APPENDIX – VOLUME 2

SLAUGHTER LANE CORRIDOR MOBILITY PLAN

AUGUST 2018
Appendix H: Typical Sections
Appendix I: Plan Exhibits
Appendix J: Signalized Intersections Exhibit
Appendix K: Capital Metro Exhibit
Appendix H

Typical Sections
PROPOSED TYPICAL SECTION
BETWEEN FM 1826 & BARSTOW AVE.

EXISTING TYPICAL SECTION
BETWEEN FM 1826 & BARSTOW AVE.

THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:
- AUSTIN STREET DESIGN GUIDE
- ATD VISION ZERO SAFETY PROGRAM
- AUSTIN BICYCLE MASTER PLAN
- AUSTIN SIDEWALK MASTER PLAN

NOTE: EXISTING SIDEWALK AND ROADWAY INFRASTRUCTURE WILL BE INCORPORATED INTO THE NEW IMPROVEMENTS TO THE EXTENT POSSIBLE. IN THE LONG TERM, AS THIS INFRASTRUCTURE NEEDS REPLACEMENT, PROPERTIES REDEVELOP, AND/OR ADDITIONAL FUNDING IS IDENTIFIED, THE WIDTH AND LOCATION OF THE PROPOSED BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE MAY BE ADJUSTED.

BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE ALIGNMENTS SHOWN IN THE TYPICAL CROSS-SECTIONS MAY NOT BE REFLECTIVE OF HOW THE ACTUAL INFRASTRUCTURE IMPROVEMENTS WILL BE ALIGNED ONCE CONSTRUCTED. THE CITY WILL TAKE A CONTEXT SENSITIVE APPROACH TO DESIGNING AND CONSTRUCTING FINAL IMPROVEMENTS TO ACCOUNT FOR SPECIFIC LOCATION CONSTRAINTS SUCH AS AVAILABLE RIGHT-OF-WAY, EXISTING TREES AND UTILITIES, ETC.

TYPICAL SECTIONS
SLAUGHTER LANE CORRIDOR
CITY OF AUSTIN

SUP • SHARED USE PATH
THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:
- AUSTIN STREET DESIGN GUIDE (SUBURBAN LEVEL 3)
- ATD VISION ZERO SAFETY PROGRAM
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EXISTING TYPICAL SECTION BETWEEN ESCARPMENT BLVD. & MOPAC

PROPOSED TYPICAL SECTION BETWEEN ESCARPMENT BLVD. & MOPAC

SUP = SHARED USE PATH
EXISTING TYPICAL SECTION
BETWEEN MOPAC & BRODIE LN.

PROPOSED TYPICAL SECTION
BETWEEN MOPAC & BRODIE LN.

THE PROPOSED IMPROVEMENTS ARE
CONSISTENT WITH:
- AUSTIN STREET DESIGN GUIDE
  (SUBURBAN LEVEL 3)
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EXISTING TYPICAL SECTION
BETWEEN BRODIE LN. & MANCHACA RD.

PROPOSED TYPICAL SECTION
BETWEEN BRODIE LN. & MANCHACA RD.

THE PROPOSED IMPROVEMENTS ARE
CONSISTENT WITH:

- AUSTIN STREET DESIGN GUIDE
  (SUBURBAN LEVEL 3)
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TYPICAL SECTIONS
SLAUGHTER LANE CORRIDOR
CITY OF AUSTIN

5 OF 10
THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:

- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

NOTE: EXISTING SIDEWALK AND ROADWAY INFRASTRUCTURE WILL BE INCORPORATED INTO THE NEW IMPROVEMENTS TO THE EXTENT POSSIBLE. IN THE LONG TERM, AS THIS INFRASTRUCTURE NEEDS REPLACEMENT, PROPERTIES REDEVELOP, AND/OR ADDITIONAL FUNDING IS IDENTIFIED, THE WIDTH AND LOCATION OF THE PROPOSED BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE MAY BE ADJUSTED.

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EXISTING TYPICAL SECTION
BETWEEN IH 35 & NARROW GLEN PKWY

PROPOSED TYPICAL SECTION
BETWEEN IH 35 & NARROW GLEN PKWY

NOTE: EXISTING SIDEWALK AND ROADWAY INFRASTRUCTURE WILL BE INCORPORATED INTO THE NEW IMPROVEMENTS TO THE EXTENT POSSIBLE. IN THE LONG TERM, AS THIS INFRASTRUCTURE NEEDS REPLACEMENT, PROPERTIES REDEVELOP, AND/OR ADDITIONAL FUNDING IS IDENTIFIED, THE WIDTH AND LOCATION OF THE PROPOSED BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE MAY BE ADJUSTED.

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BZ = BUFFER ZONE
EXISTING TYPICAL SECTION
BETWEEN NARROW GLEN PKWY & BRANDT RD.

PROPOSED TYPICAL SECTION
BETWEEN NARROW GLEN PKWY & BRANDT RD.

THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:
- AUSTIN STREET DESIGN GUIDE
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BZ = BUFFER ZONE
**EXISTING TYPICAL SECTION**

**BETWEEN BRANDT RD. & OLD LOCKHART HWY**

**PROPOSED TYPICAL SECTION**

**BETWEEN BRANDT RD. & OLD LOCKHART HWY**

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**NOTE:** Existing sidewalk and roadway infrastructure will be incorporated into the new improvements to the extent possible. In the long term, as this infrastructure needs replacement, properties redevelop, and/or additional funding is identified, the width and location of the proposed bicycle, pedestrian, and landscape infrastructure may be adjusted.

**THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:**
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

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**SUP** = Shared Use Path
THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:
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- Austin Sidewalk Master Plan
- Austin Bicycle Master Plan
- ATD Vision Zero Safety Program
- Austin Street Design Guide (Suburban Level 3)
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- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

Add 6’ to Existing Sidewalk for a Proposed Shared Use Path

Existing EB Route 111 Bus Stop

Potential Access Modification

Bank of America

Existing WB Route 111 Bus Stop

Slaughter Ln

The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan
MOPAC/SLAUGHTER LN
INTERCHANGE TO BE BUILT BY TxDOT;
A GRADE SEPARATION WILL BE PROVIDED
WITH A DDI AT-GRADE AND SIDEWALK
AND BIKE CONNECTIVITY TO THE EAST AND WEST
The Proposed Improvements are Consistent with:
- Austin Sidewalk Master Plan
- Austin Bicycle Master Plan
- ATD Vision Zero Safety Program
- Austin Street Design Guide (Suburban Level 3)

Proposed Sidewalk
Existing Sidewalk to be used as Bike Lane
Connection to Violet Crown Trail
Add 6' to Existing Sidewalk for a Proposed Shared Use Path
Existing ROW
Violet Crown Trail Connection to SLAUGHTER LANE
SLAUGHTER LANE BETWEEN MOPAC AND BRODIE
Slaughter Lane Corridor

The Proposed Improvements are Consistent with:
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- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
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SLAUGHTER LANE
BETWEEN MOPAC AND BRODIE
SLAUGHTER LANE CORRIDOR
The Proposed Improvements are Consistent with:

- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

The Proposed Improvements include:

- Sidewalk or Shared Use Path
- Bike Lane
- Green Space
- CapMetro Bus Stop
- Concrete Median
- ROW

Proposed Sidewalk

Existing Sidewalk to be used as Bike Lane

Proposed WB Travel Lane

Close Existing Median Break

Proposed Sidewalk

Existing Sidewalk to be used as Bike Lane

Proposed EB Travel Lane

SLAUGHTER LANE
BETWEEN MOPAC AND BRODIE
SLAUGHTER LANE CORRIDOR
The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
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SLAUGHTER LANE
BETWEEN MOPAC AND BRODIE
SLAUGHTER LANE CORRIDOR
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Add 6' to Existing Sidewalk for a Proposed Shared Use Path
Proposed EB Travel Lane
Proposed WB Travel Lane
Add 6' to Existing Sidewalk for a Proposed Shared Use Path
Slaughter Ln
The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

The Proposed Improvements include:

- Add 6’ to Existing Sidewalk for a Proposed Shared Use Path
- Proposed WB Travel Lane
- Proposed EB Travel Lane
- Existing ROW
- Slaughter Ln

SLAUGHTER LANE BETWEEN MOPAC AND BRODIE SLAUGHTER LANE CORRIDOR
The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
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- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

Sidewalk or Shared Use Path
Bike Lane
Green Space
CapMetro Bus Stop
Concrete Median
ROW

Proposed WB Travel Lane
Add 6' to Existing Sidewalk for a Proposed Shared Use Path

Proposed EB Travel Lane
Add 6' to Existing Sidewalk for a Proposed Shared Use Path

Proposed Sidewalk
Proposed Bike Lane

SLAUGHTER LANE BETWEEN MOPAC AND BRODIE
SLAUGHTER LANE CORRIDOR
The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

*Two Travel Lanes in Each Direction
Continue for Approximately 1000' S of Slaughter Ln.
See Dannenbaum Brodie Exhibit
The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

The Proposed Improvements include:
- Proposed WB Travel Lane
- Proposed Shared Use Path
- Existing Sidewalk
- Existing Bike Lane
- Existing ROW
PROPOSED IMPROVEMENTS SCHEDULE

<table>
<thead>
<tr>
<th>ID</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1</td>
<td>PROPOSED 7' BIKE LANE w/ 2' BUFFER FROM STREET</td>
</tr>
<tr>
<td>2</td>
<td>PROPOSED 6' SIDEWALK</td>
</tr>
<tr>
<td>3</td>
<td>PROPOSED 8' SIDEWALK</td>
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<tr>
<td>4</td>
<td>ADA RAMP</td>
</tr>
<tr>
<td>5</td>
<td>PROPOSED 4' MEDIAN</td>
</tr>
<tr>
<td>6</td>
<td>PROPOSED 11' DEDICATED LEFT TURN LANE</td>
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<tr>
<td>7</td>
<td>PROPOSED 10' CONTINENTAL SIDEWALK &amp; STOP BAR</td>
</tr>
<tr>
<td>8</td>
<td>REROUTING OF EXTRA LANES</td>
</tr>
<tr>
<td>9</td>
<td>EXTENDED VEHICLE STORAGE FOR DEDICATED LEFT TURN LANE</td>
</tr>
</tbody>
</table>
NOTES:

1. INSTALL 18" TYPE "AE" PULL BOX AND 2-2" CONDUIT TO POWER SOURCE.
2. INSTALL TYPE "C" PULL BOX AND 2-2" CONDUIT TO "AE" PULL BOX.
3. INSTALL CONTROLLER FOUNDATION AND CABINET WITH 4-4" CONDUIT TO TYPE "C" PULL BOX.
4. INSTALL TYPE "B" PULL BOX AND 3-3" CONDUIT TO TYPE "C" PULL BOX.
5. INSTALL TYPE 2W FOUNDATION WITH 3-3" CONDUIT TO TYPE "B" PULL BOX. INSTALL TYPE 2W POLE WITH 45' MAST ARM AS POLE A. INSTALL HEADS 1, 2, 3, DETECTION CAMERA & STREET NAME SIGN ON MAST ARM. INSTALL PED SIGNAL 1 AND APS PUSH BUTTON ON POLE SHAFT.
6. INSTALL OVERHEAD SIGNAL CABLE BETWEEN POLE A AND POLE B.
7. INSTALL TYPE 0 FOUNDATION WITH 2-2" CONDUIT TO PED POLE 1. INSTALL TYPE 0 POLE AS POLE B. INSTALL PED SIGNAL 2 AND APS PUSH BUTTON ON POLE SHAFT.
8. INSTALL PED POLE 2. INSTALL PED SIGNAL 3 AND APS PUSH BUTTON ON POLE.
9. INSTALL OVERHEAD SIGNAL CABLE BETWEEN POLE B AND POLE C.
10. INSTALL TYPE 3W FOUNDATION WITH 3-3" CONDUIT TO PULL BOX. INSTALL TYPE 3W POLE WITH 45' MAST ARM AS POLE C. INSTALL HEADS 4, 5, 6, 7, DETECTION CAMERA & STREET NAME SIGN ON MAST ARM. INSTALL PED SIGNAL 4 AND PUSH BUTTON ON POLE. INSTALL HEAD 8 AND DETECTION CAMERA FOR NORTHBOUND TRAFFIC ON POLE SHAFT.
11. INSTALL TYPE "B" PULL BOX ADJACENT TO POLE C.
12. INSTALL TYPE "B" PULL BOX WITH 2-2" CONDUIT TO PULL BOX NEAR POLE C.
13. INSTALL PIPE POLE WITH 2-2" CONDUIT TO PULL BOX. INSTALL HEAD 9 ON POLE.
14. INSTALL PIPE POLE WITH 2-2" CONDUIT TO PULL BOX. INSTALL HEAD 10 ON POLE.
15. INSTALL PIPE POLE WITH 2-2" CONDUIT TO PULL BOX. INSTALL HEAD 11 ON POLE.
The Proposed Improvements are Consistent with:

- Austin Sidewalk Master Plan
- Austin Bicycle Master Plan
- ATD Vision Zero Safety Program
- Austin Street Design Guide (Suburban Level 3)

The Proposed Improvements include:

- Sidewalk or Shared Use Path
- Bike Lane
- Green Space
- CapMetro Bus Stop
- Concrete Median
- ROW

Proposed Improvements:

- Add 6' to Existing Sidewalk for a Proposed Shared Use Path
- Proposed Sidewalk
- Proposed Bike Lane
- Proposed Dual Left Turn Lanes
- Add 6' to Existing Sidewalk
- Proposed Shared Use Path
- Proposed Bike Lane
- Proposed Sidewalk
- Proposed ROW
- Proposed WB Travel and Right Turn Lane
- Proposed Left Turn Lane
- Proposed SB Right Turn Lane
- Proposed Left Turn Lane
- Proposed WB Travel and Right Turn Lane
- Proposed ROW
- Proposed Dual Left Turn Lanes

SLAUGHTER LANE
AT S. CONGRESS & IH 35
SLAUGHTER LANE CORRIDOR
The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
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- Austin Bicycle Master Plan
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- Sidewalk or Shared Use Path
- Bike Lane
- Green Space
- CapMetro Bus Stop
- Concrete Median
- ROW

- Proposed NB Travel Lane
- Proposed WB Travel Lane
- Proposed Right Turn Lane
- Proposed Reduction to two Travel Lanes
- Proposed Sidewalk on Existing Pavement
- Proposed Bike Lane on Existing Pavement
- Proposed Restriping for a Proposed Shared Use Path
- Add 6' to Existing Sidewalk for a Proposed Shared Use Path

- Slaughter Ln
- Existing ROW
- IH 35 Frontage Road
- MATCHLINE B
- MATCHLINE C
- SLAUGHTER LANE
- SLAUGHTER LANE CORRIDOR

3 OF 4
The Proposed Improvements are Consistent with:
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

Add 6' to Existing Sidewalk for a Proposed Shared Use Path

Proposed Sidewalk to tie in with Existing

Proposed Bike Lane on Existing Pavement

Existing ROW

Proposed Bike Lane on Existing Pavement

Existing Sidewalk

Existing Sidewalk

Home Depot

Slaughter Ln

SLAUGHTER LANE
AT S. CONGRESS & IH 35
SLAUGHTER LANE CORRIDOR
The Proposed Improvements are Consistent with:

- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

Proposed Sidewalk

Proposed Bike Lane on Existing Pavement

Proposed Bike Lane on Proposed Sidewalk

Provide Shared Bike/Right Turn Lanes at Major Intersections

The Proposed Improvements are Consistent with:

- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan

SLAUGHTER LANE CORRIDOR

IH 35 TO BRANDT

1 OF 1
Appendix J

Signalized Intersections Exhibit
Connection 2025 Plan Overview

- More frequent
- More reliable
- More connected
- More east-west connection
- More Metrorapid
- More MetroExpress
- Simplified fares

Future Frequent Network Routes

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…”

- Buses ran more frequently
- Routes were closer to my home or destination
- Service was faster
- Service started earlier or ended later
- Other
- Buses were more reliable
- Fares were lower
- I could park and ride
- Service was easier to use
- I felt safer
- There were more bike racks on buses
- Buses were less crowded

Source: Capital Metro Transit Development Plan: Executive Summary