLAUGHTER LANE

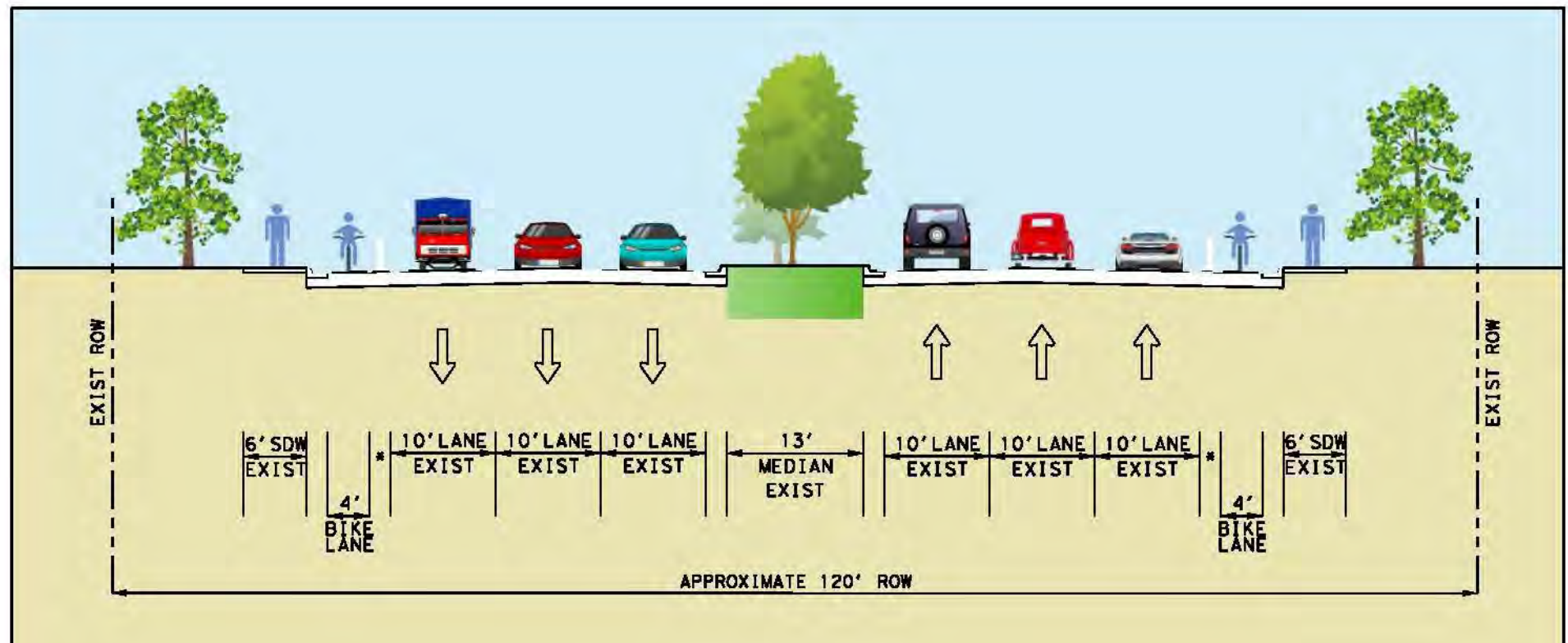
## Proposed Improvements



Existing Configuration

### HIGHLIGHTS

- No additional right-of-way needed
- Vehicular travel lanes remain the same
- Addition of physical barriers between bike lane and vehicular travel lane on each side of roadway
- Existing sidewalk width to remain the same

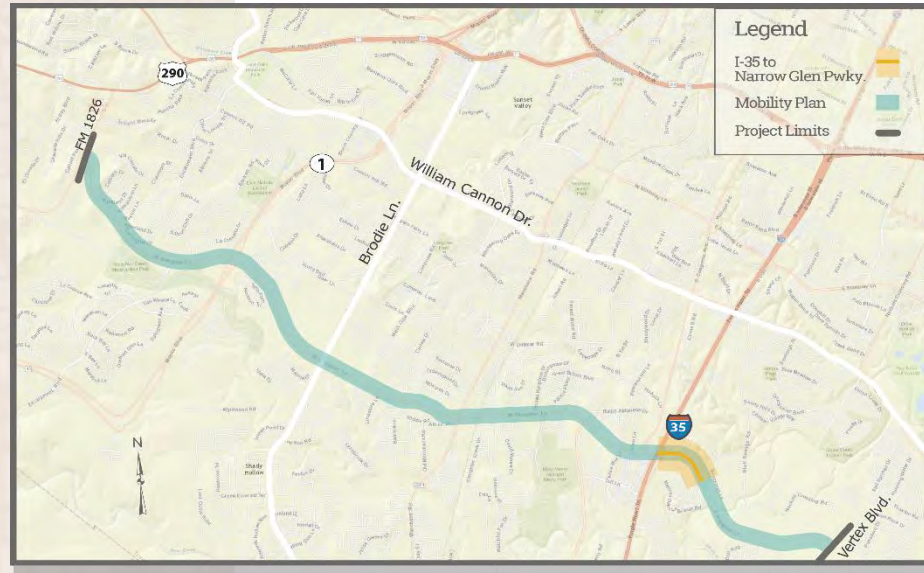


Proposed Configuration



# SLAUGHTER LANE

## Proposed Improvements



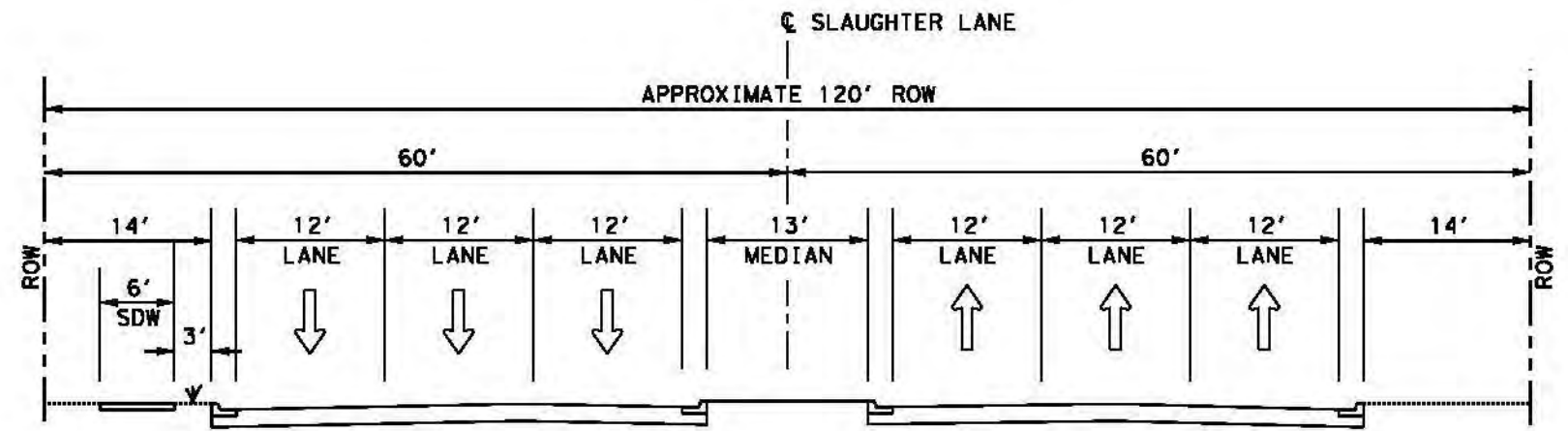
### HIGHLIGHTS

- No additional right-of-way needed
- Reconfigure to four vehicular travel lanes from six vehicular travel lanes
- Vehicular travel lane converted to protected bike lane in each direction
- Sidewalk added on south side of roadway

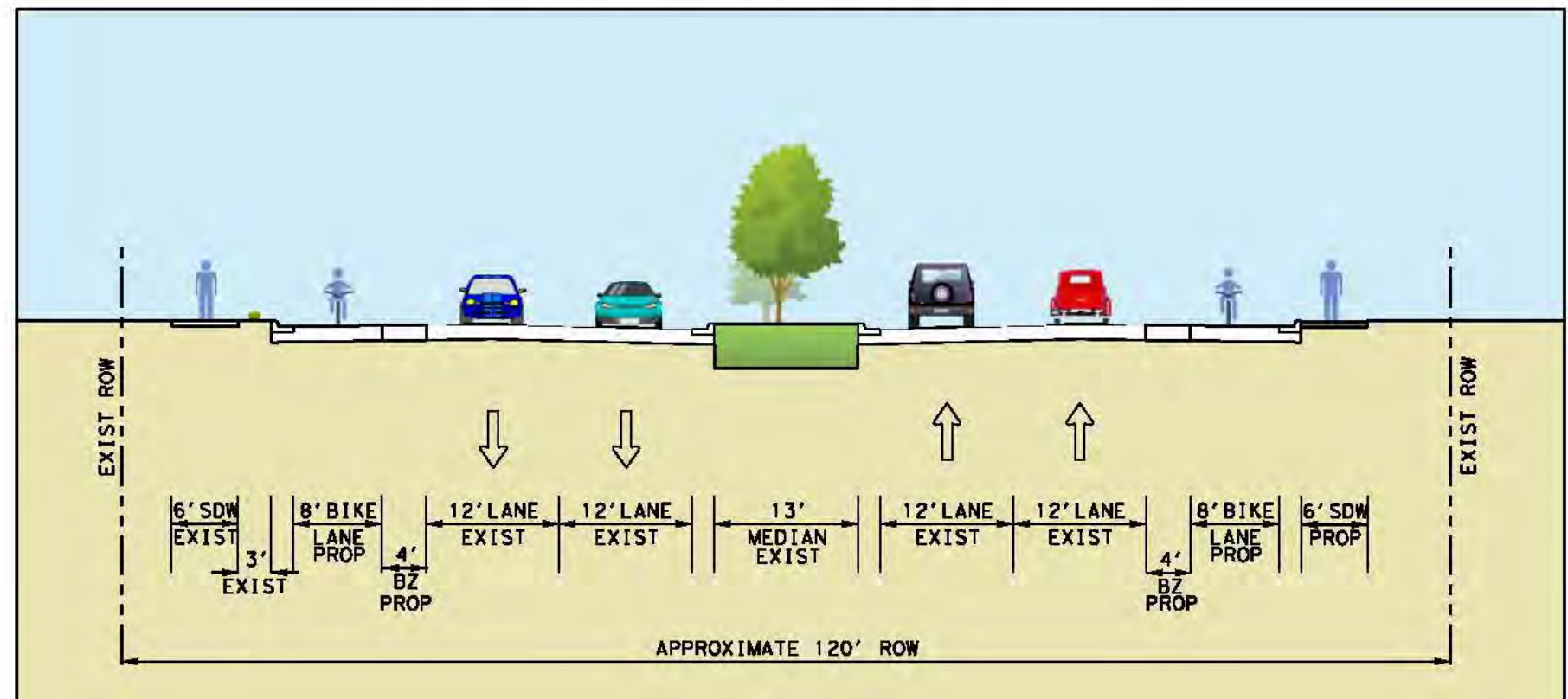
### LONG-TERM

- Install proposed shared-use path outside of existing pavement to maintain or re-establish existing six lane divided roadway – additional right-of-way may be required

## I-35 to Narrow Glen Parkway



Existing Configuration



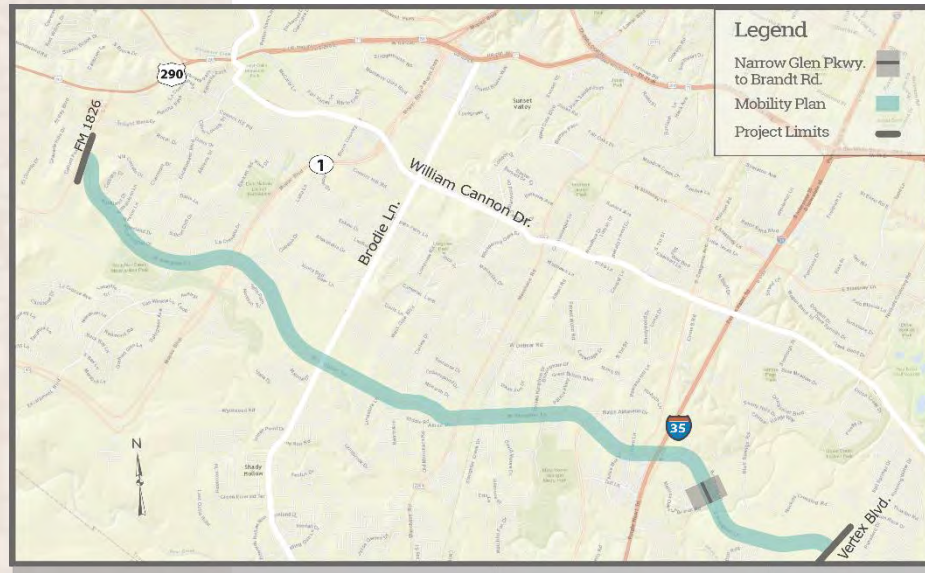
Proposed Configuration

BZ- Buffer Zone

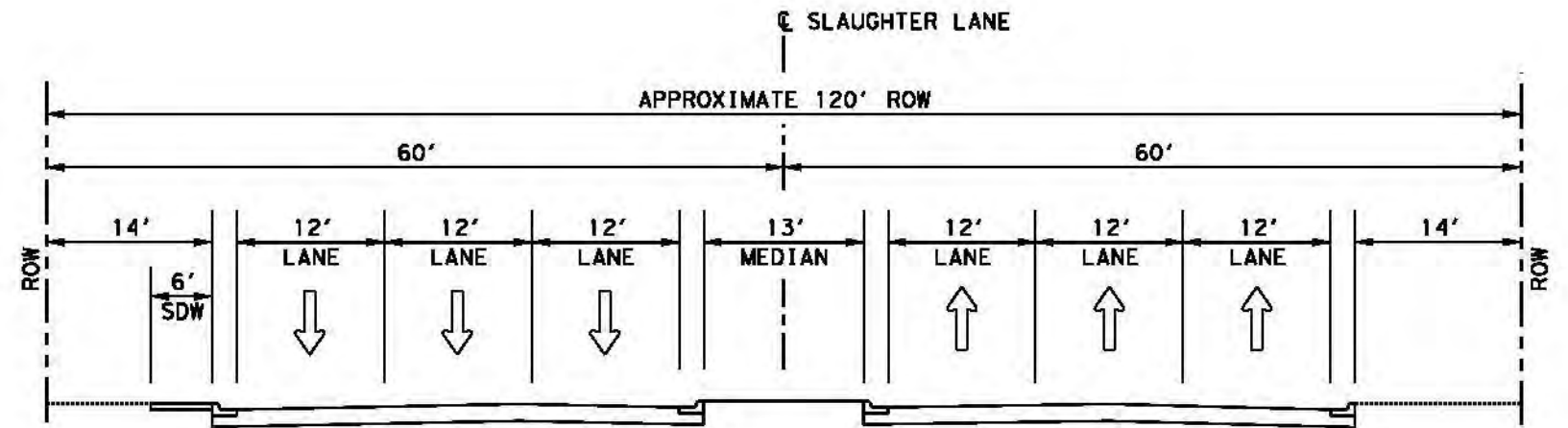


# SLAUGHTER LANE

## Proposed Improvements



## Narrow Glen Parkway to Brandt Road



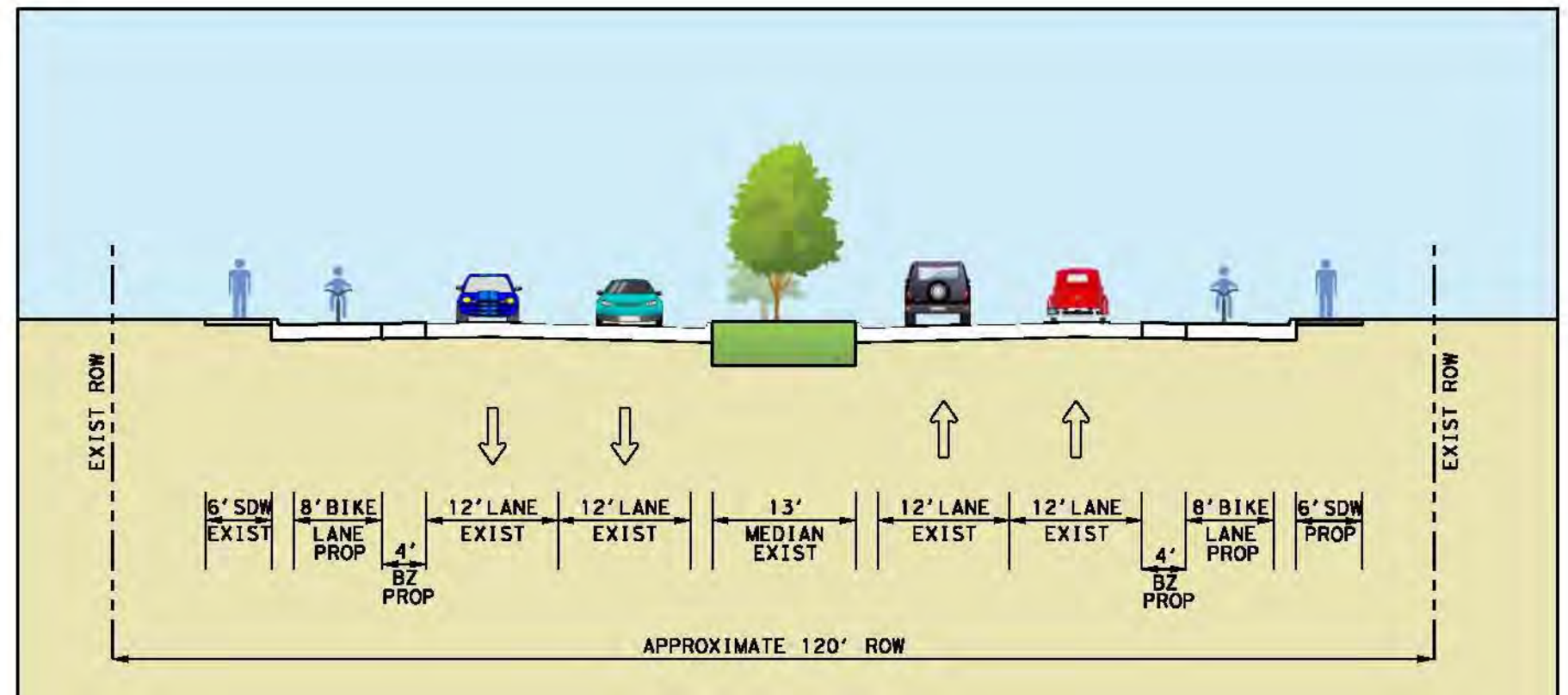
Existing Configuration

### HIGHLIGHTS

- No additional right-of-way needed
- Reconfigure to four vehicular travel lanes from six vehicular travel lanes
- Vehicular travel lane converted to protected bike lane in each direction
- Sidewalk added on south side of roadway

### LONG-TERM

- Install proposed shared-use path outside of existing pavement to maintain or re-establish existing six lane divided roadway – additional right-of-way may be required



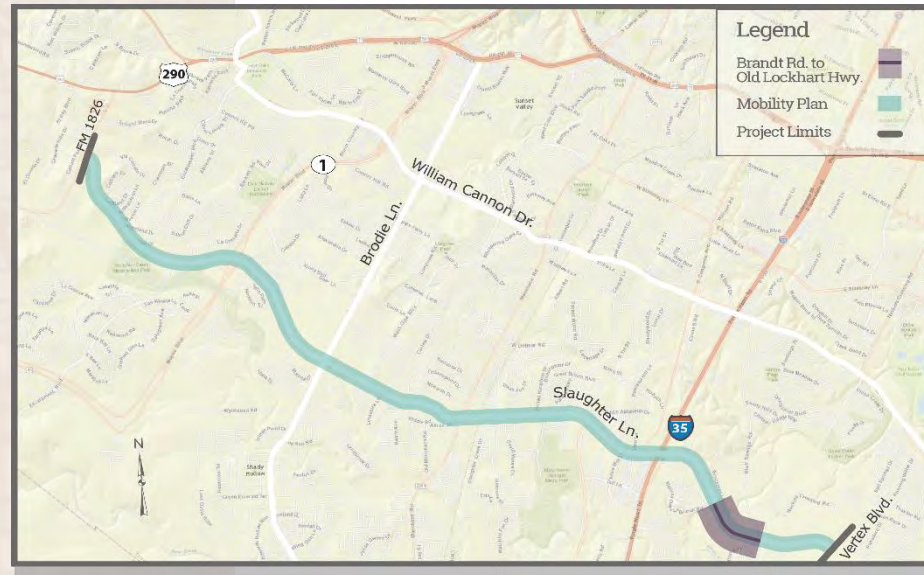
Proposed Configuration

BZ- Buffer Zone

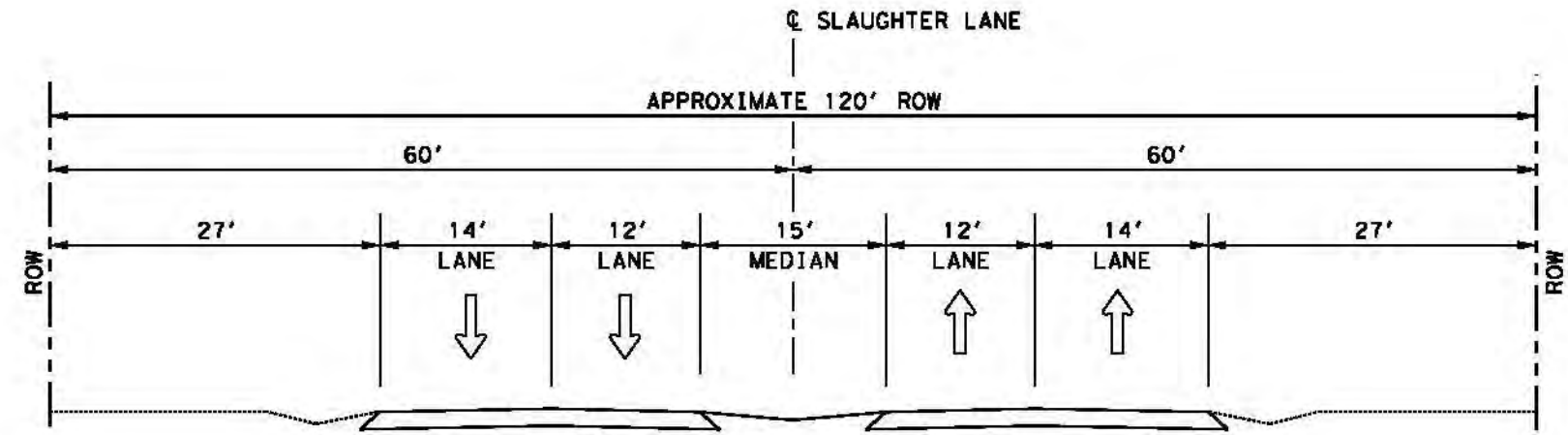


# SLAUGHTER LANE

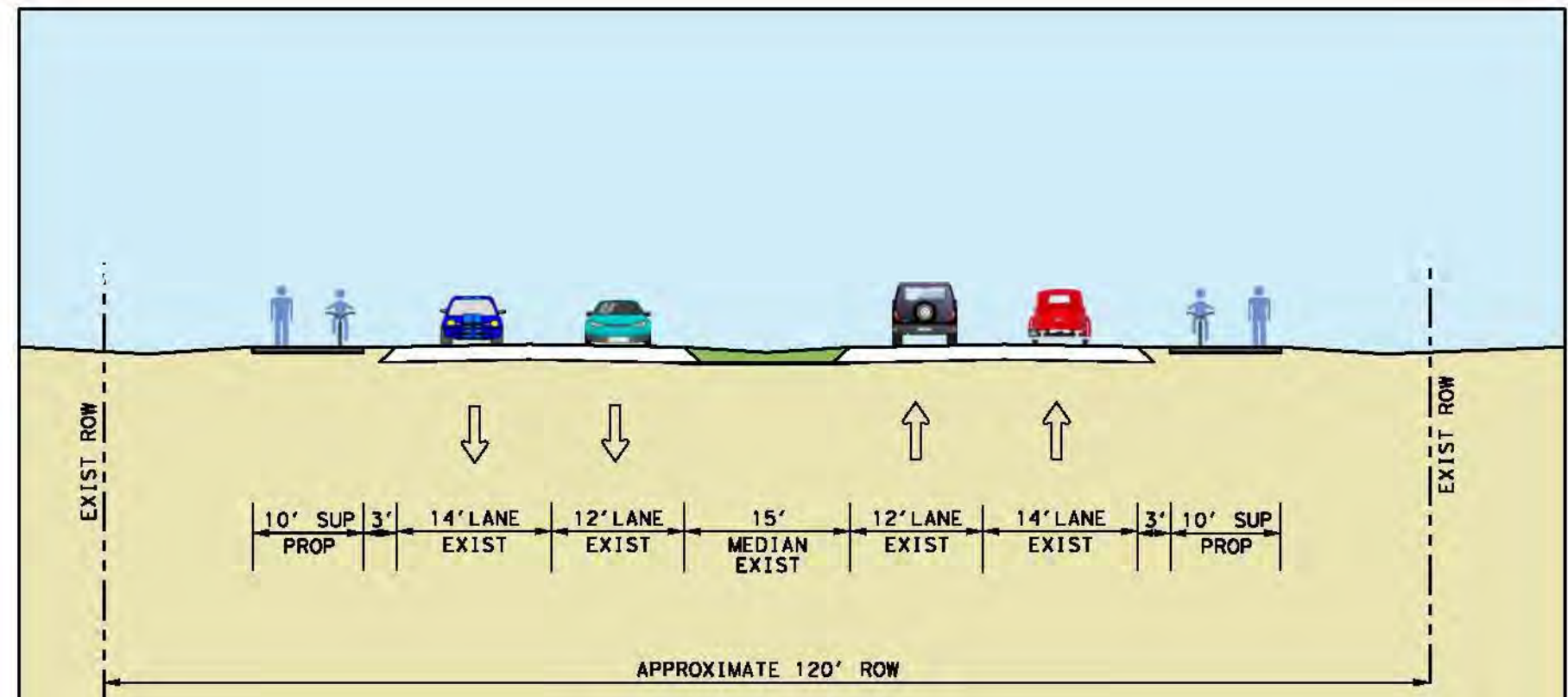
## Proposed Improvements



# Brandt Road to Old Lockhart Highway



Existing Configuration



Proposed Configuration

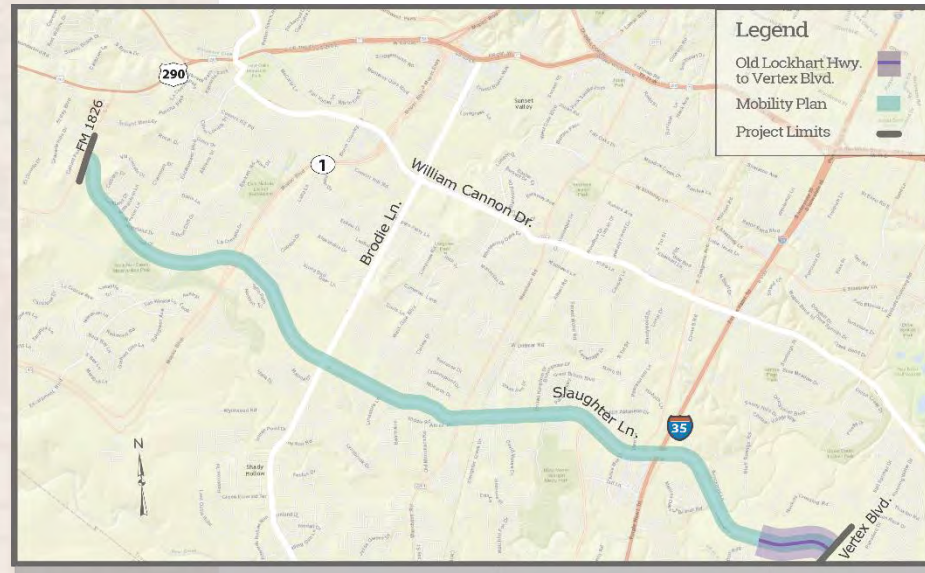
SUP- Shared-Use Path

### HIGHLIGHTS

- No additional right-of-way needed
- Vehicular travel lanes remain the same
- Shared-use path on both sides of roadway

# SLAUGHTER LANE

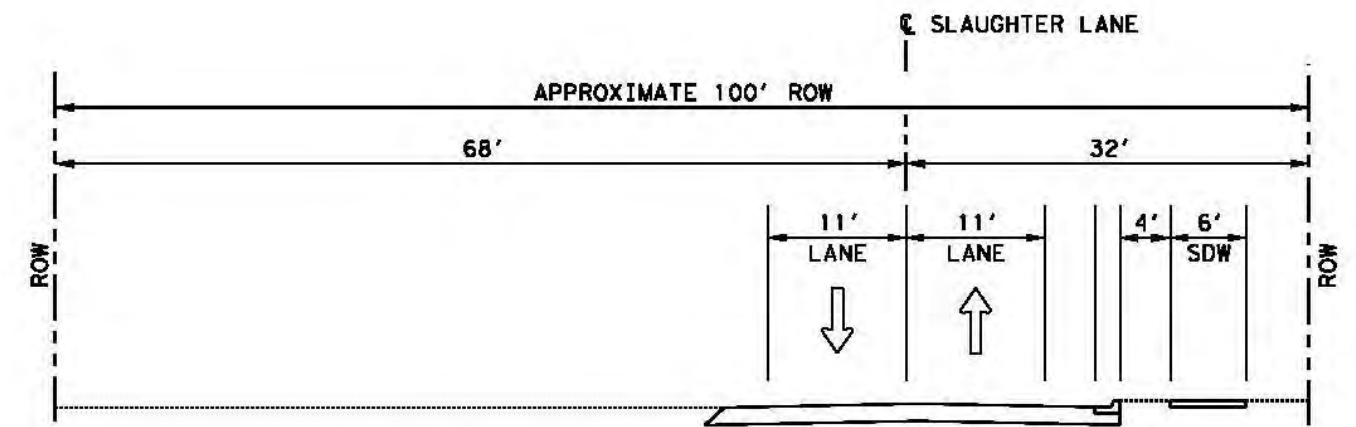
## Proposed Improvements



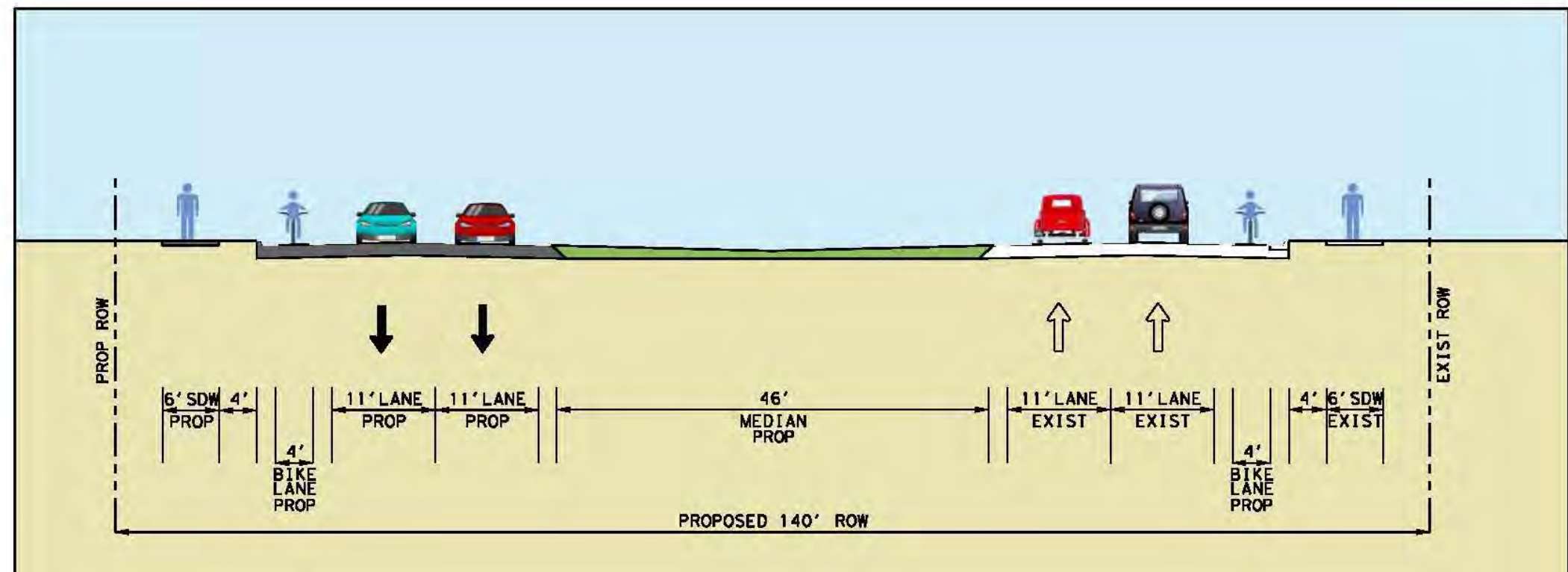
### HIGHLIGHTS

- Proposed 40-feet of additional right-of-way may be required (140-feet total)
- Existing vehicular travel lanes to be converted to two 11-foot westbound vehicular lanes and a four-foot bike lane
- Addition of two 11-foot eastbound vehicular travel lanes
- Bike lane added on north side of roadway
- Sidewalk added on north side of roadway

## Old Lockhart Hwy to Vertex Boulevard



Existing Configuration



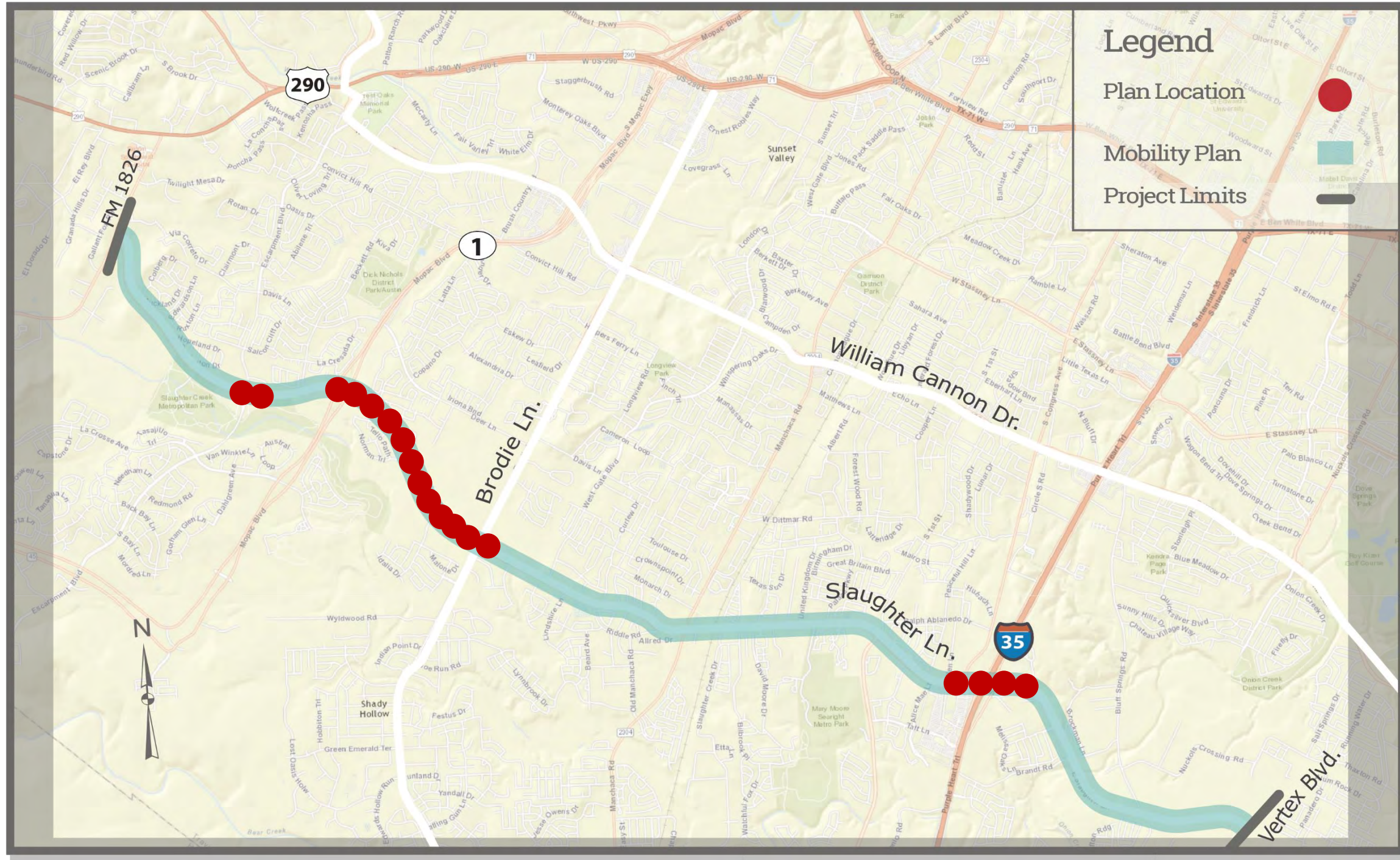
Proposed Configuration

Note: This proposed typical section will match the typical section proposed by Travis County from Vertex Blvd. to Thaxton Rd.



# SLAUGHTER LANE

## Plan Exhibit Location Map

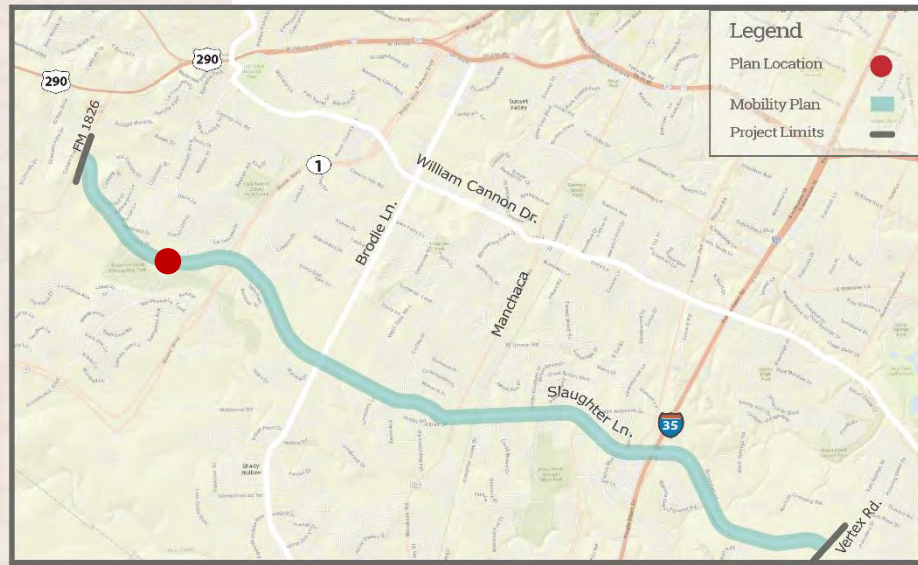




# SLAUGHTER LANE

## Proposed Improvements

## At Escarpment (1 of 2)

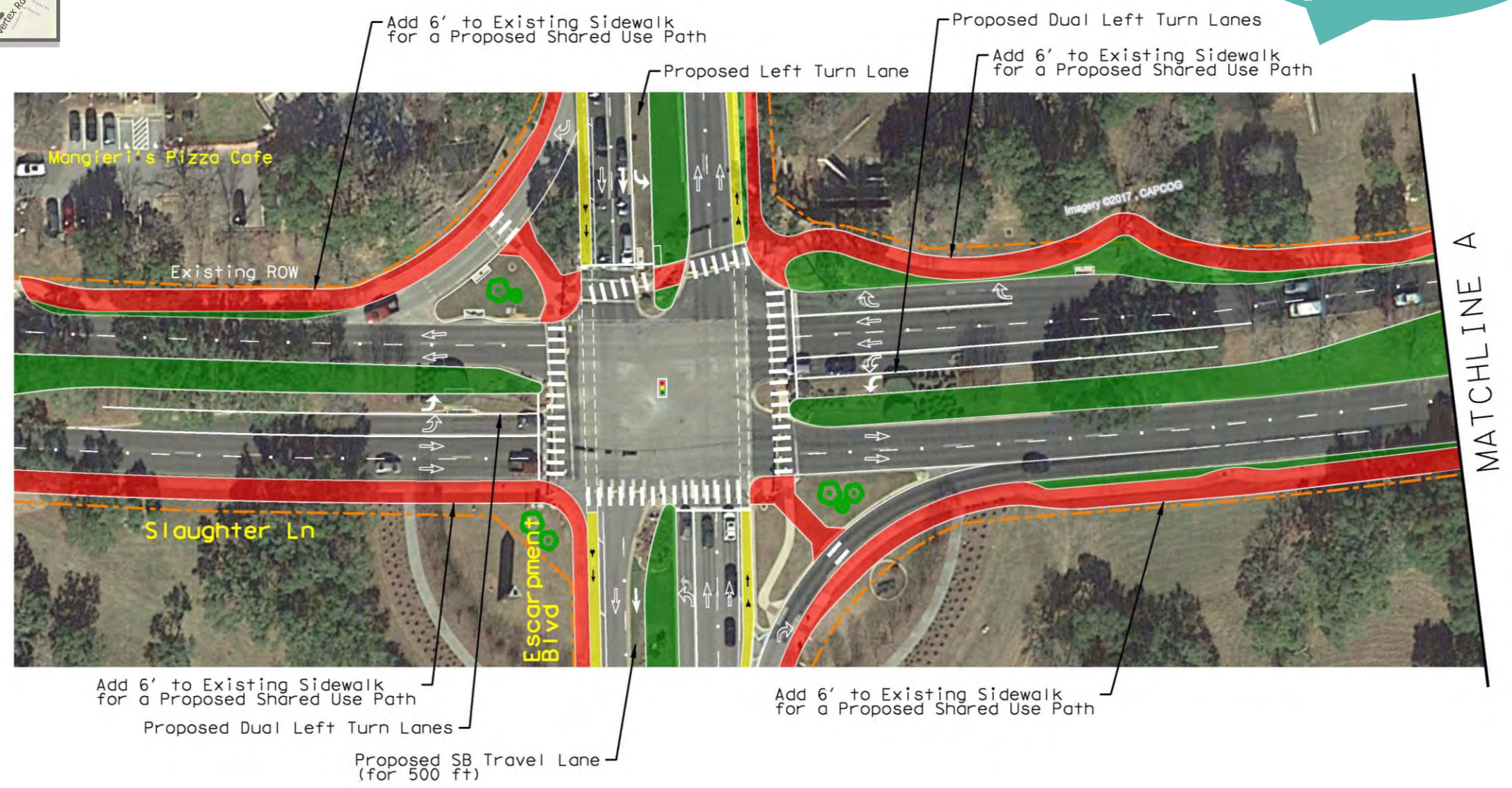


- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

"Get traffic moving more smoothly at peak times"

### HIGHLIGHTS

- Dual left-turn lanes, both westbound and eastbound
- Shared-use path on both sides of roadway
- Additional southbound vehicular travel lane for 500-feet
- Additional southbound left-turn lane

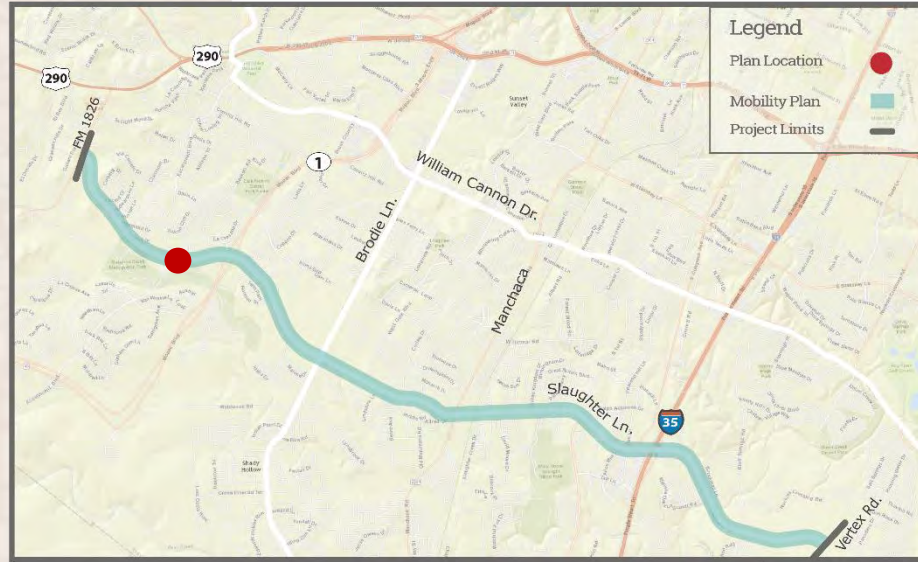




# SLAUGHTER LANE

## Proposed Improvements

### At Escarpment (2 of 2)



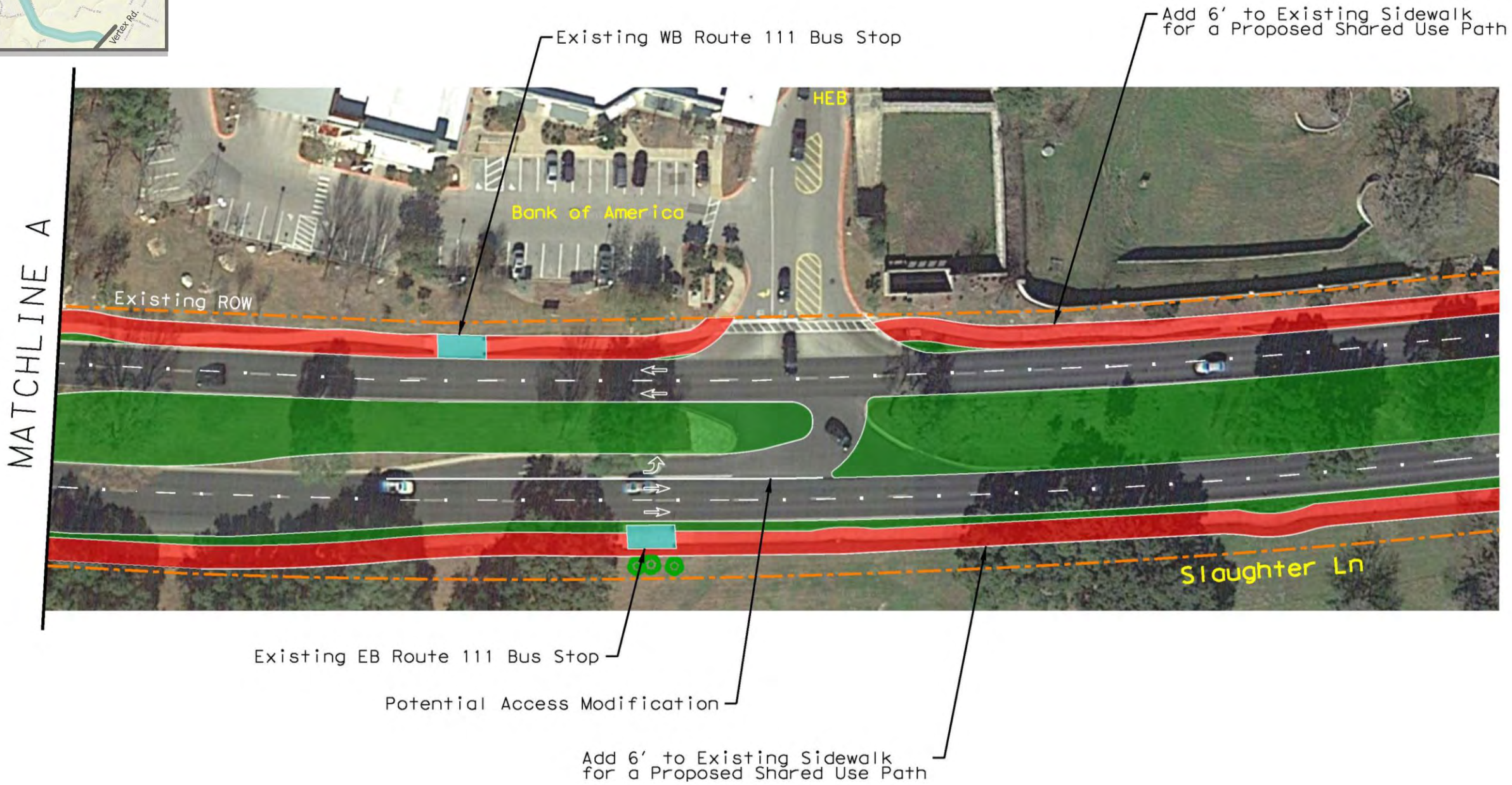
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

“All bus stops need pull over spaces to not block traffic”

“Congested area”

### HIGHLIGHTS

- Potential access modification to retail
- Shared-use path on both sides of roadway



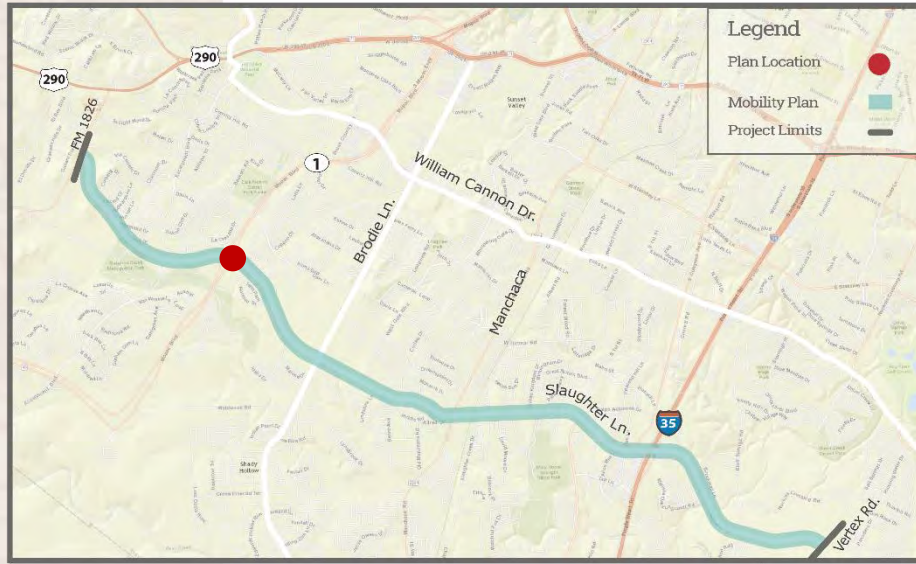


# SLAUGHTER LANE

## Proposed Improvements

### Between MoPac and Brodie Lane (1 of 12)

- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way



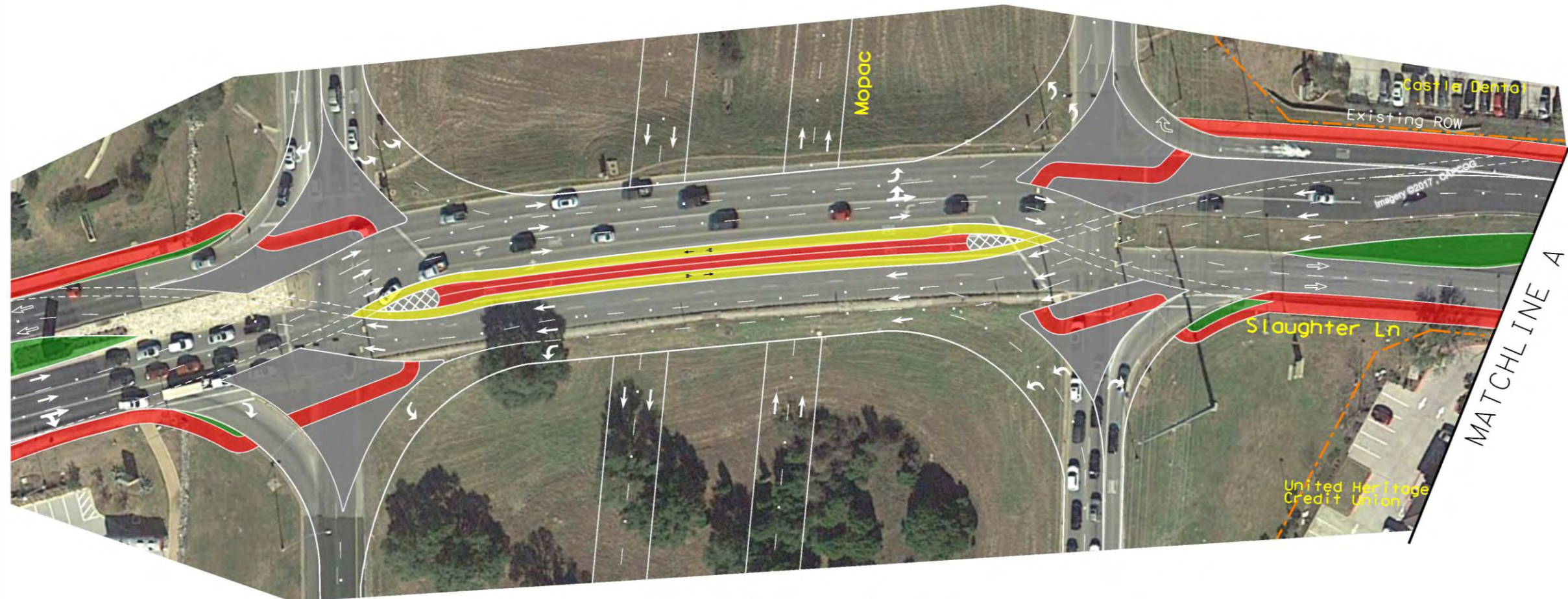
“I often sit in a line of cars for 3-4 cycles”

“The biggest problem is MoPac and Slaughter”

“Protected bike lanes for people on bikes”

### HIGHLIGHTS

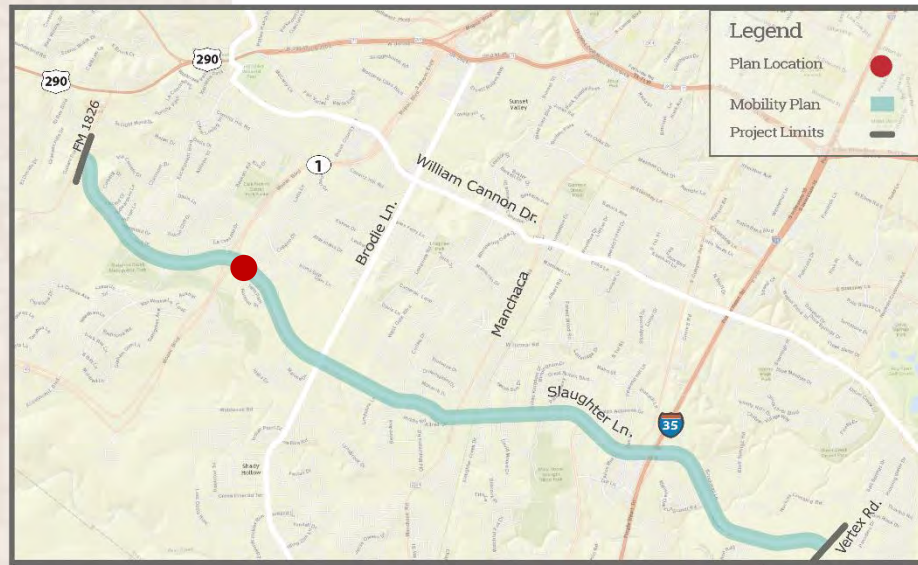
- MoPac/Slaughter Lane interchange to be built by TxDOT: a grade separation will be provided with a Diverging Diamond Intersection, and sidewalk and bike connectivity to the east and west of roadway





# SLAUGHTER LANE

## Proposed Improvements



## Between MoPac and Brodie Lane (2 of 12)

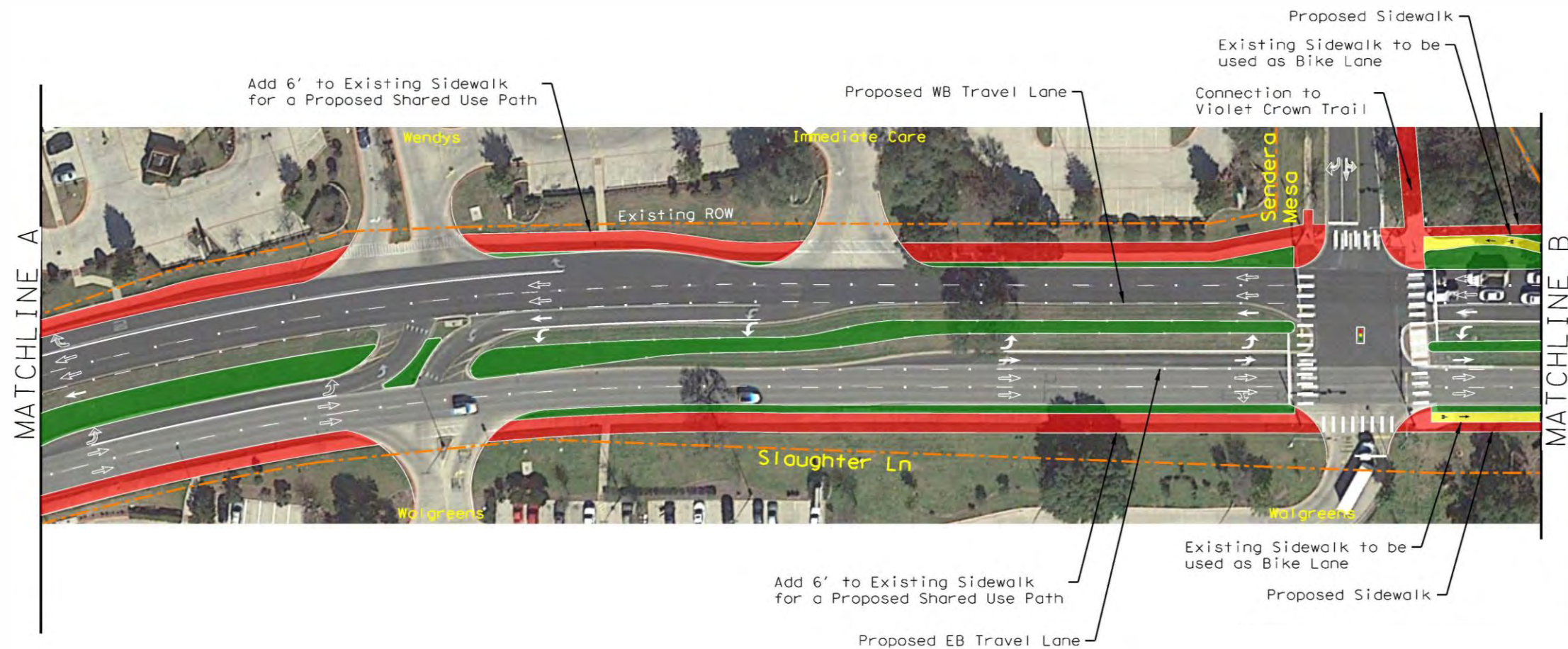
- █ Sidewalk or Shared-Use Path
- █ Bike Lane
- █ Green Space
- █ Capital Metro Bus Stop
- █ Concrete Median
- - - Right-of-Way

“Bike lane needed—or repurpose for mixed use ped/bike use”

“Remove bike lanes”

### HIGHLIGHTS

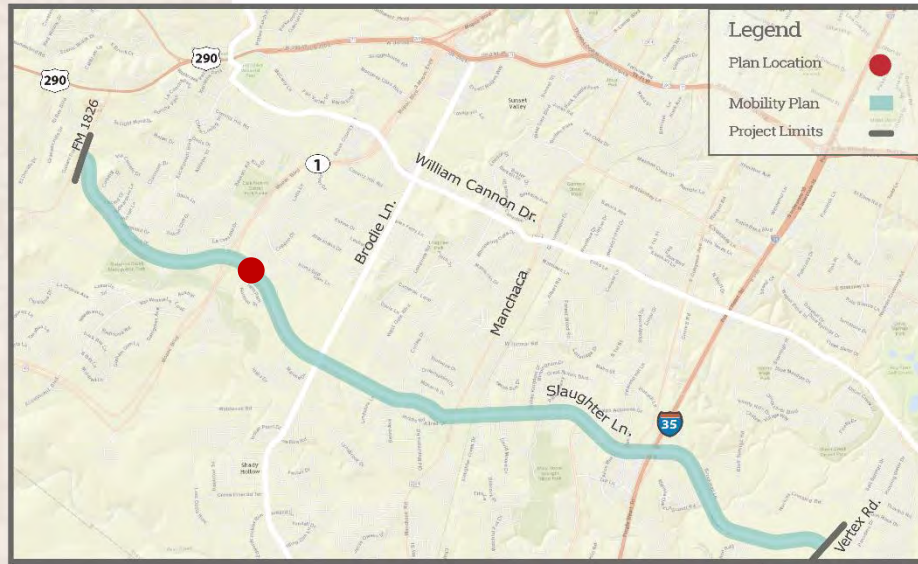
- Additional westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway west of Sendera Mesa
- Sidewalk in each direction east of Sendera Mesa
- Existing sidewalk converted to bike lane in each direction east of Sendera Mesa





# SLAUGHTER LANE

## Proposed Improvements



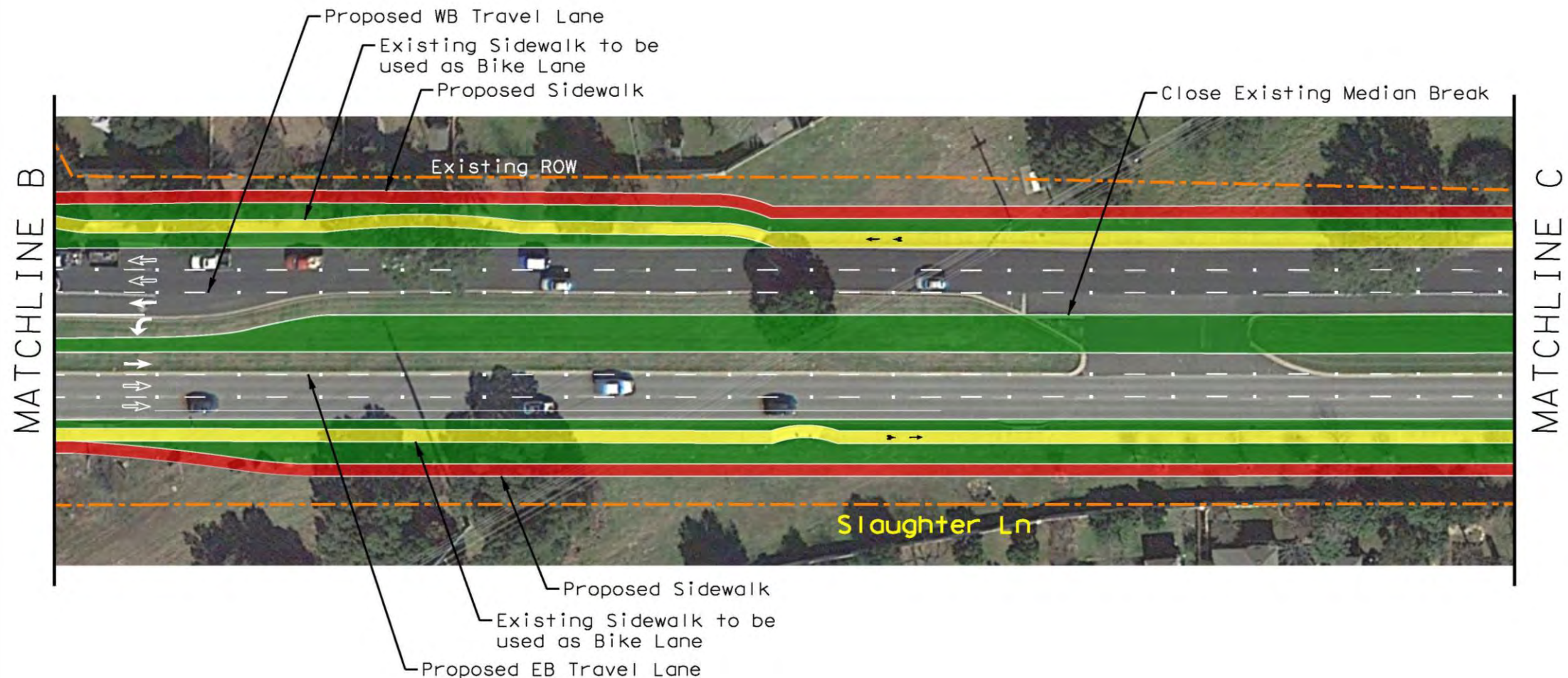
## Between MoPac and Brodie (3 of 12)

“Need slower speed limits, safer intersections, quality and separate bicycle/pedestrian facilities, smart and sync'd traffic signals”

- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

### HIGHLIGHTS

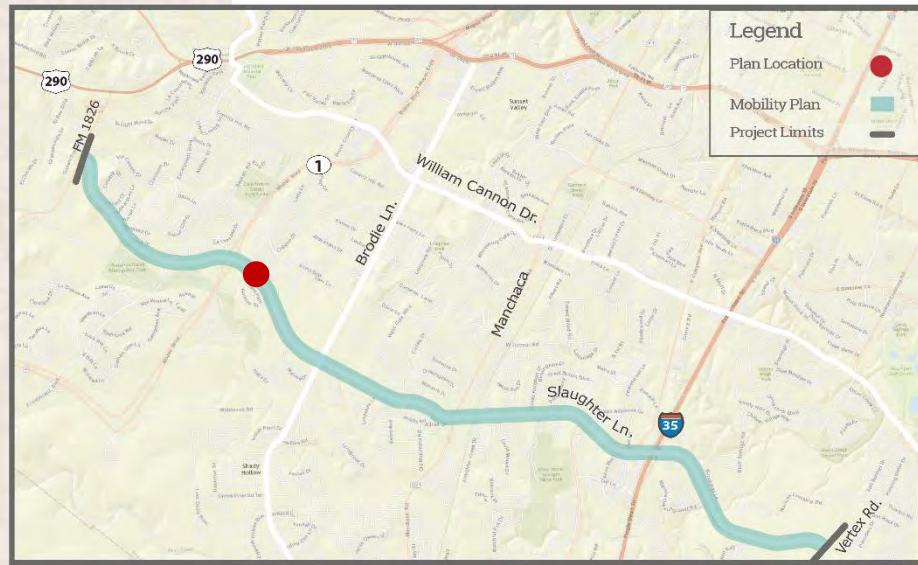
- Additional westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway west of Sendera Mesa
- Sidewalk on both sides of roadway east of Sendera Mesa
- Existing sidewalk converted to bike lane on both sides of roadway east of Sendera Mesa





# SLAUGHTER LANE

## Proposed Improvements



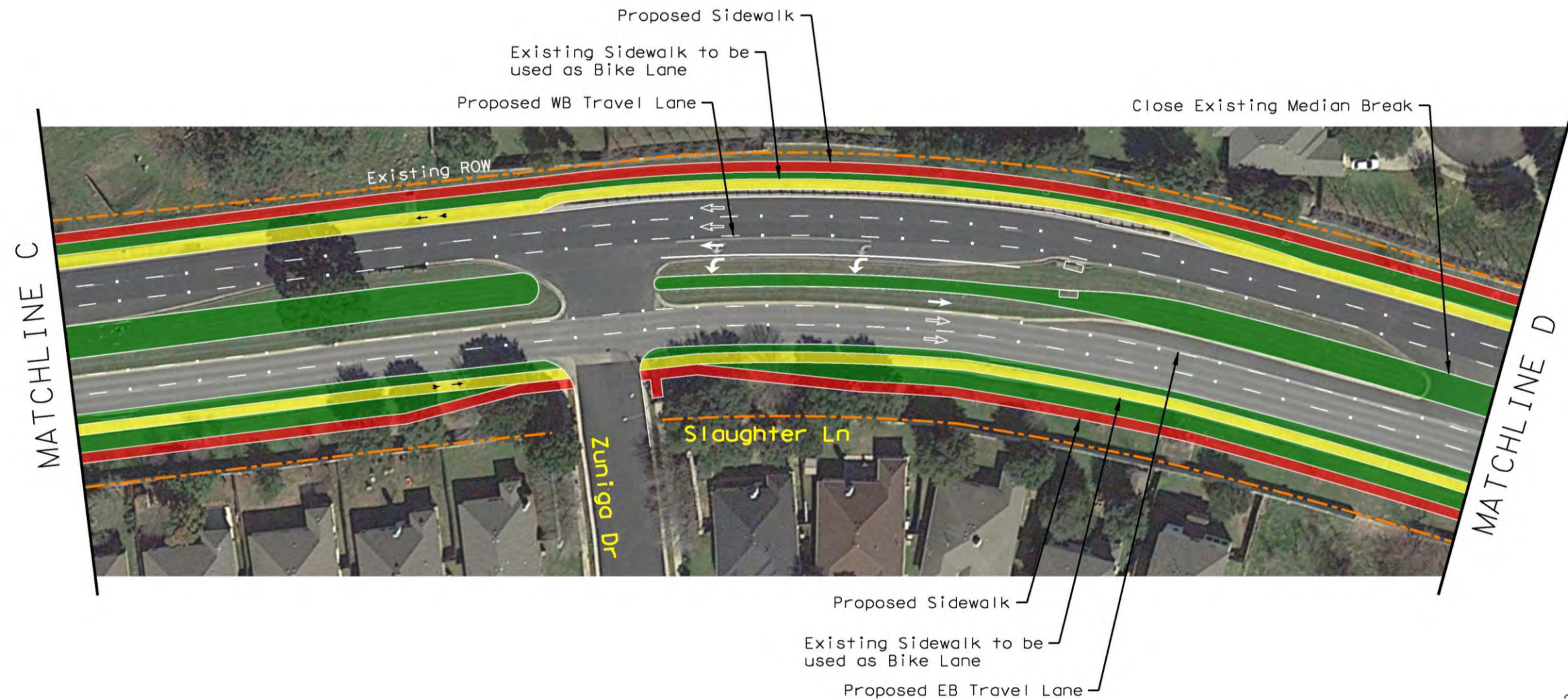
## Between MoPac and Brodie (4 of 12)

“Spend money creating bike lanes that are separate from roadways”

- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

### HIGHLIGHTS

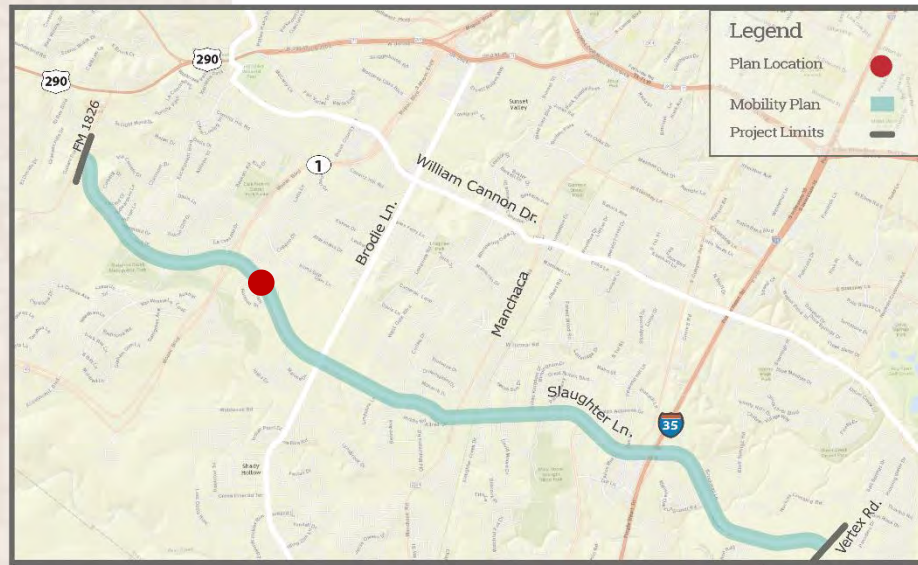
- Additional westbound and eastbound vehicular travel lanes
- Sidewalk on both sides of roadway
- Existing sidewalk converted to bike lane on both sides of roadway





# SLAUGHTER LANE

## Proposed Improvements



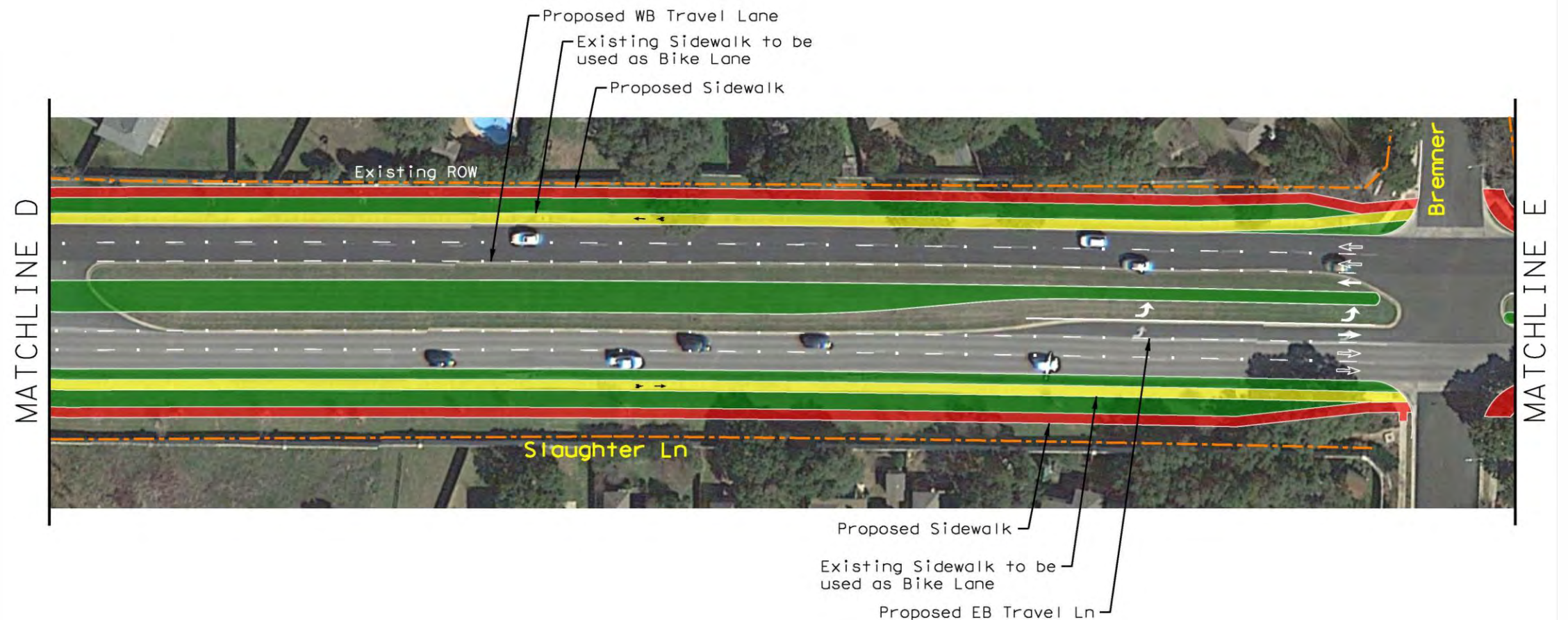
## Between MoPac and Brodie (5 of 12)

“The biggest impacts one could make for this corridor is improving the timing of the signals, adding turning lanes, and keeping the medians”

- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

### HIGHLIGHTS

- Additional westbound and eastbound vehicular travel lanes
- Sidewalk on both sides of roadway
- Existing sidewalk converted to bike lane on both sides of roadway



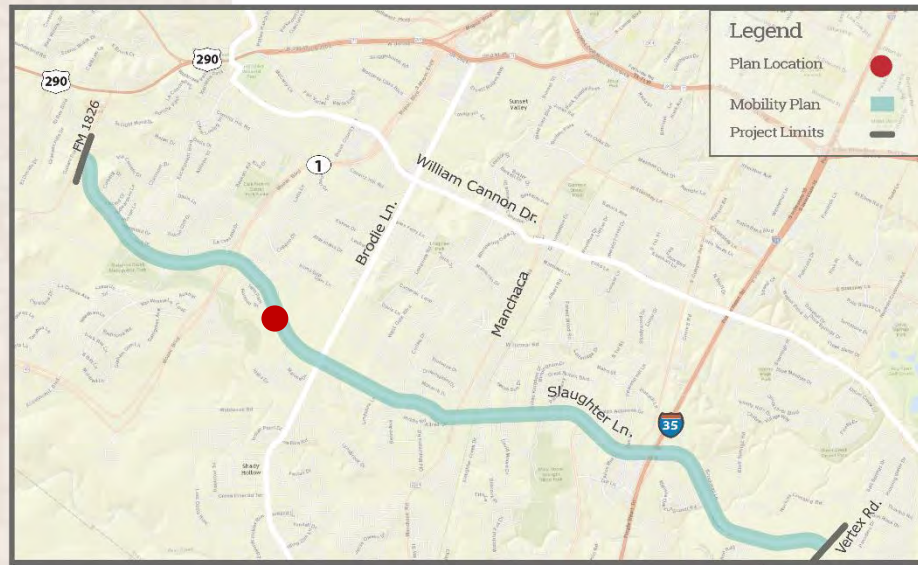


# SLAUGHTER LANE

## Proposed Improvements

### Between MoPac and Brodie (6 of 12)

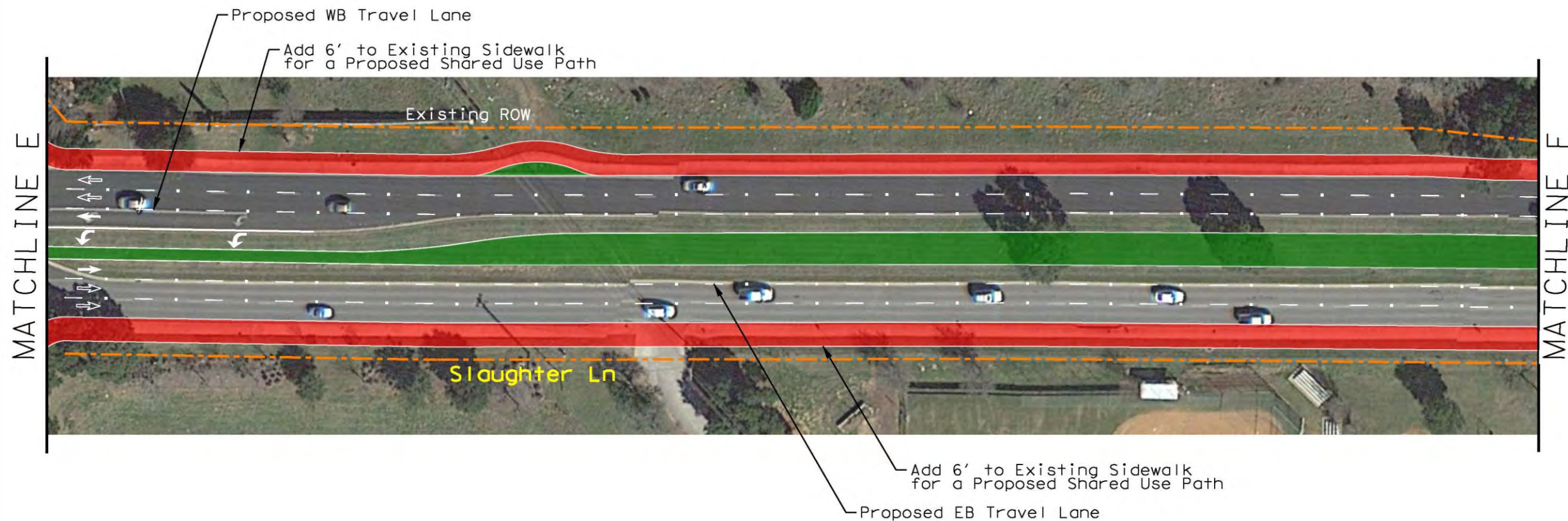
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way



“Separated bike lanes”

### HIGHLIGHTS

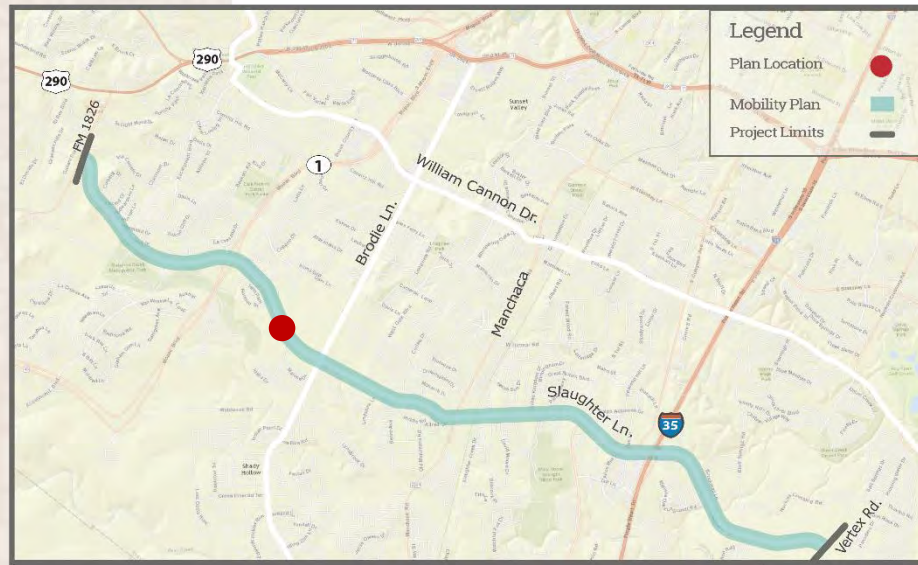
- Additional westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway





# SLAUGHTER LANE

## Proposed Improvements



## Between MoPac and Brodie (7 of 12)

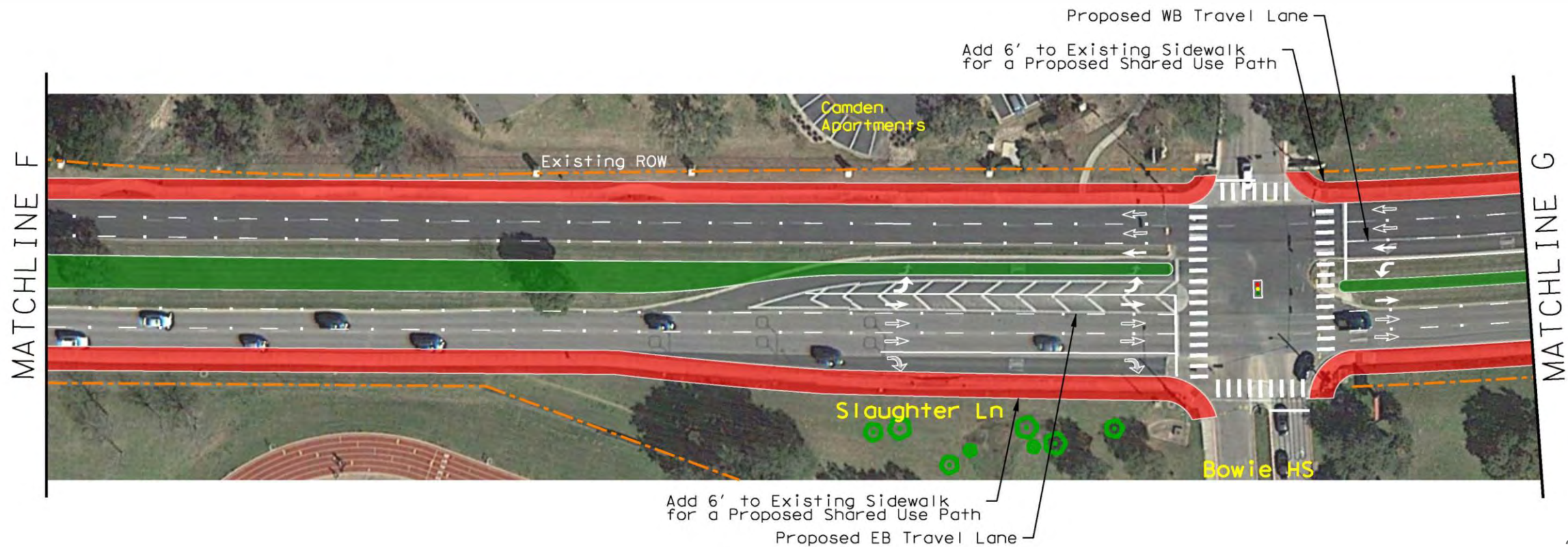
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

“Congested area”

“Add protected bike lanes for students and people on bikes”

### HIGHLIGHTS

- Additional westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway
- Improvement of pedestrian crossing markings and ADA ramps



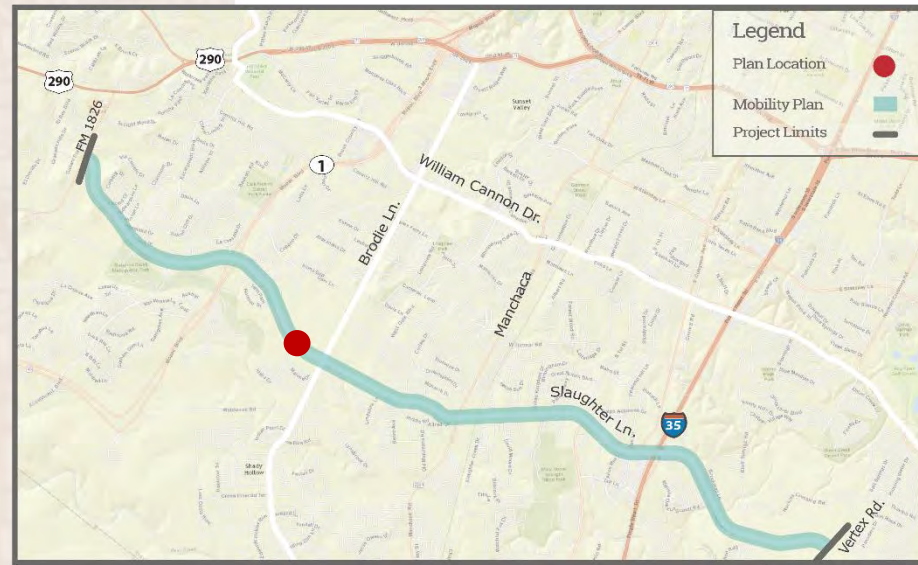


# SLAUGHTER LANE

## Proposed Improvements

### Between MoPac and Brodie (8 of 12)

- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way



“Concerned about the traffic - vehicles, bikes, and large # of high school kids walking”

### HIGHLIGHTS

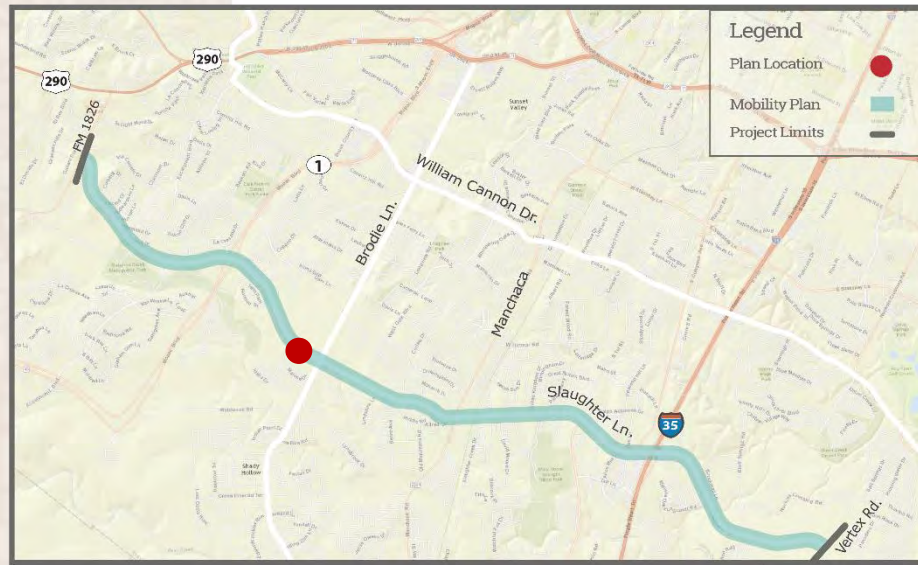
- Additional westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway





# SLAUGHTER LANE

## Proposed Improvements



## Between MoPac and Brodie (9 of 12)

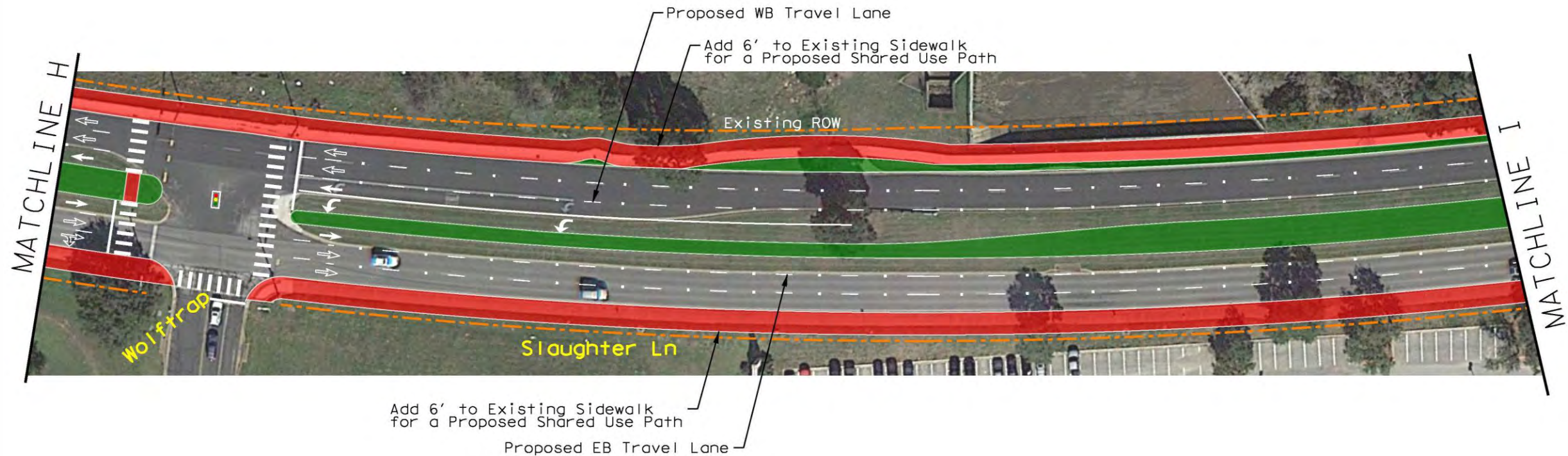
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

“Please make it safer”

“Need faster auto transit, not more bike lanes or sidewalks”

### HIGHLIGHTS

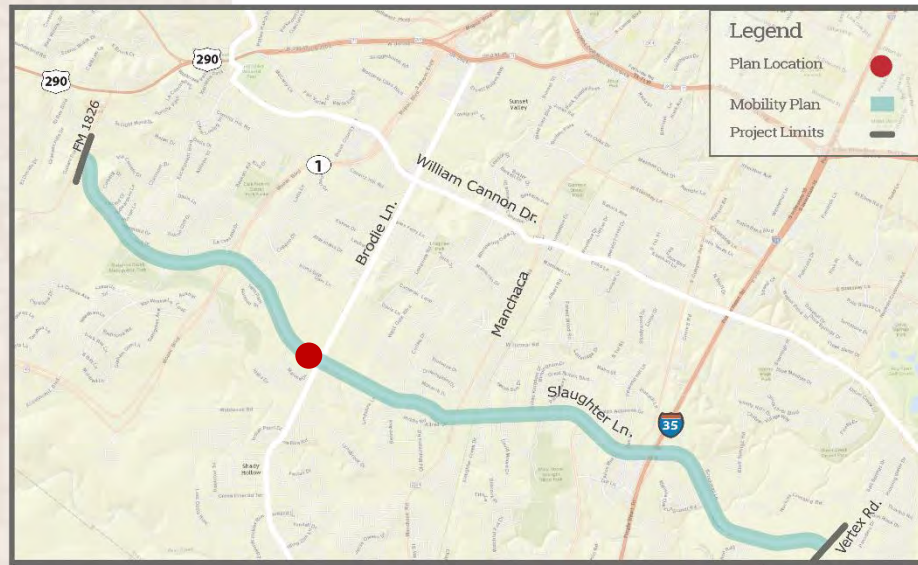
- Additional westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway
- Improvement of pedestrian crossing markings and ADA ramps





# SLAUGHTER LANE

## Proposed Improvements



## Between MoPac and Brodie (10 of 12)

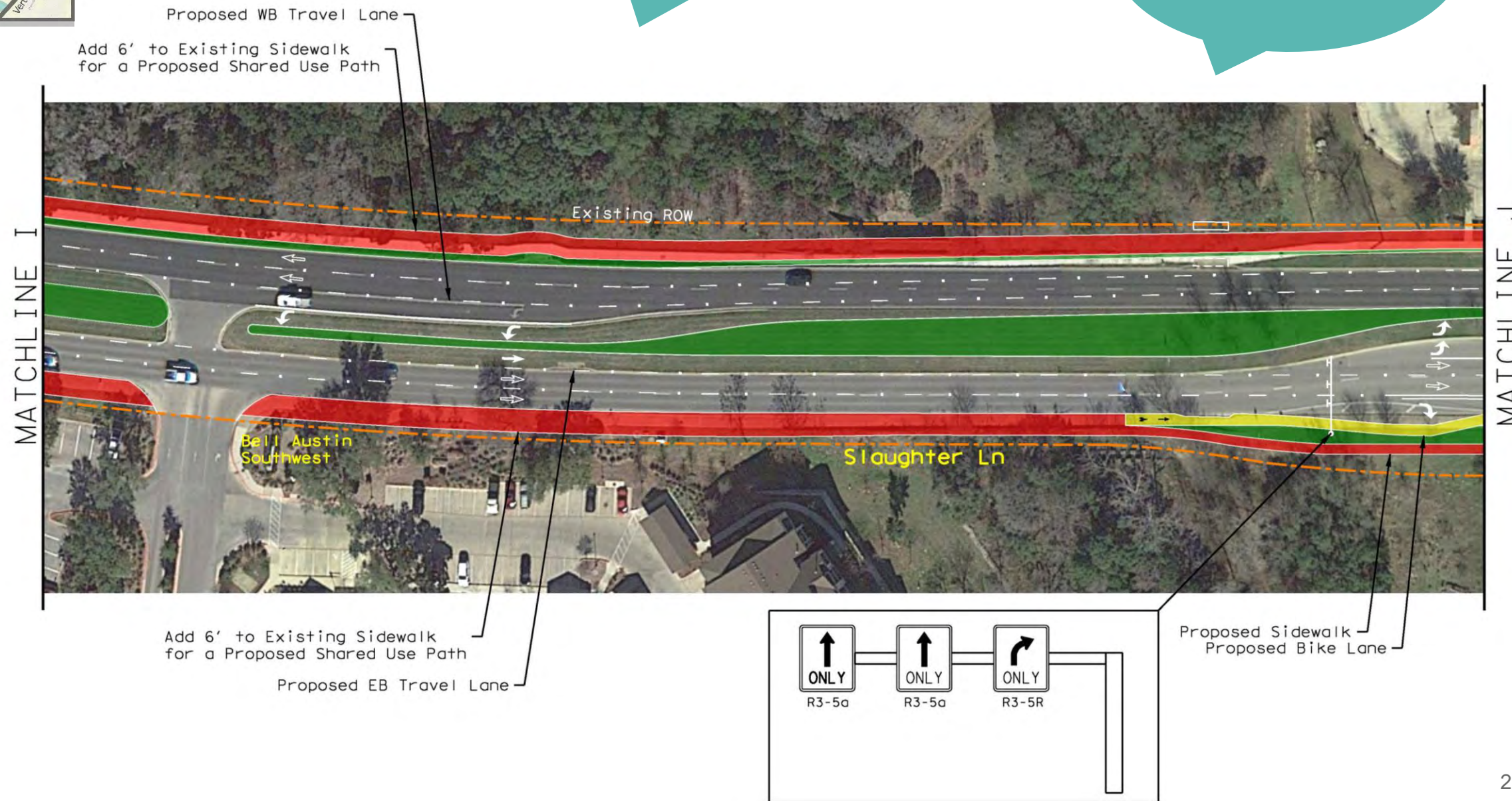
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

“Longer turn lane from Slaughter going east to turn south on Brodie”

“Safer intersections”

### HIGHLIGHTS

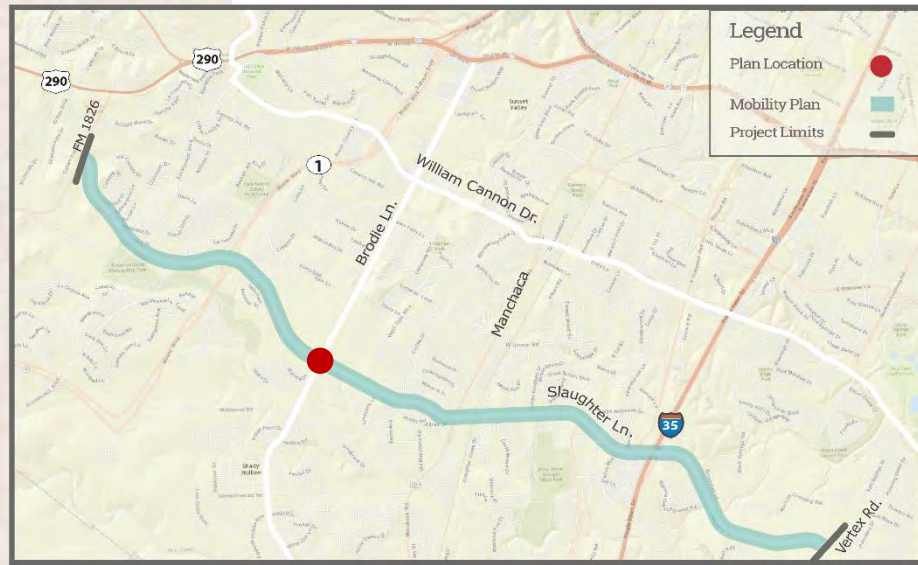
- Additional westbound and eastbound vehicular travel lanes
- Shared-use path on both sides of roadway
- Eastbound bike lane separates and transitions onto road as approaching Brodie Lane





# SLAUGHTER LANE

## Proposed Improvements



## Between MoPac and Brodie (11 of 12)

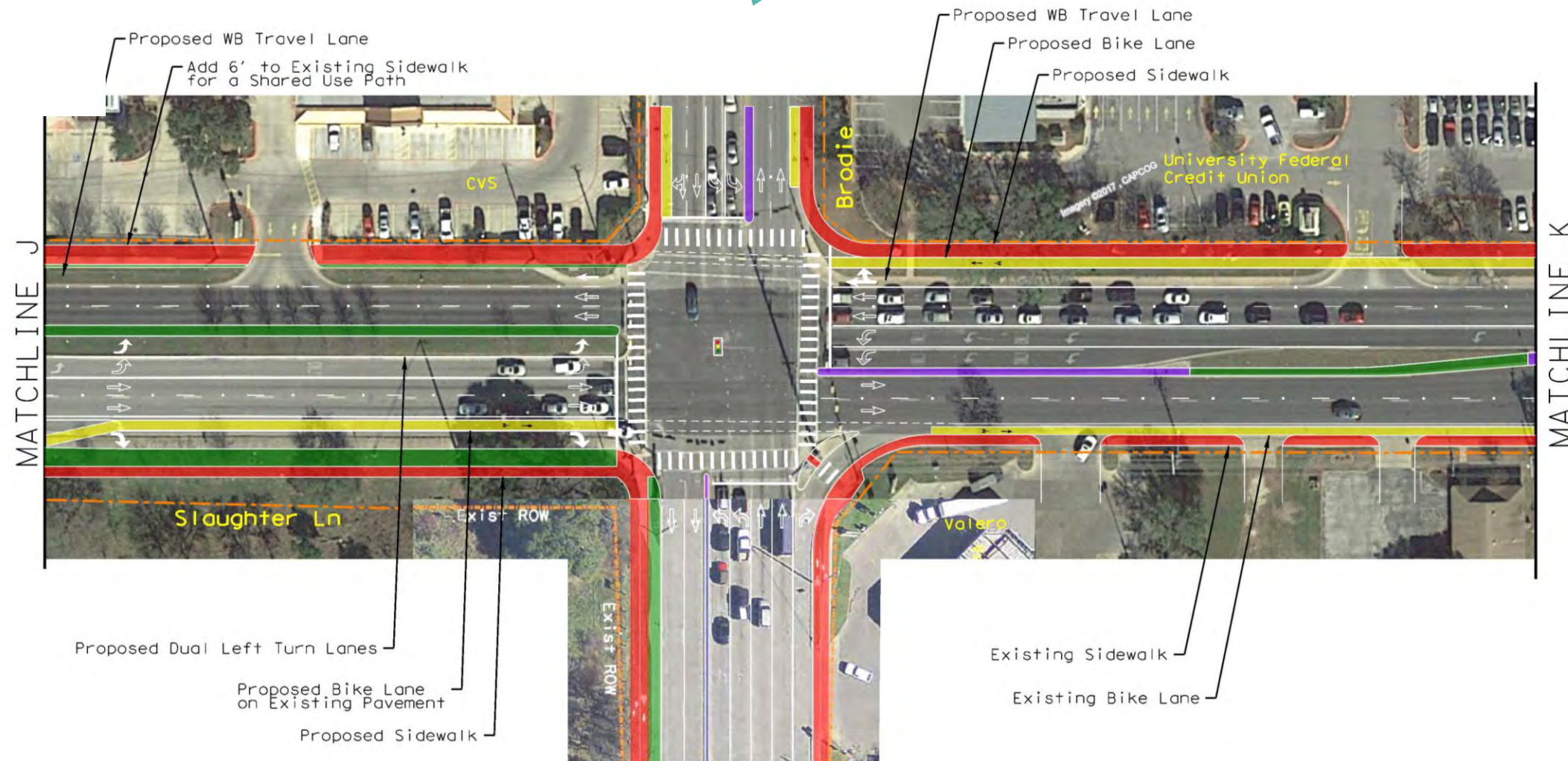
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

“Traffic backup”

“This intersection has two left turn lanes, is that needed?”

### HIGHLIGHTS

- Dual left-turn lanes eastbound
- Additional westbound vehicular travel lane
- Eastbound bike lane on existing pavement approaching Brodie Lane
- Sidewalk eastbound approaching Brodie Lane
- Westbound on-street bike lane approaching Brodie Lane
- Shared-use path departing Brodie Lane westbound
- Northbound and southbound vehicular travel lanes continue in each direction for approx. 1000-foot south of Slaughter Lane

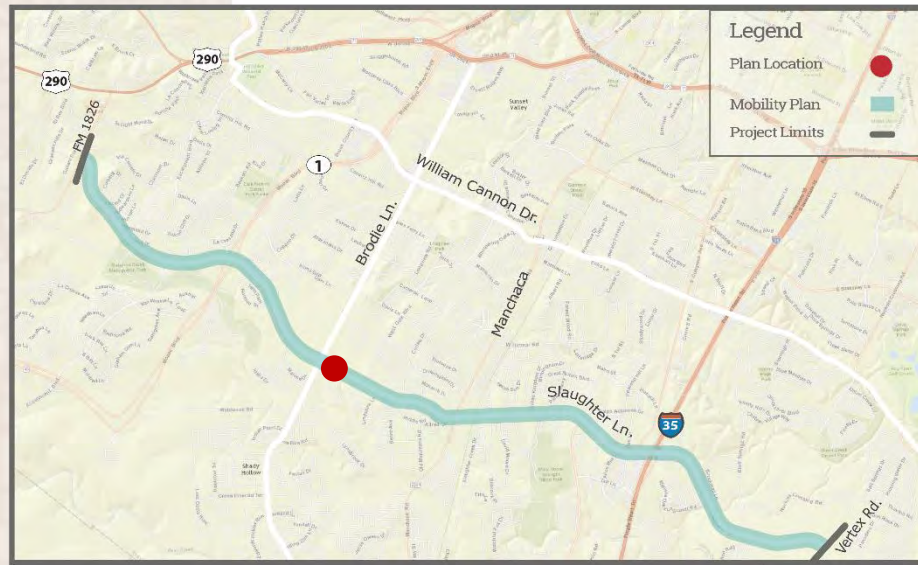


\*Two Travel Lanes in Each Direction Continue for Approximately 1000' S of Slaughter Ln.



# SLAUGHTER LANE

## Proposed Improvements



## Between MoPac and Brodie (12 of 12)

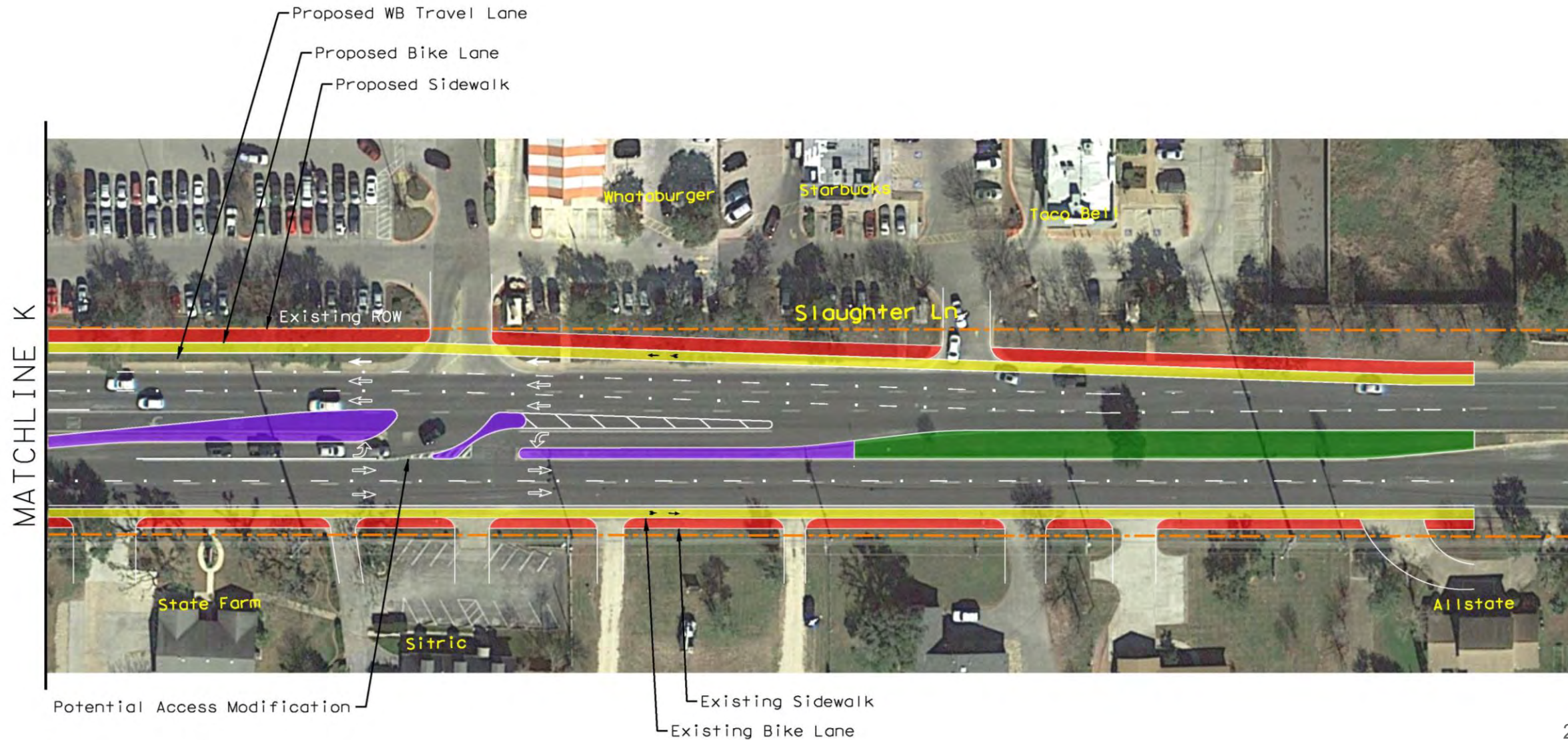
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way

“Signal timing is awful”

“Exiting at Whataburger left turn dangerous”

### HIGHLIGHTS

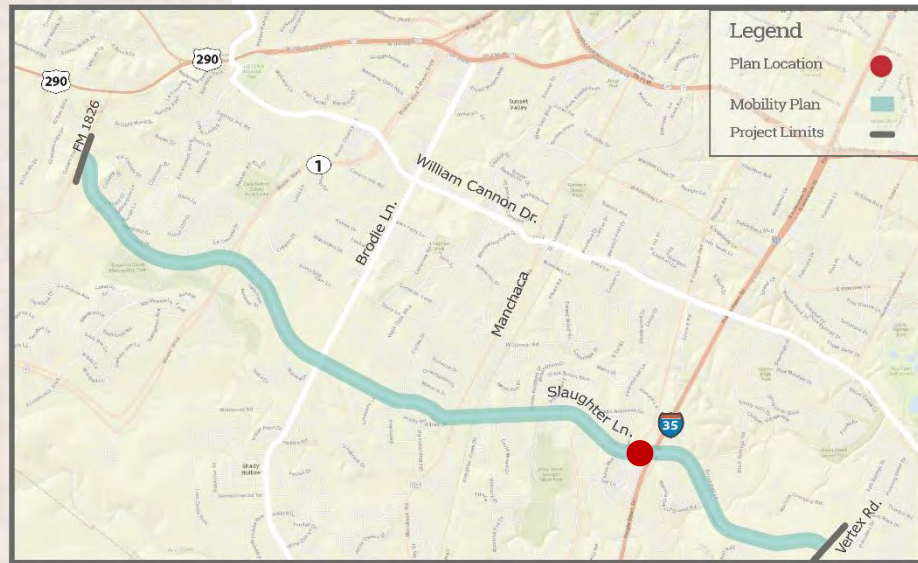
- Additional westbound vehicular travel lane
- Potential access modification to retail
- Westbound sidewalk and on-street bike lane
- Improvement to dual left-turn lane geometry westbound





# SLAUGHTER LANE

## Proposed Improvements



### HIGHLIGHTS

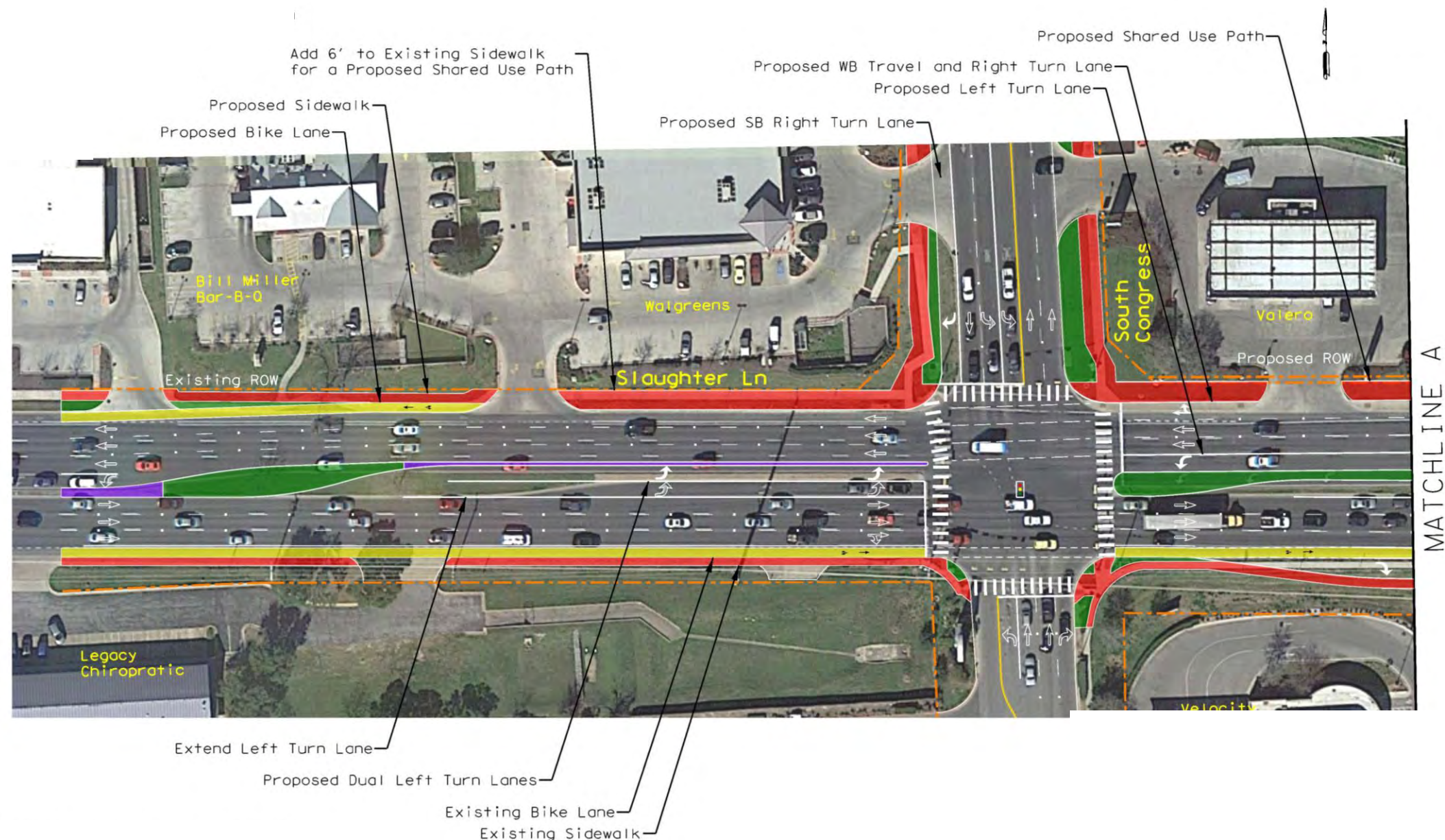
- Dual left-turn lanes eastbound
- Addition of westbound vehicular travel lane, right-turn lane, and left-turn lane
- Addition of southbound right-turn lane
- Shared-use path westbound transitioning into sidewalk and on-street bike lane
- Additional right-of-way needed on north side of roadway

## At South Congress and I-35 (1 of 4)

“Site line issues make this intersection dangerous”

“Always backed up”

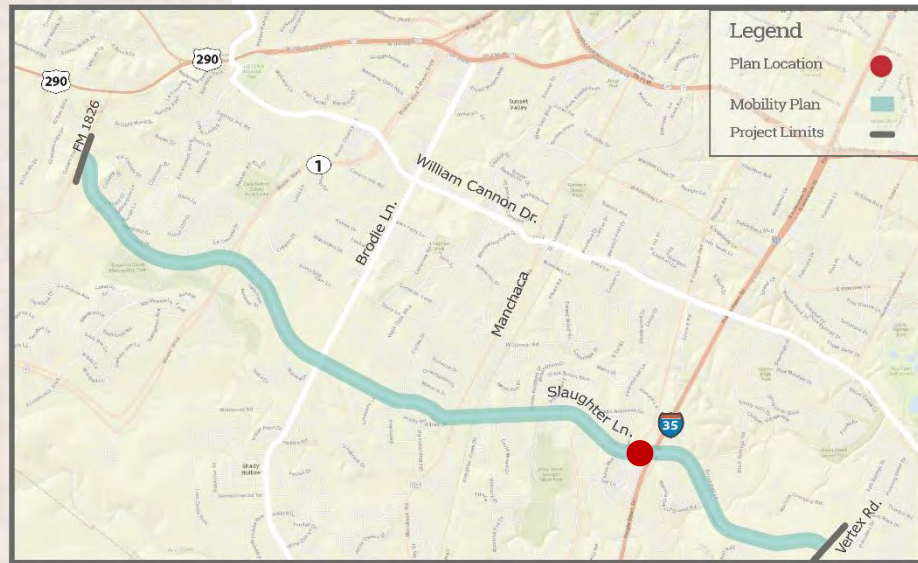
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way





# SLAUGHTER LANE

## Proposed Improvements



### HIGHLIGHTS

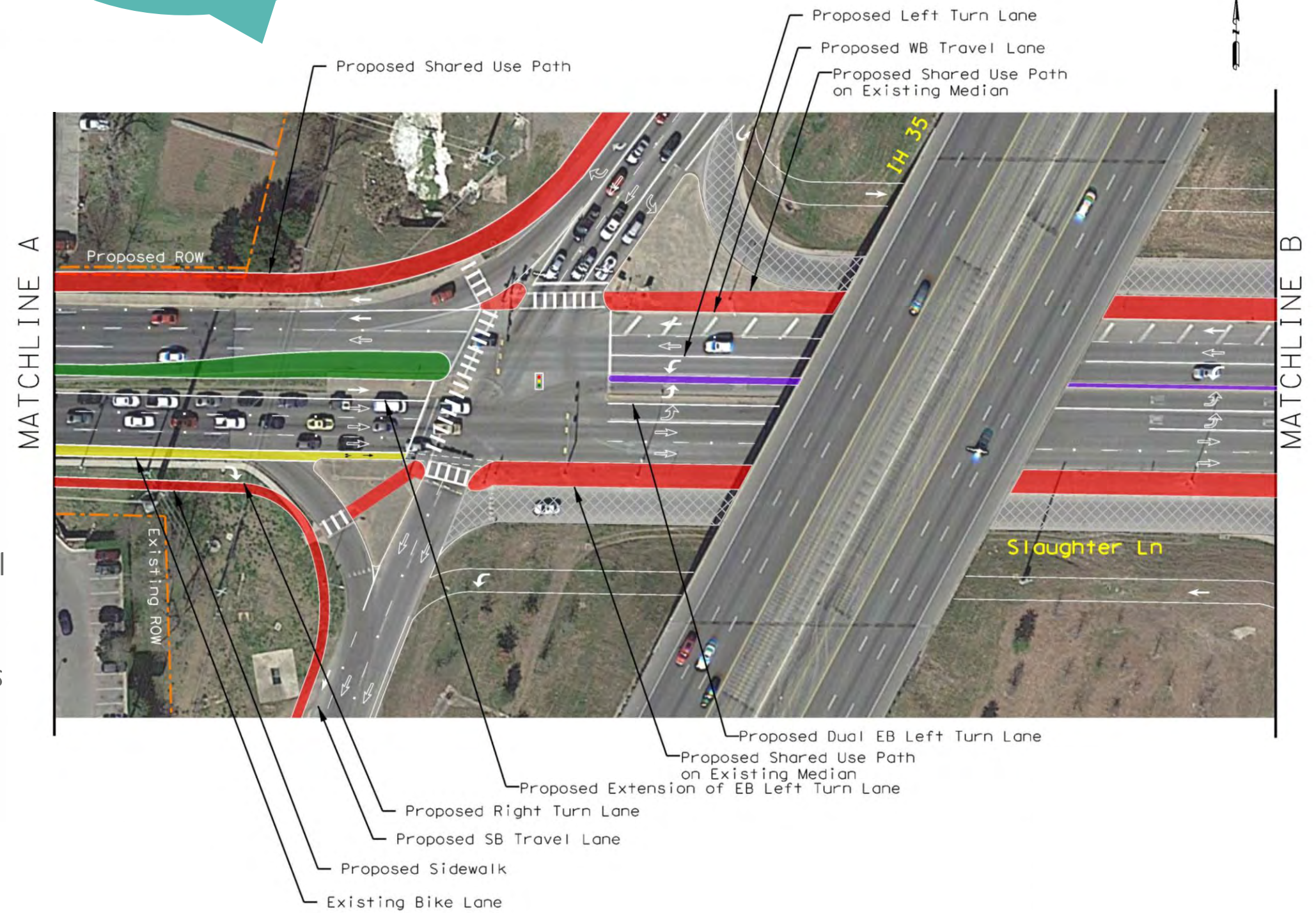
- Additional westbound vehicular travel lane, left-turn lane, and shared-use path
- Additional right-turn lane traveling eastbound
- Extension of eastbound left-turn lane and dual left-turn lanes under I-35
- Existing U-turn islands to be used as shared-use path on both sides of roadway
- Sidewalk eastbound approaching I-35
- Additional northbound and southbound vehicular travel lanes on I-35 frontage road matching proposed TxDOT I-35 plans
- Relocated U-turns matching proposed TxDOT I-35 plans
- Additional right-of-way-needed on north side of roadway

## At South Congress and I-35 (2 of 4)

“Consistent turn lanes and warning ahead of the arrival”

“Poor visibility”

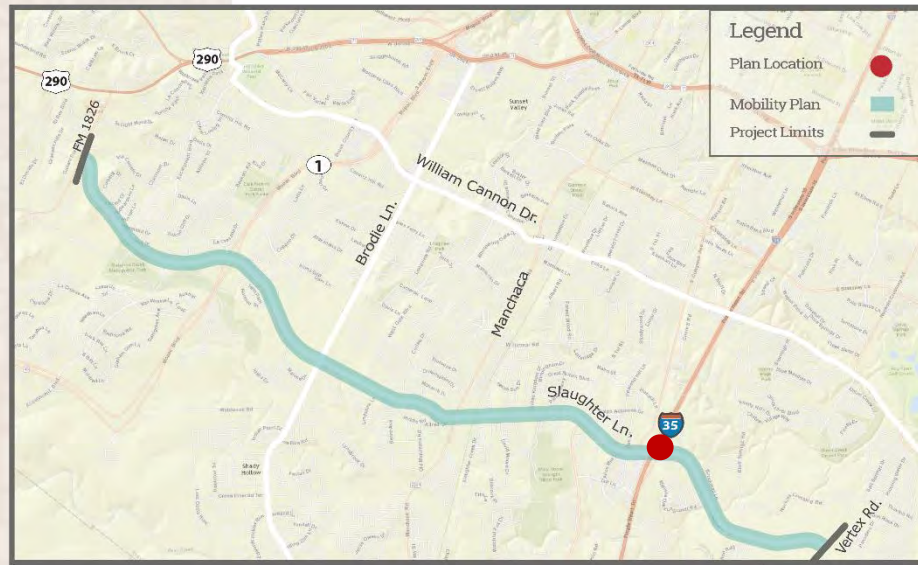
- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way





# SLAUGHTER LANE

## Proposed Improvements



### HIGHLIGHTS

- Additional westbound vehicular travel lane and right-turn lane
- Transition into six-foot sidewalk and bike lane on existing pavement eastbound
- Bike lane on existing pavement on both sides of roadway
- Shared-use path westbound approaching I-35
- Additional northbound and southbound vehicular travel lanes on I-35 frontage road matching proposed TxDOT I-35 plans
- Relocated U-turns matching proposed TxDOT I-35 plans

### LONG-TERM

- Install proposed shared-use path outside of existing pavement to maintain or re-establish existing six lane divided roadway – additional right-of-way may be required

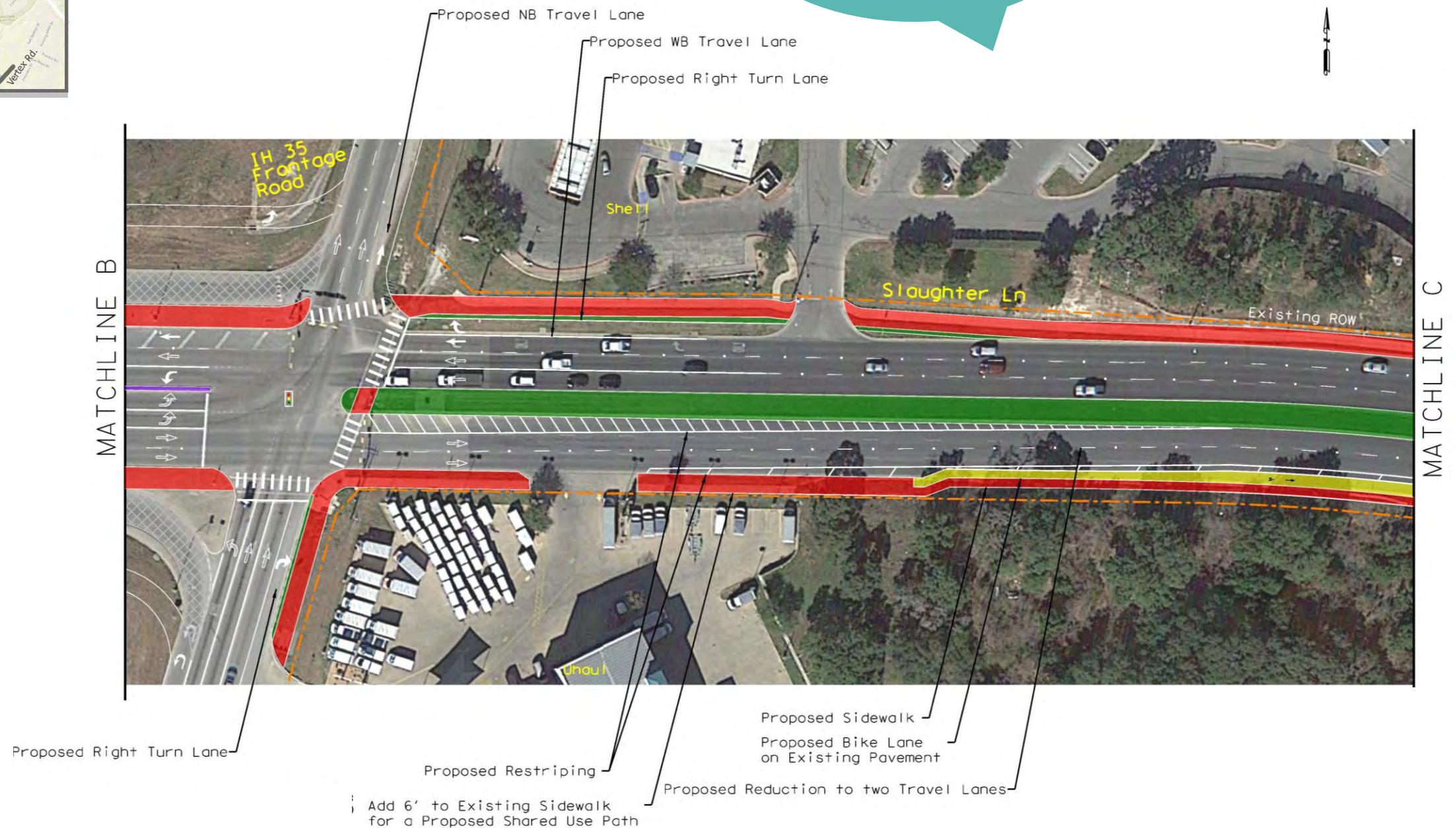


## At South Congress and I-35 (3 of 4)

- █ Sidewalk or Shared-Use Path
- █ Bike Lane
- █ Green Space
- █ Capital Metro Bus Stop
- █ Concrete Median
- - - Right-of-Way

“I would love to see more pedestrian crossings”

“Improvements to the signal timing and lanes needed”



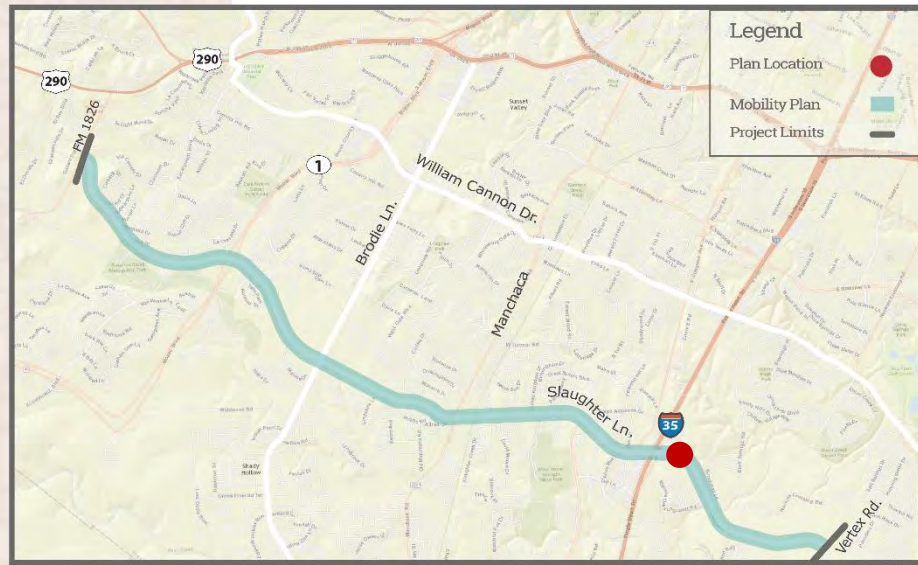


# SLAUGHTER LANE

## Proposed Improvements

### At South Congress and I-35 (4 of 4)

- Sidewalk or Shared-Use Path
- Bike Lane
- Green Space
- Capital Metro Bus Stop
- Concrete Median
- Right-of-Way



“Protect existing trees”

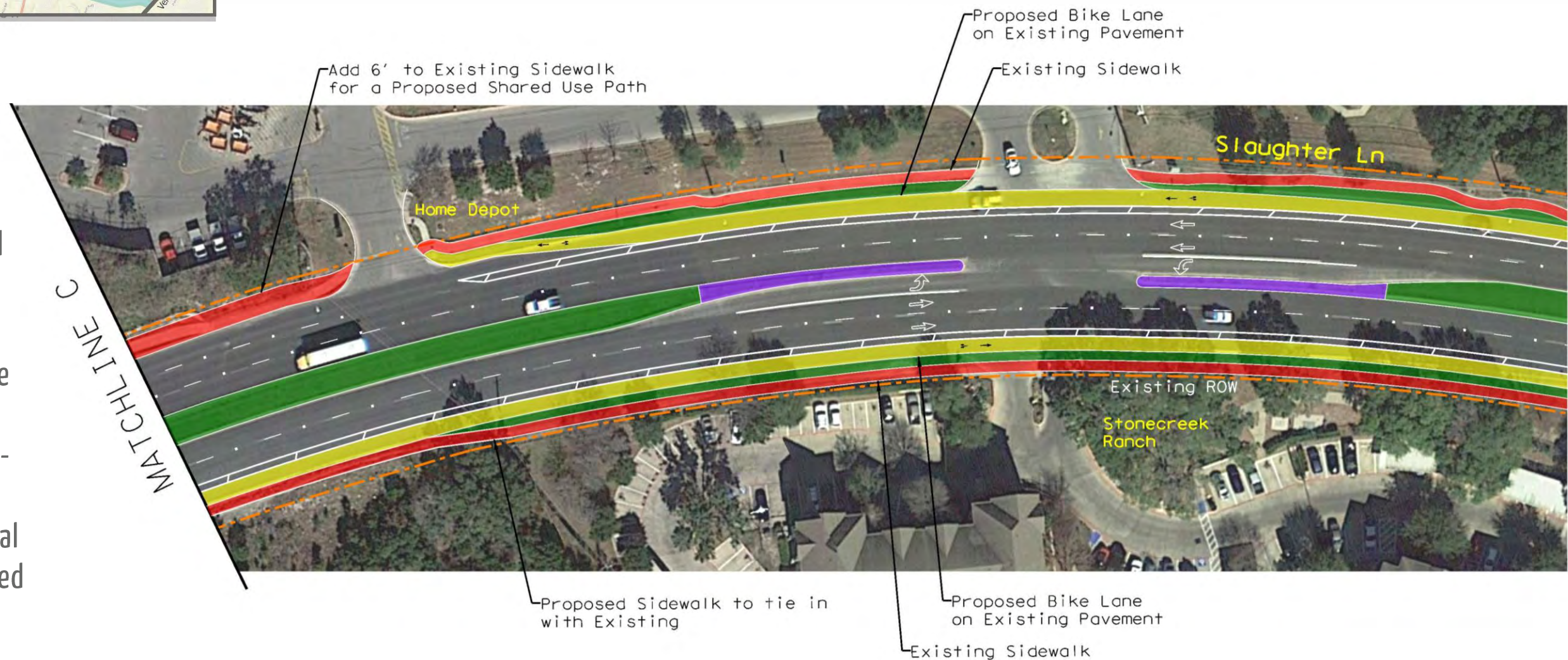
“Safer and better intersection work”

### HIGHLIGHTS

- Bike lane on existing pavement on both sides of roadway
- Shared-use path westbound approaching I-35

### LONG-TERM

- Install proposed shared-use path outside of existing pavement to maintain or re-establish existing six lane divided roadway – additional right-of-way may be required





## Current City Plans

In addition to the proposed recommendations created through the Corridor Mobility Plan, the following plans represent improvements currently underway and planned for construction in 2017- 2018.





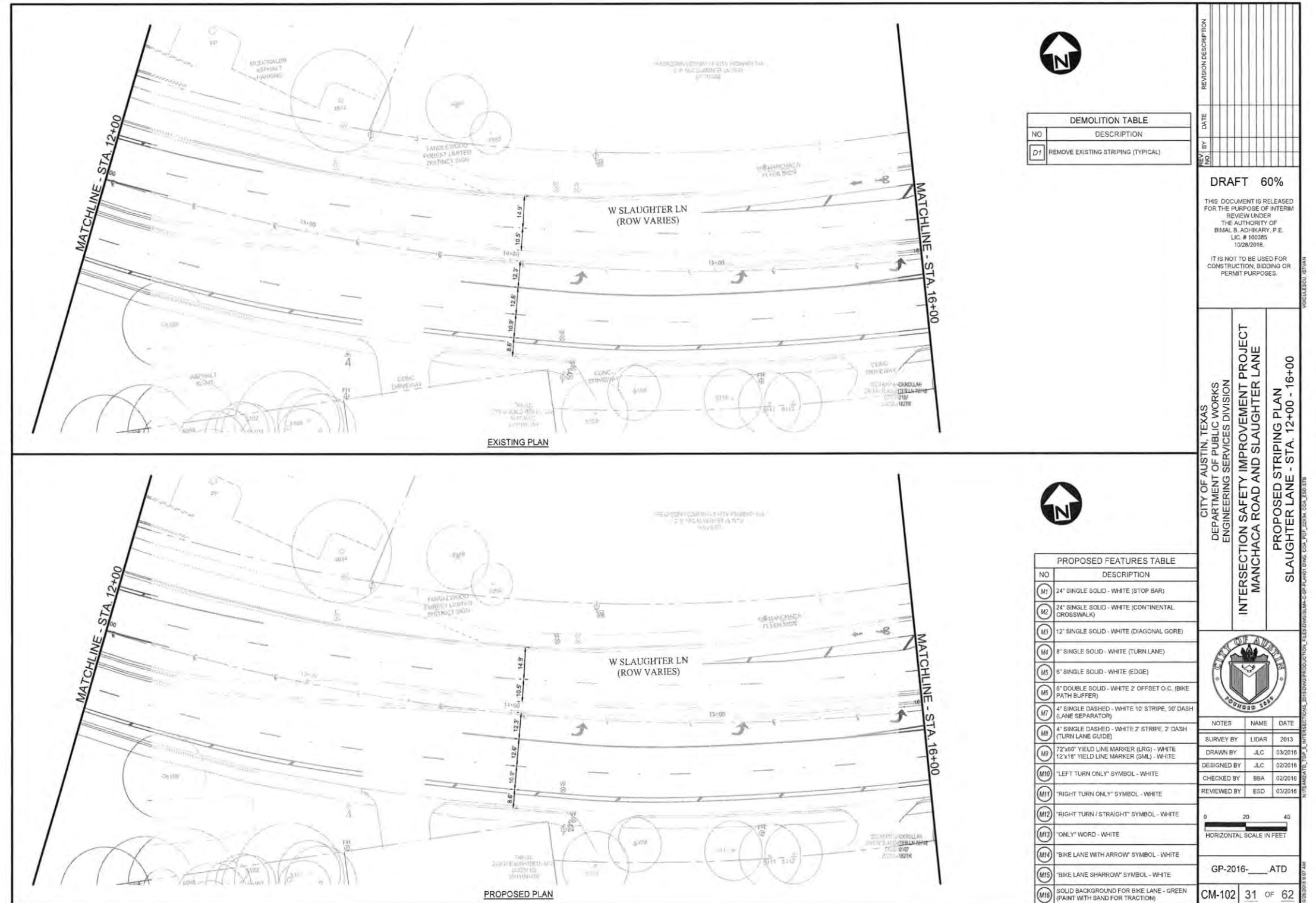
# SLAUGHTER LANE

## Current City Plans Construction 2017-2018

### At Manchaca (1 of 5)

#### NOTE:

- Manchaca Road will also have a Preliminary Engineering Report created as part of the 2016 Mobility Bond. If you'd like to share your input about what kind of improvements you'd like to see on Manchaca, please visit [AustinTexas.gov/CorridorMobility](http://AustinTexas.gov/CorridorMobility).
- You can also visit with us and receive more information here:
  - November 14 at Sprouts Farmers Market, 3-7 p.m.
  - December 5 at Crockett High School, 5-8 p.m.



NOTES	NAME	DATE
SURVEY BY	LIDAR	2013
DRAWN BY	JLC	03/2016
DESIGNED BY	JLC	02/2016
CHECKED BY	BBA	02/2016
REVIEWED BY	ESD	03/2016

GP-2016-___ATD
CM-102 31 OF 62



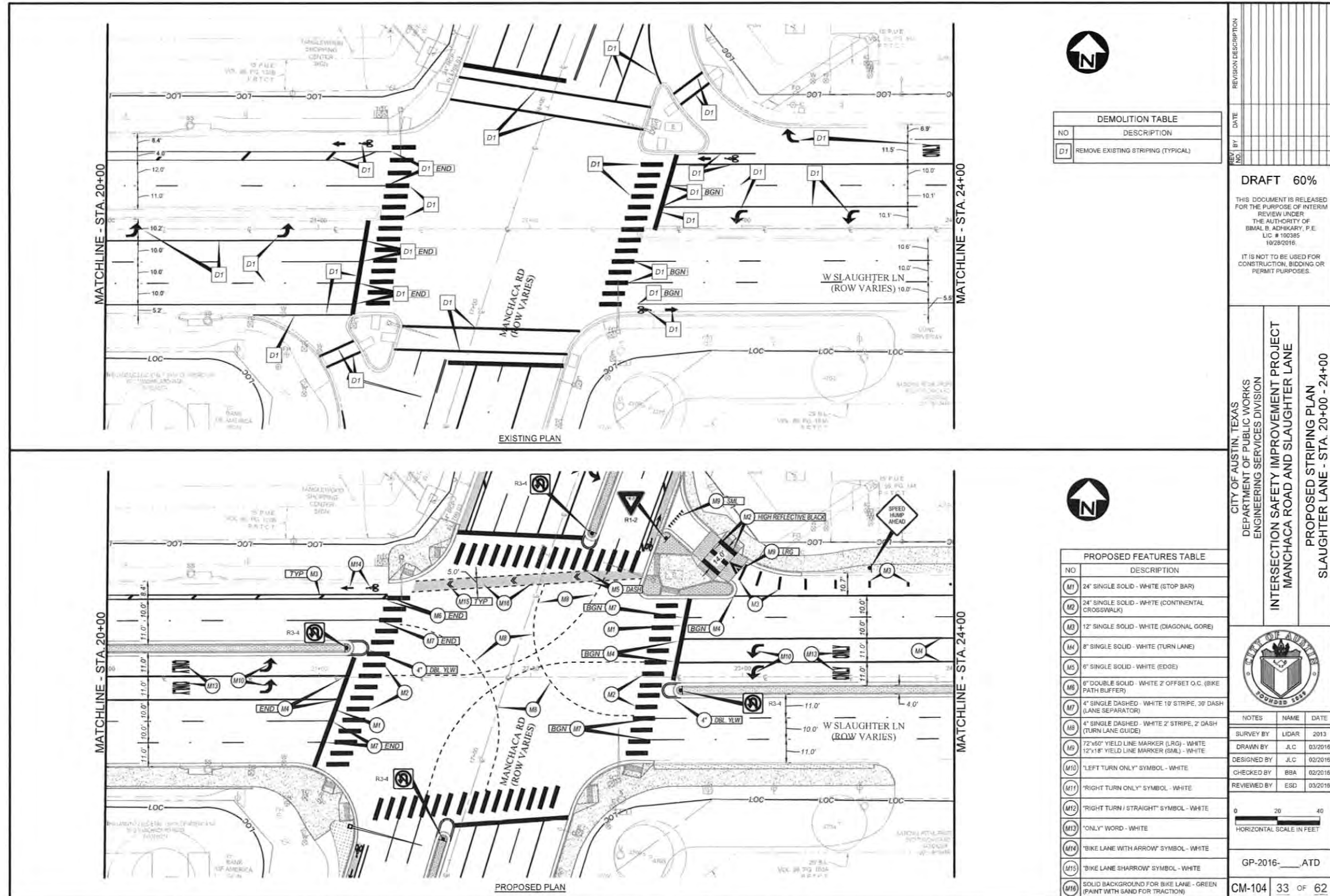




# SLAUGHTER LANE

Current City Plans  
Construction 2017-2018

## At Manchaca (3 of 5)



DEMOLITION TABLE

NO	DESCRIPTION
D1	REMOVE EXISTING STRIPING (TYPICAL)

PROPOSED FEATURES TABLE

NO	DESCRIPTION
M1	24" SINGLE SOLID - WHITE (STOP BAR)
M2	24" SINGLE SOLID - WHITE (CONTINENTAL CROSSWALK)
M3	12" SINGLE SOLID - WHITE (DIAGONAL GORE)
M4	8" SINGLE SOLID - WHITE (TURN LANE)
M5	6" SINGLE SOLID - WHITE (EDGE)
M6	6" DOUBLE SOLID - WHITE 2' OFFSET O.C. (BIKE PATH BUFFER)
M7	4" SINGLE DASHED - WHITE 10' STRIPE, 30' DASH (LANE SEPARATOR)
M8	4" SINGLE DASHED - WHITE 2' STRIPE, 2' DASH (TURN LANE GUIDE)
M9	12"x60" YIELD LINE MARKER (LRG) - WHITE 12"x18" YIELD LINE MARKER (SML) - WHITE
M10	"LEFT TURN ONLY" SYMBOL - WHITE
M11	"RIGHT TURN ONLY" SYMBOL - WHITE
M12	"RIGHT TURN / STRAIGHT" SYMBOL - WHITE
M13	"ONLY" WORD - WHITE
M14	"BIKE LANE WITH ARROW" SYMBOL - WHITE
M15	"BIKE LANE SHARROW" SYMBOL - WHITE
M16	SOLID BACKGROUND FOR BIKE LANE - GREEN (PAINT WITH SAND FOR TRACTION)

REVISION DESCRIPTION

NO	DATE	DESCRIPTION

DRAFT 60%

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF BIMAL B. ADHKARY, P.E. LIC # 160385 10/29/2016

IT IS NOT TO BE USED FOR CONSTRUCTION BIDDING OR PERMIT PURPOSES.

CITY OF AUSTIN, TEXAS  
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING SERVICES DIVISION

INTERSECTION SAFETY IMPROVEMENT PROJECT  
MANCHACA ROAD AND SLAUGHTER LANE

PROPOSED STRIPING PLAN  
SLAUGHTER LANE - STA. 20+00 - 24+00

NOTES

NO	NAME	DATE

SURVEY BY: LIDAR 2013  
DRAWN BY: J.L.C. 03/2016  
DESIGNED BY: J.L.C. 02/2016  
CHECKED BY: BBA 02/2016  
REVIEWED BY: ESD 03/2016

GP-2016-\_\_\_ATD

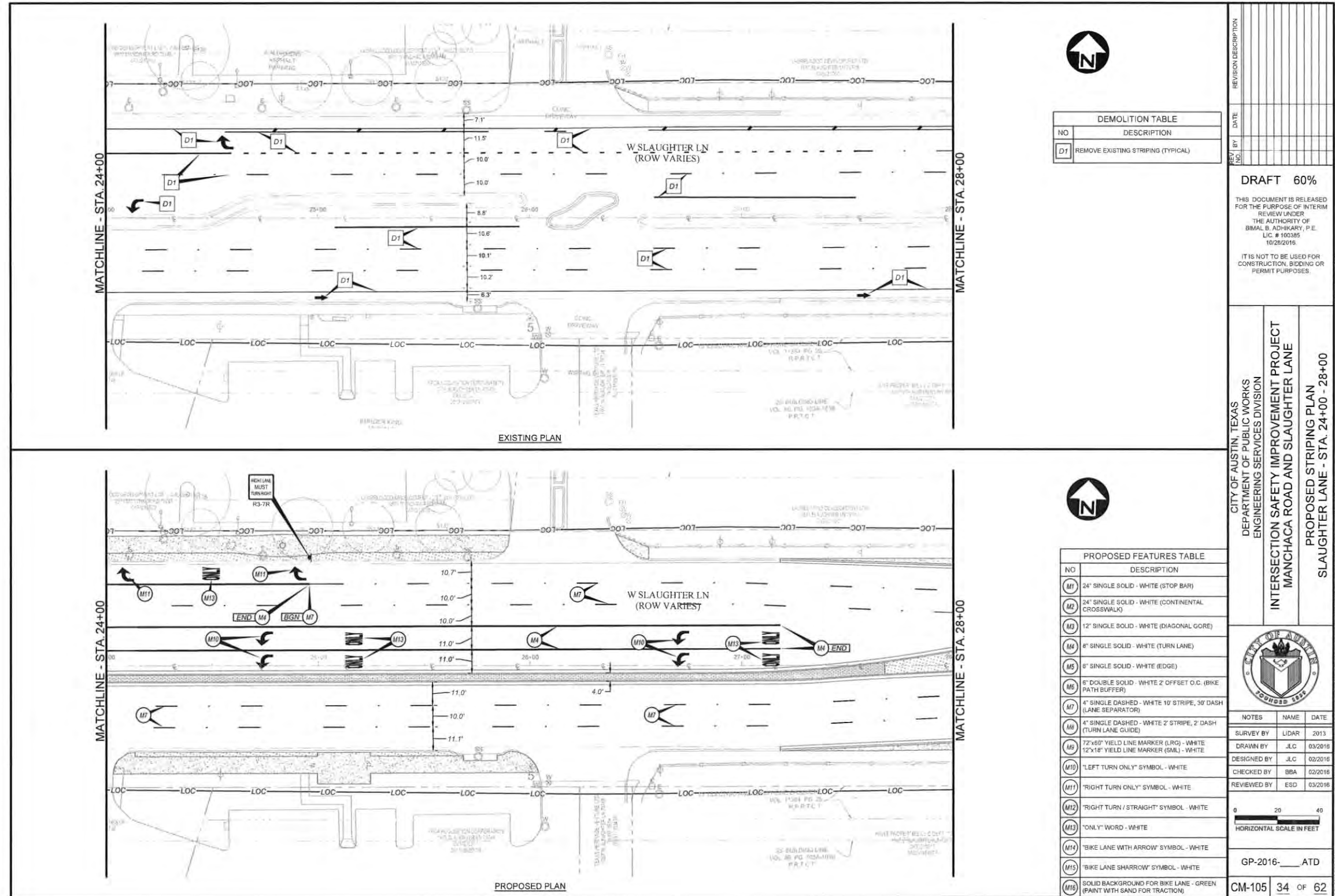
CM-104 33 OF 62



# SLAUGHTER LANE

Current City Plans  
Construction 2017-2018

## At Manchaca (4 of 5)





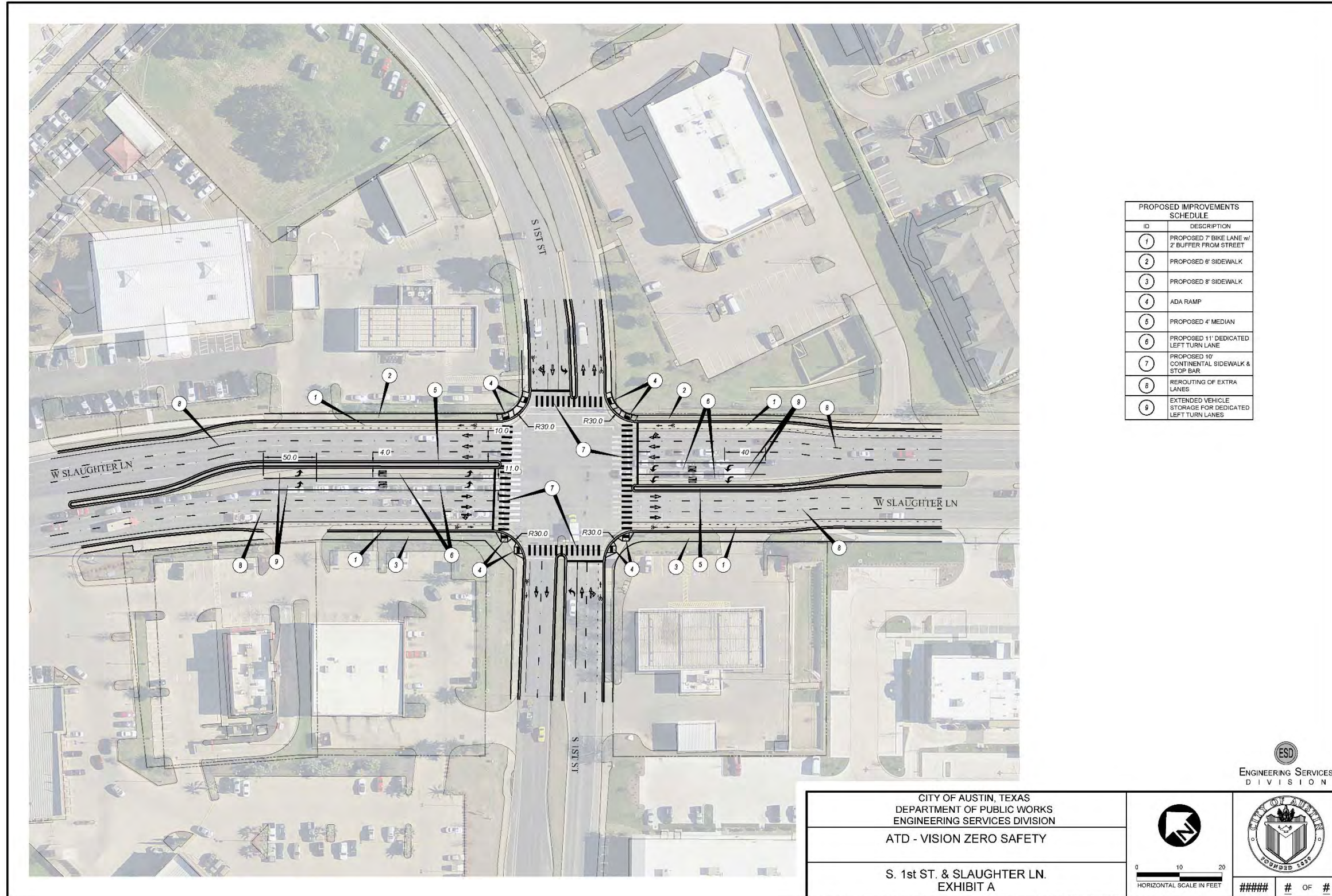




# SLAUGHTER LANE

## At South First Street (1 of 1)

Current City Plans  
Construction 2017-2018

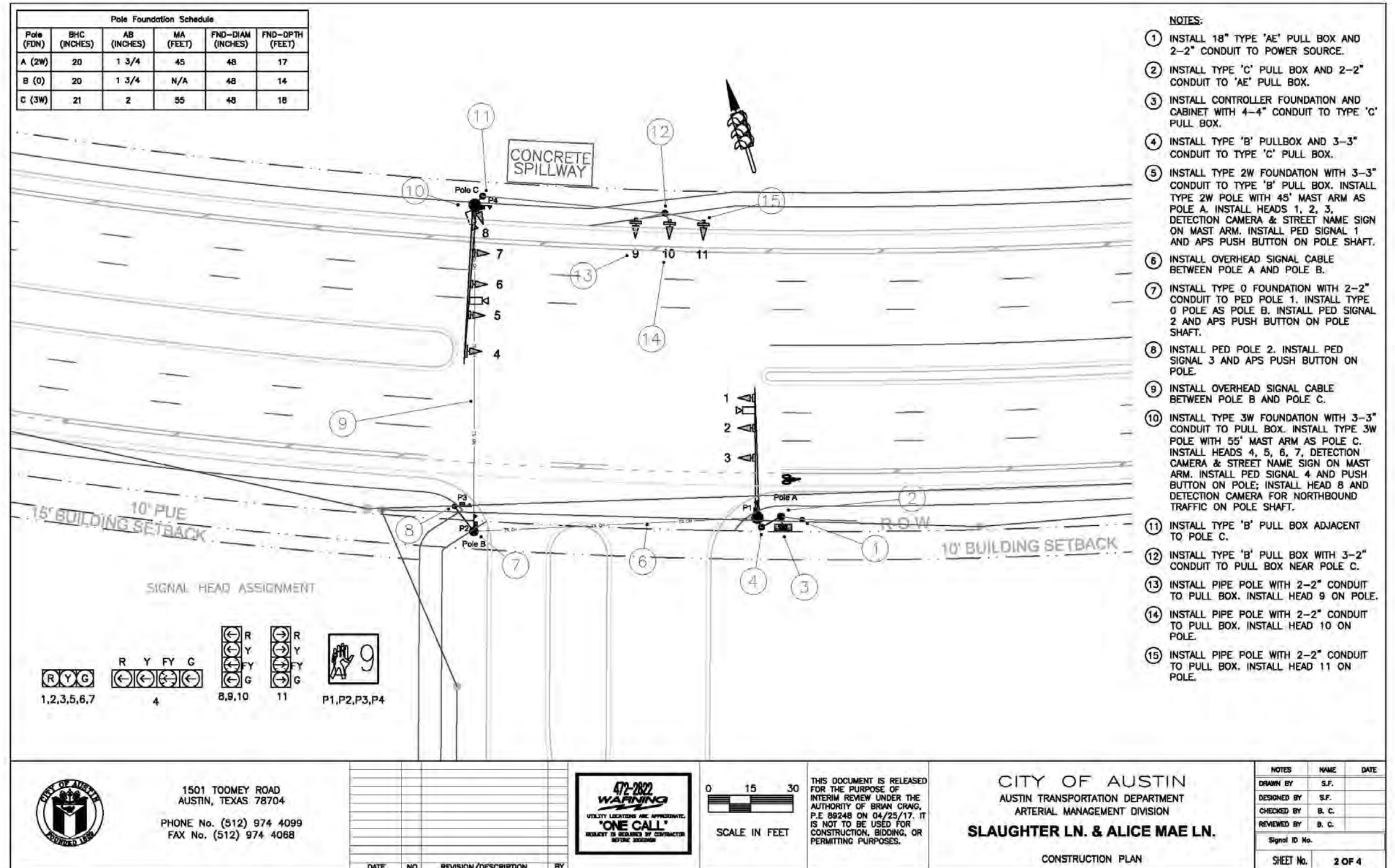




# SLAUGHTER LANE

Current City Plans  
Construction 2017-2018

## At Alice Mae Lane (1 of 1)





# SLAUGHTER LANE

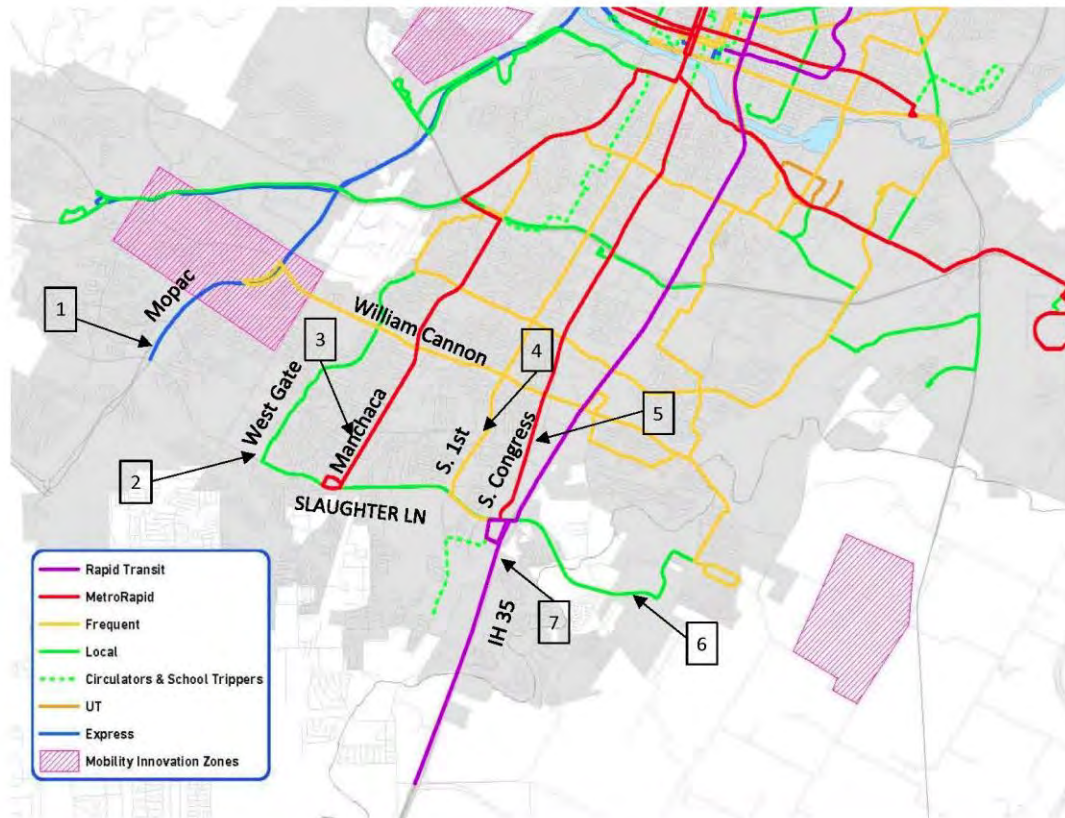
## Public Transportation

# Capital Metro



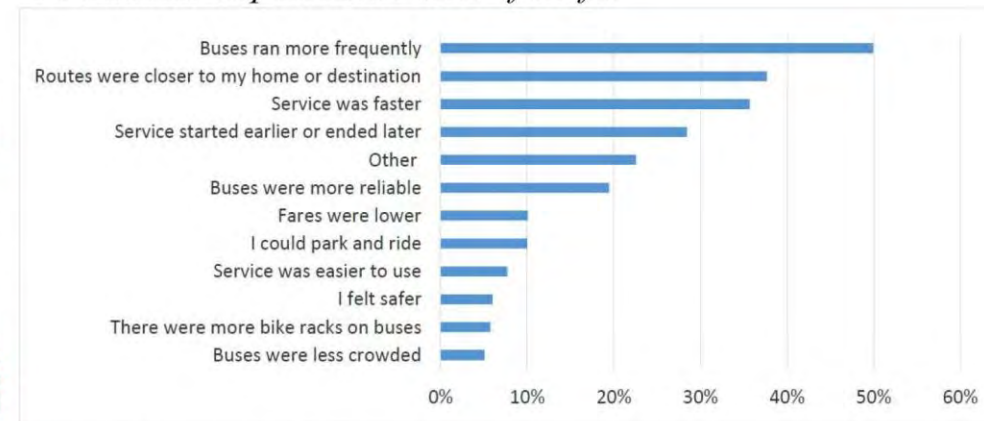
## PUBLIC TRANSPORTATION

### Connection 2025 Plan Overview



- 1 New express transit with "Park & Ride" at Slaughter/Mopac intersection
- 2 New service line along Slaughter Lane
- 3 Change MetroBus to MetroRapid route
- 4 Increased route frequency from 30 minutes to under 15 minutes
- 5 Change MetroBus to MetroRapid route
- 6 First route to extend to East Slaughter Lane
- 7 Rapid transit running to downtown with frequency under 15 minutes

### "I would ride Capital Metro more often if..."

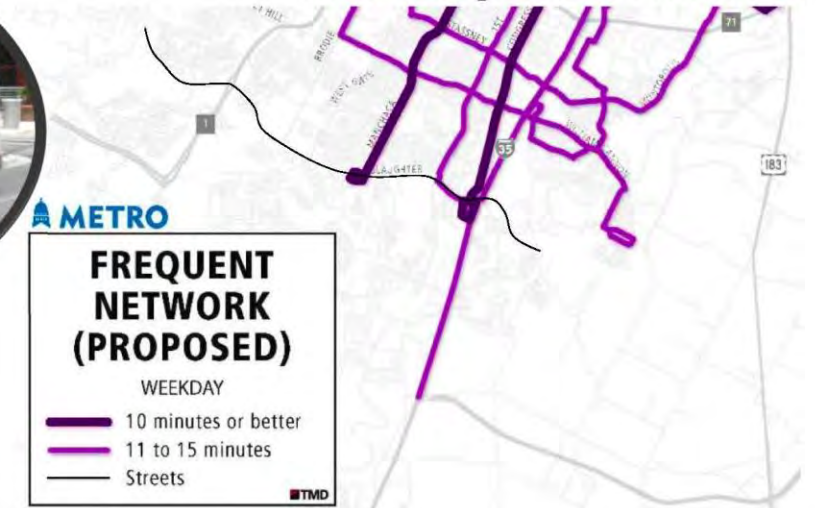


Source: Capital Metro Transit Development Plan: Executive Summary

- MORE FREQUENT
- MORE RELIABLE
- MORE CONNECTED
- MORE EAST-WEST CONNECTION
- MORE METROEXPRESS
- MORE METRO RAPID
- SIMPLIFIED FARES



### Future Frequent Network Routes



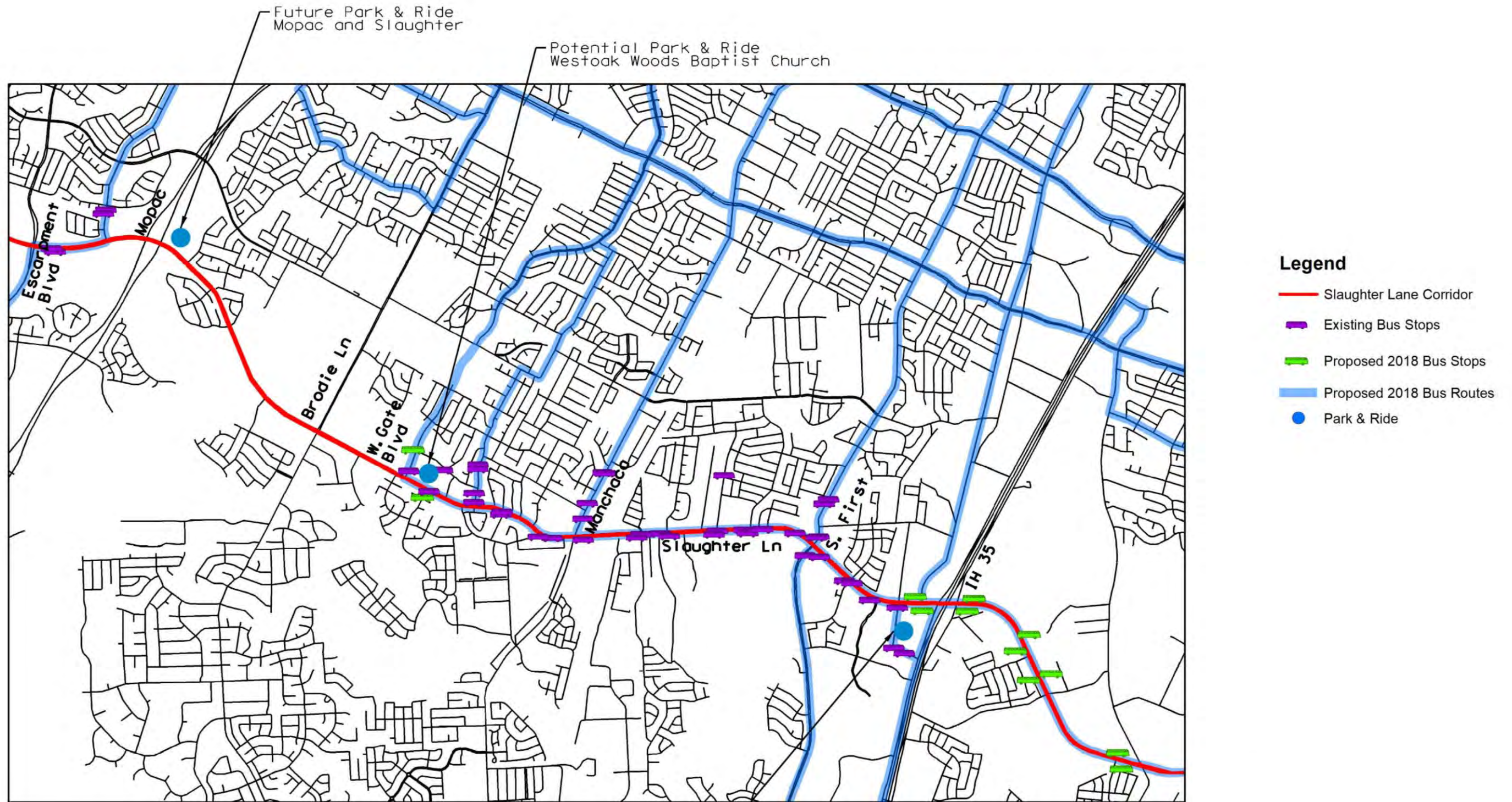
Source: Capital Metro Transit Development Plan: Executive Summary



# SLAUGHTER LANE

## Public Transportation

### Capital Metro



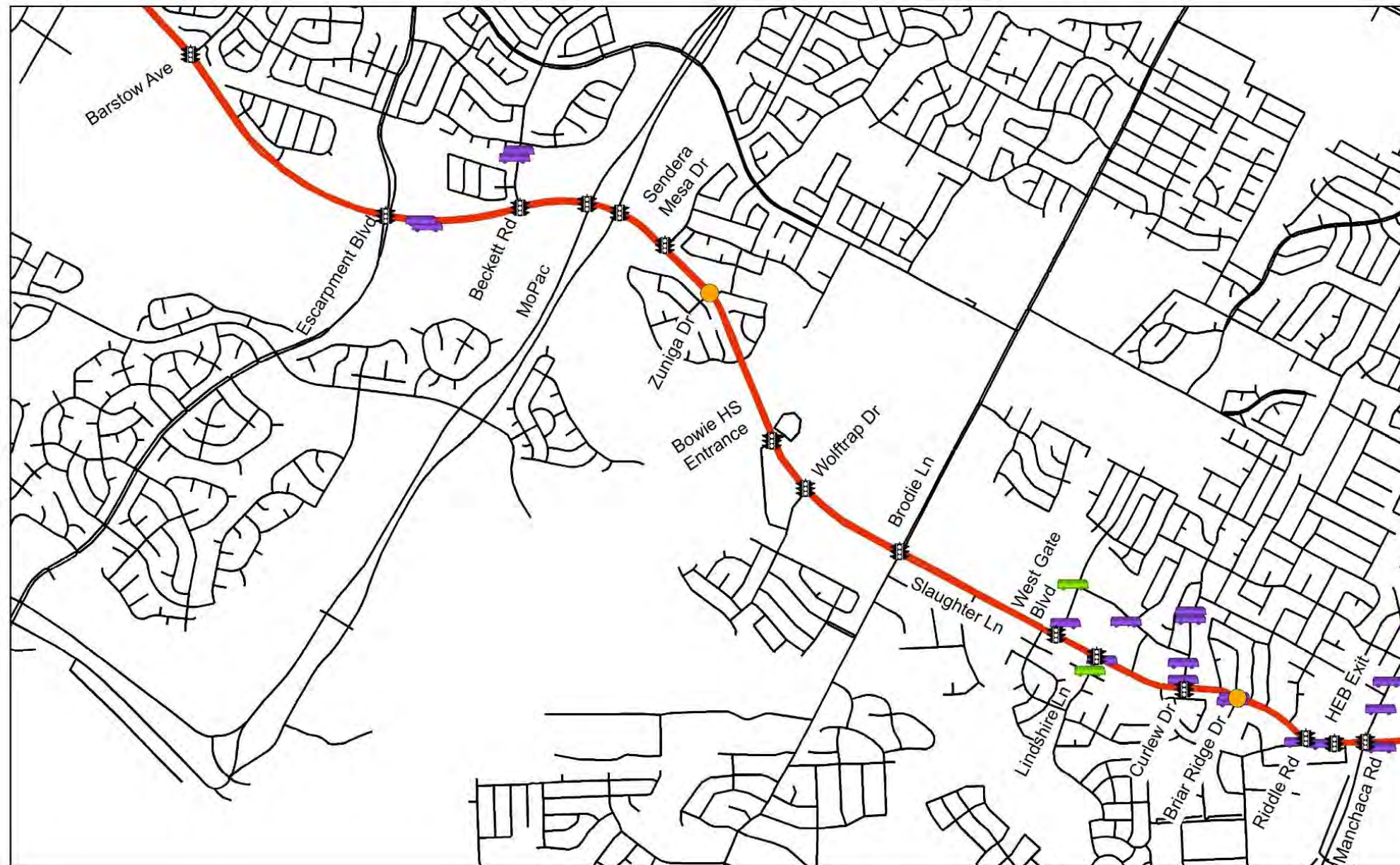
- Legend**
- Slaughter Lane Corridor
  - Existing Bus Stops
  - Proposed 2018 Bus Stops
  - Proposed 2018 Bus Routes
  - Park & Ride

Existing Park & Ride  
Southpark Meadows  
Routes: 3, 10, 801



# SLAUGHTER LANE

## Signalized Intersections



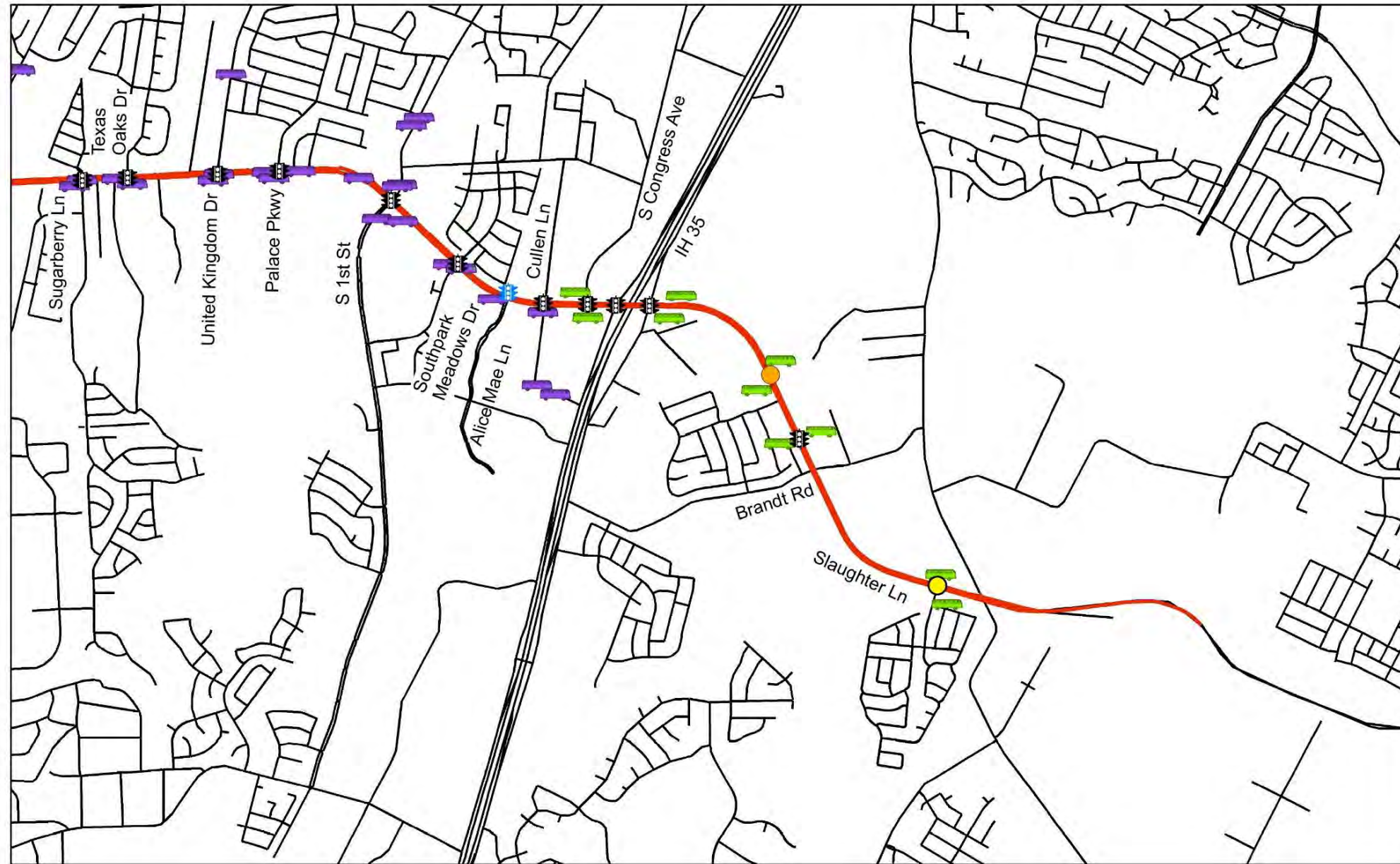
### Legend

- Existing Signal
- Future Signal
- Future Pedestrian Hybrid Beacon
- Existing Pedestrian Hybrid Beacon
- Existing Bus Stops
- Proposed 2018 Bus Stops
- Slaughter Lane Corridor



# SLAUGHTER LANE

## Signalized Intersections



### Legend

- Existing Signal
- Future Signal
- Future Pedestrian Hybrid Beacon
- Existing Pedestrian Hybrid Beacon
- Existing Bus Stops
- Proposed 2018 Bus Stops
- Slaughter Lane Corridor