



## APPENDIX – VOLUME 2

SLAUGHTER LANE CORRIDOR MOBILITY PLAN

AUGUST 2018

TABLE OF CONTENTS

APPENDICES VOLUME 2

---

Appendix H: Typical Sections

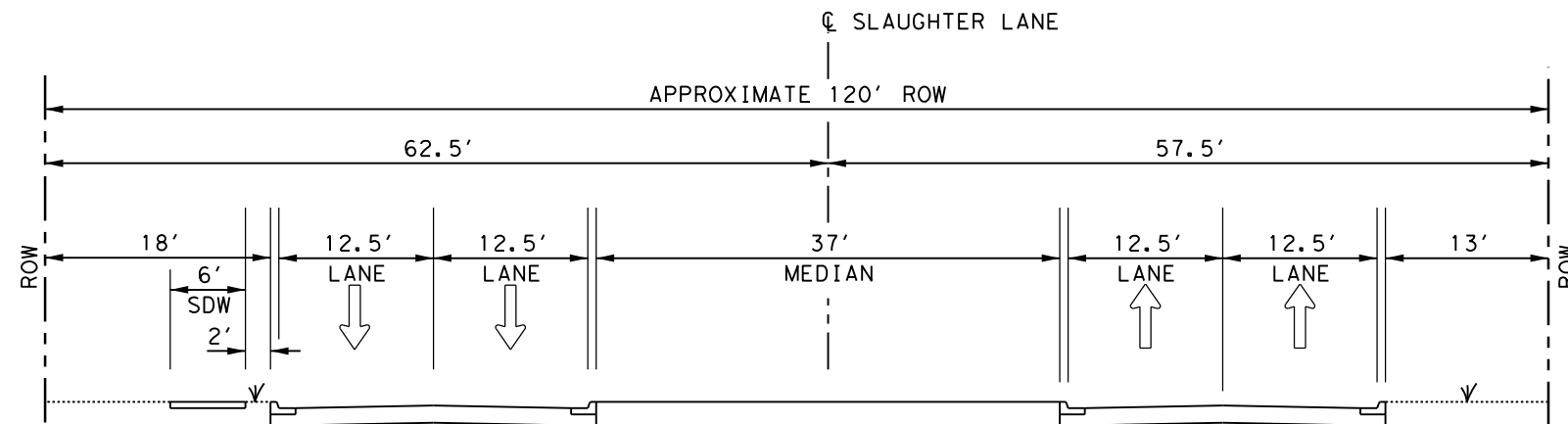
Appendix I: Plan Exhibits

Appendix J: Signalized Intersections Exhibit

Appendix K: Capital Metro Exhibit

# Appendix H

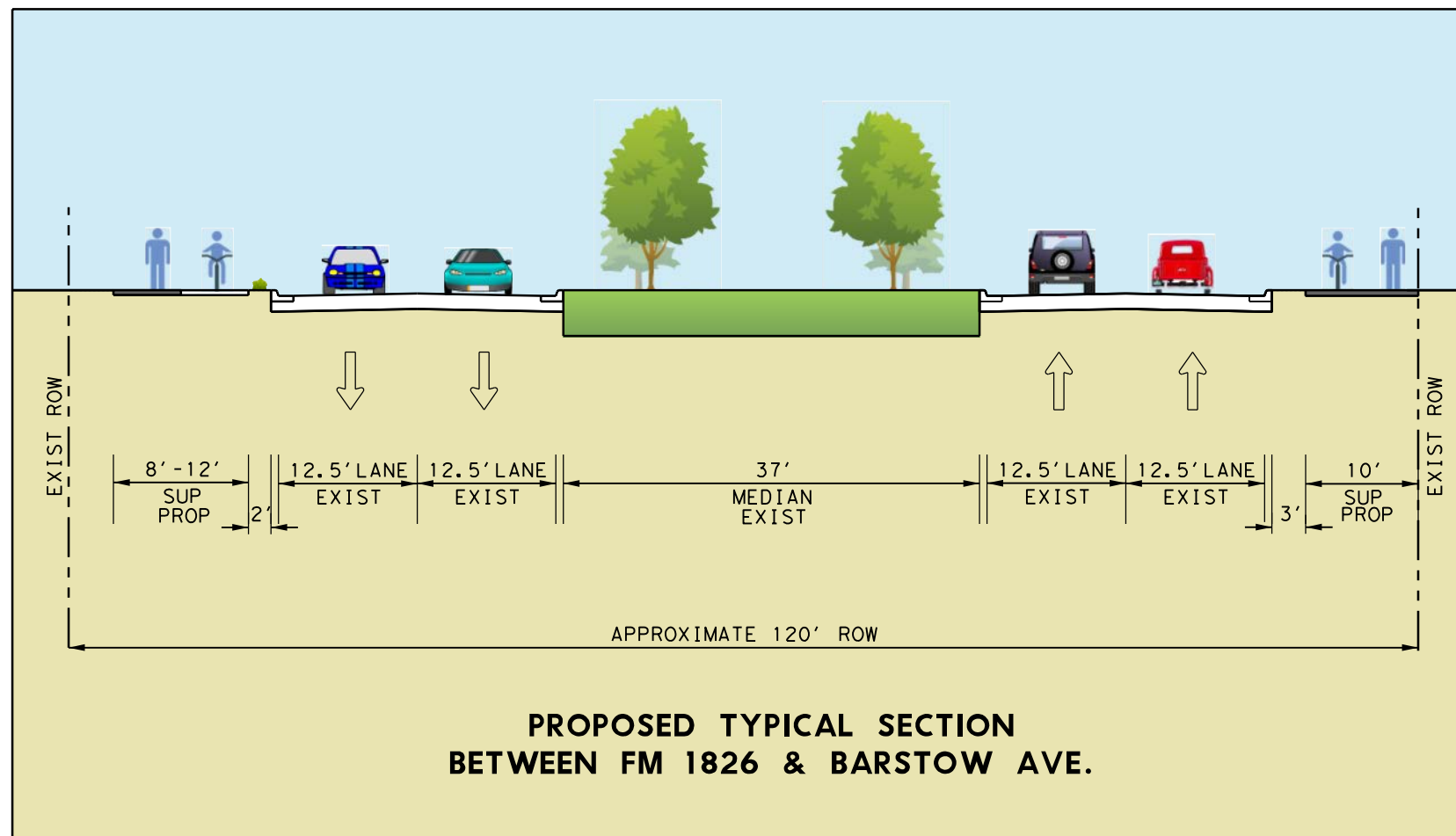
## Typical Sections



**EXISTING TYPICAL SECTION  
BETWEEN FM 1826 & BARSTOW AVE.**

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 TYPICAL SECTION  
BETWEEN FM 1826 & BARSTOW AVE.**

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.

SUP = SHARED USE PATH

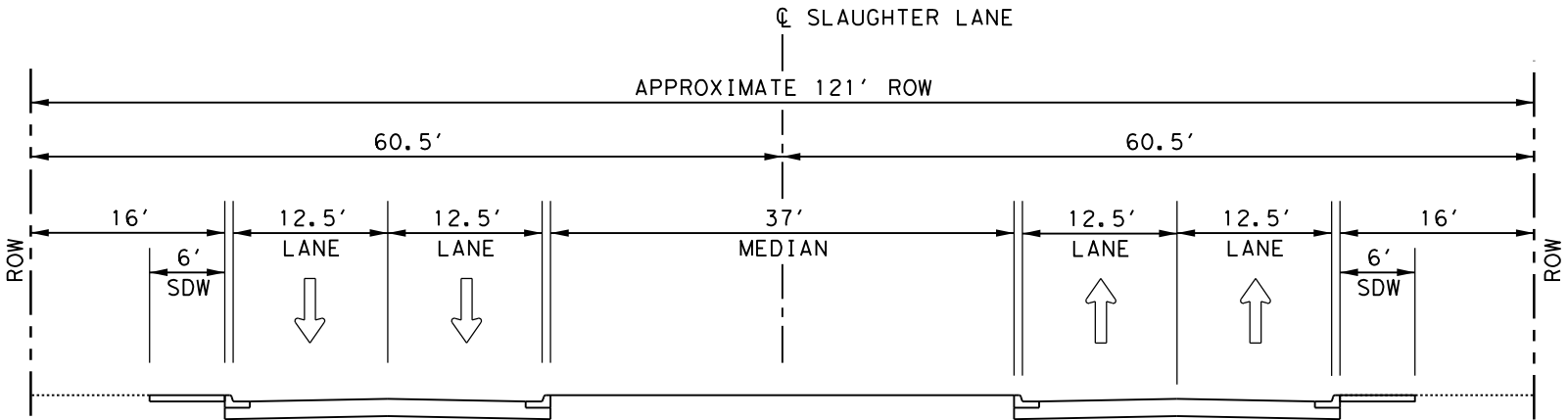


**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**

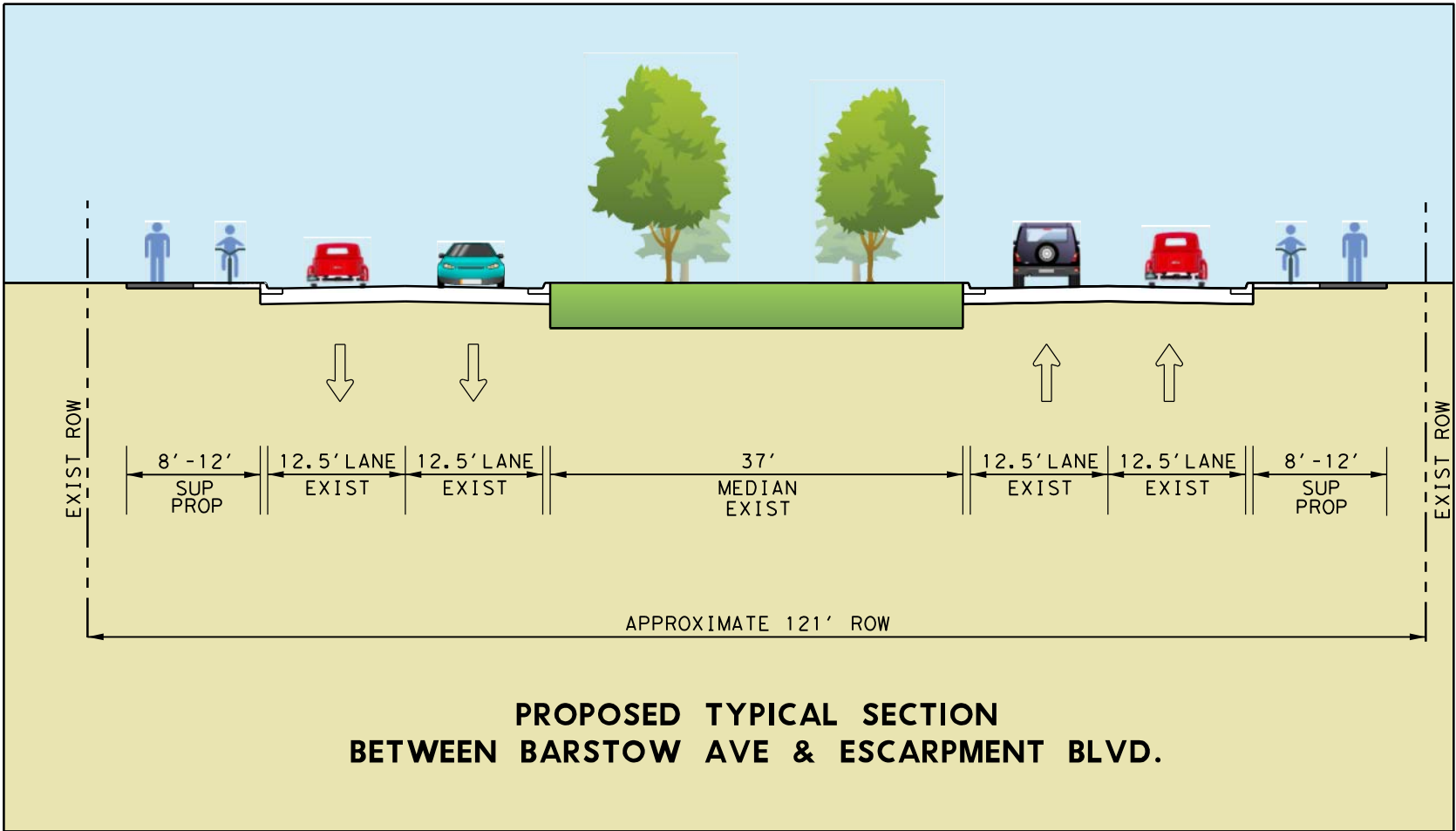


THE PROPOSED IMPROVEMENTS ARE  
CONSISTENT WITH:

- AUSTIN STREET DESIGN GUIDE  
(SUBURBAN LEVEL 3)
- ATD VISION ZERO SAFETY PROGRAM
- AUSTIN BICYCLE MASTER PLAN
- AUSTIN SIDEWALK MASTER PLAN



**EXISTING TYPICAL SECTION  
BETWEEN BARSTOW AVE. & ESCARPMENT BLVD.**



**PROPOSED TYPICAL SECTION  
BETWEEN BARSTOW AVE & ESCARPMENT BLVD.**

SUP = SHARED USE PATH

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.

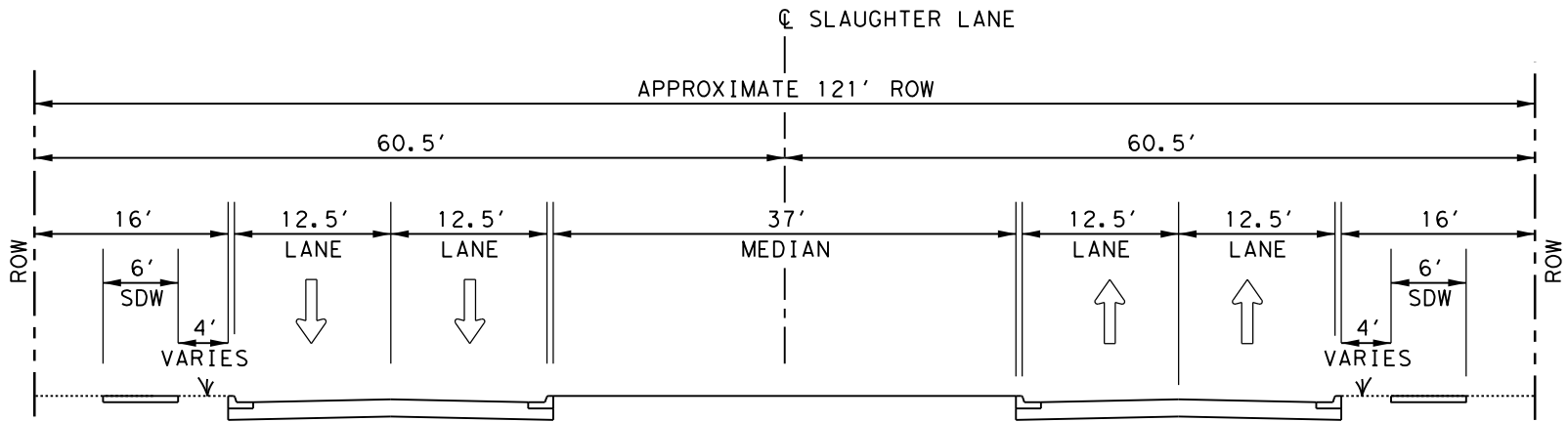
BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE ALIGNMENTS SHOWN IN THE TYPICAL CROSS-SECTIONS MAY NOT BE REFLECTIVE OF HOW THE ACTUAL INFRASTRUCTURE IMPROVEMENTS WILL BE ALIGNED ONCE CONSTRUCTED. THE CITY WILL TAKE A CONTEXT SENSITIVE APPROACH TO DESIGNING AND CONSTRUCTING FINAL IMPROVEMENTS TO ACCOUNT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



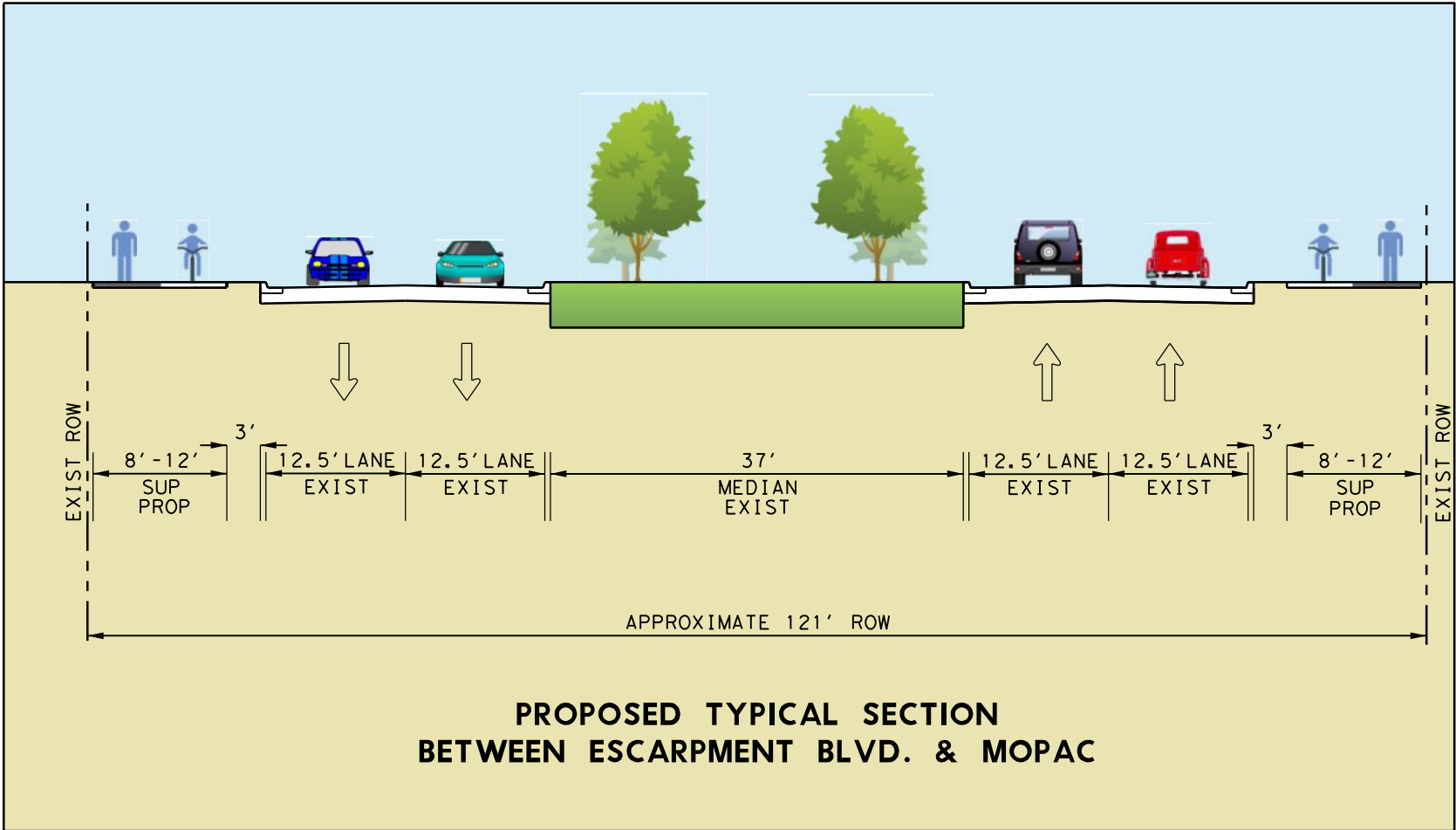
**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**

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



**EXISTING TYPICAL SECTION  
BETWEEN ESCARPMENT BLVD. & MOPAC**



**PROPOSED TYPICAL SECTION  
BETWEEN ESCARPMENT BLVD. & MOPAC**

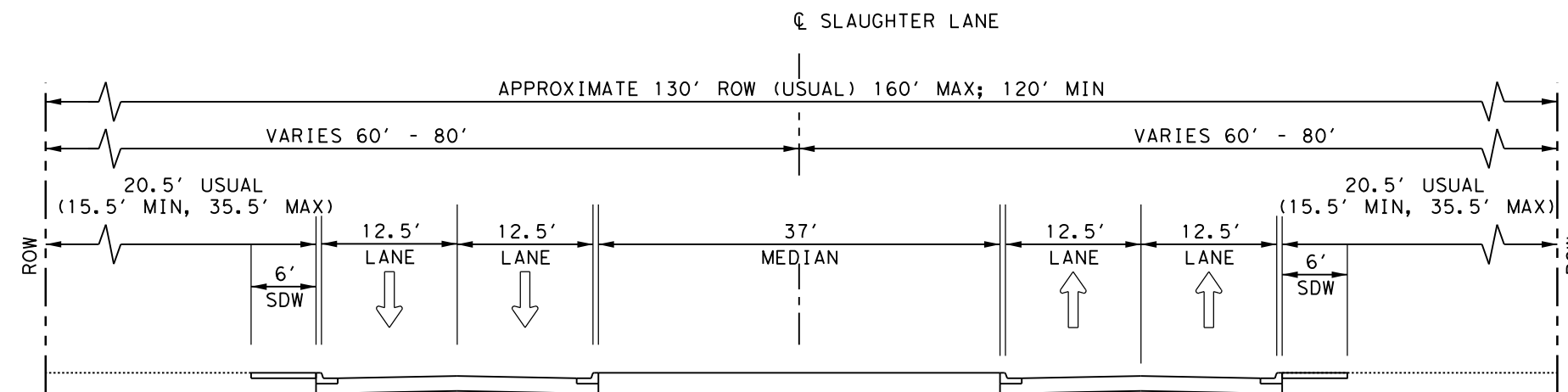
SUP = SHARED USE PATH

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.

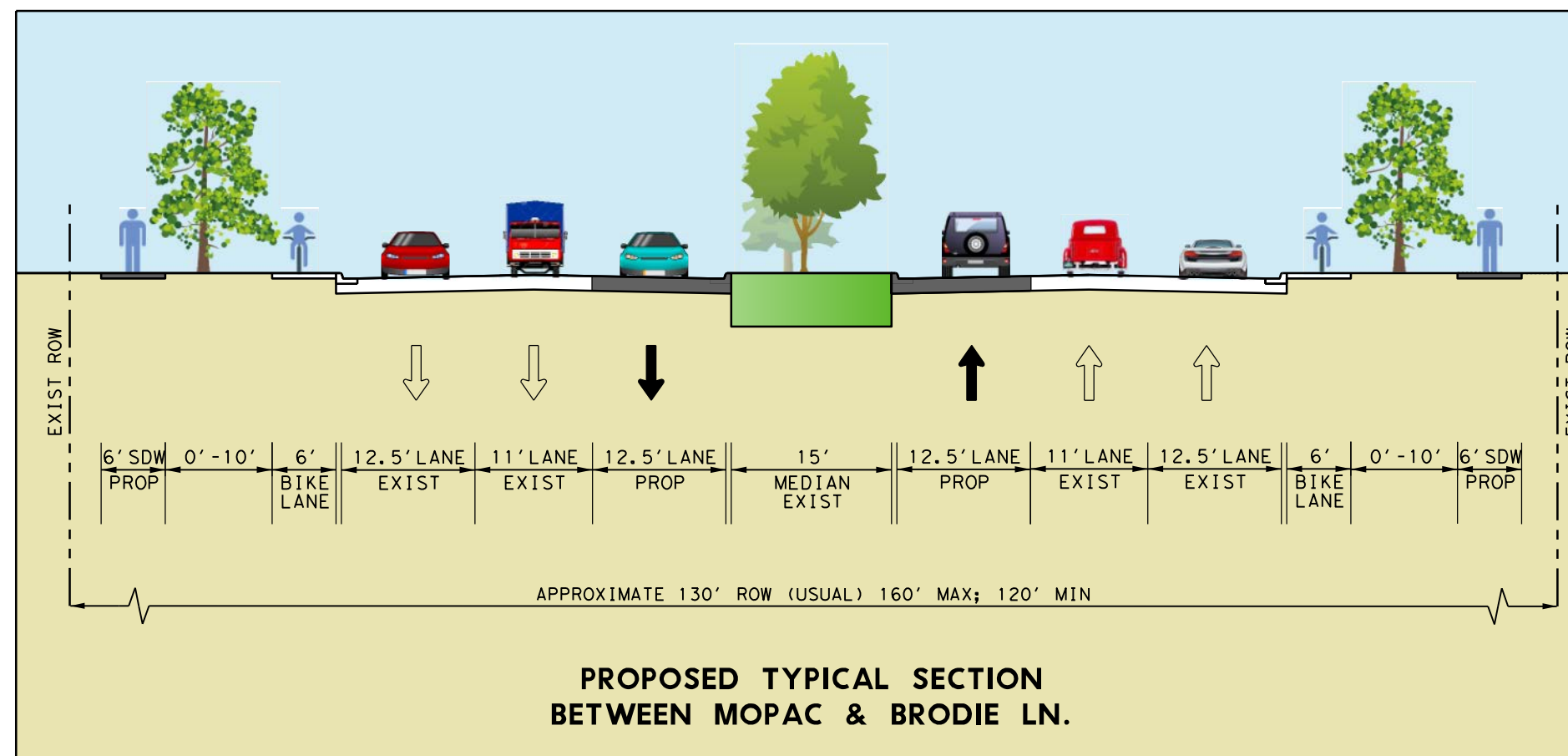
BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE ALIGNMENTS SHOWN IN THE TYPICAL CROSS-SECTIONS MAY NOT BE REFLECTIVE OF HOW THE ACTUAL INFRASTRUCTURE IMPROVEMENTS WILL BE ALIGNED ONCE CONSTRUCTED. THE CITY WILL TAKE A CONTEXT SENSITIVE APPROACH TO DESIGNING AND CONSTRUCTING FINAL IMPROVEMENTS TO ACCOUNT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



**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**



**EXISTING TYPICAL SECTION  
BETWEEN MOPAC & BRODIE LN.**



THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:

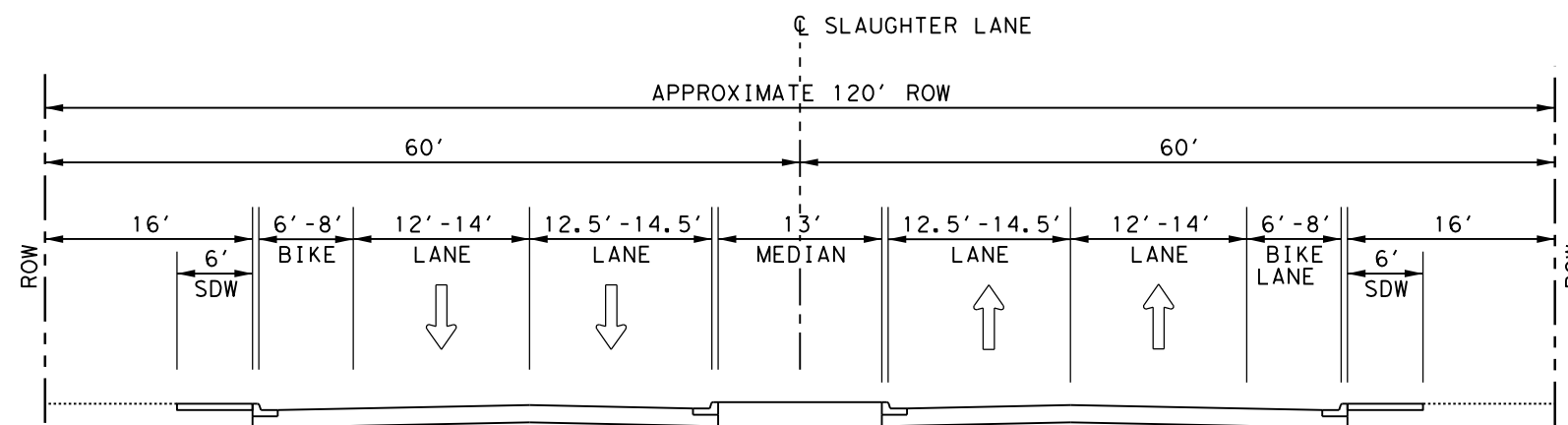
- AUSTIN STREET DESIGN GUIDE (SUBURBAN LEVEL 3)
- ATD VISION ZERO SAFETY PROGRAM
- AUSTIN BICYCLE MASTER PLAN
- AUSTIN SIDEWALK MASTER PLAN

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.



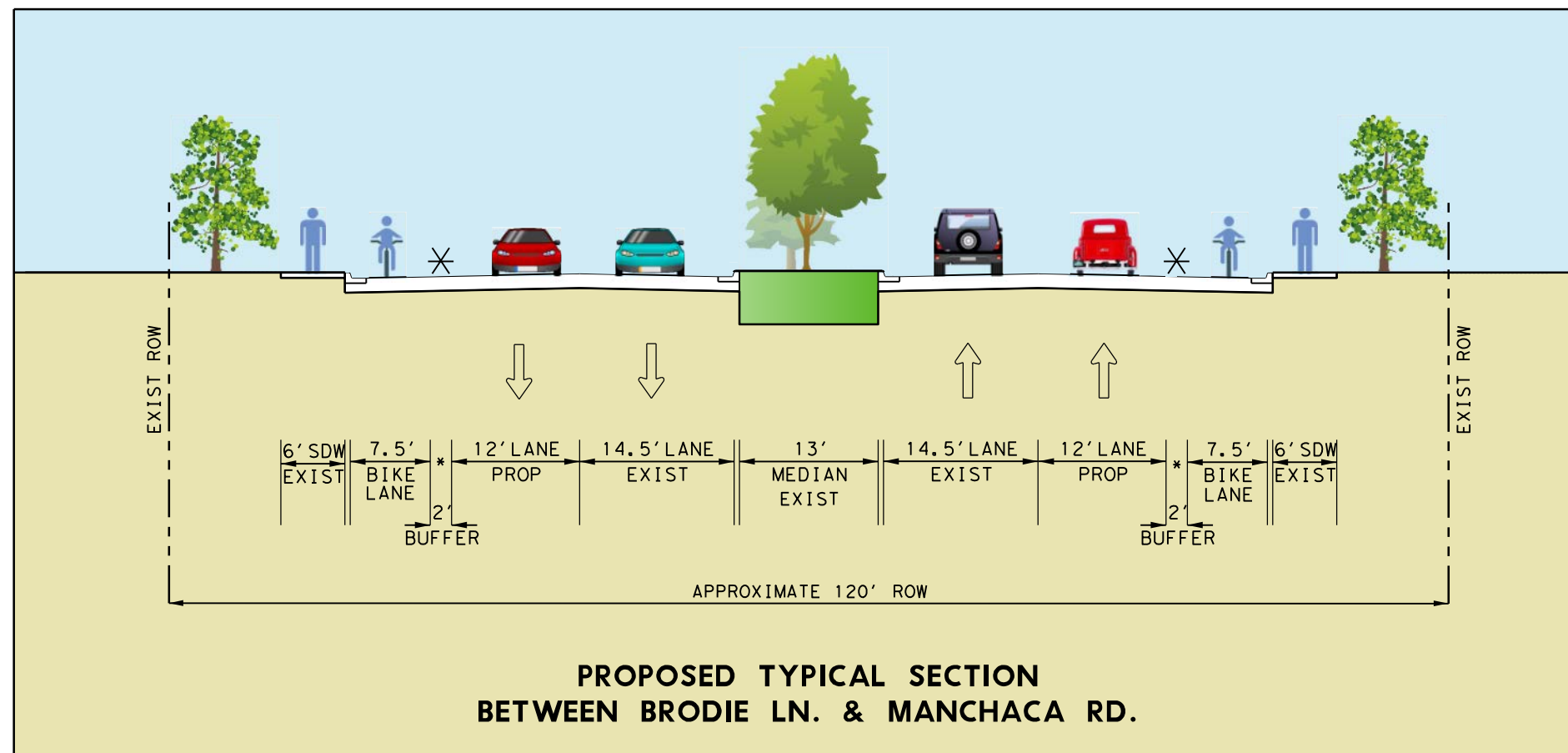
**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**



**EXISTING TYPICAL SECTION  
BETWEEN BRODIE LN. & MANCHACA RD.**

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 TYPICAL SECTION  
BETWEEN BRODIE LN. & MANCHACA RD.**

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.

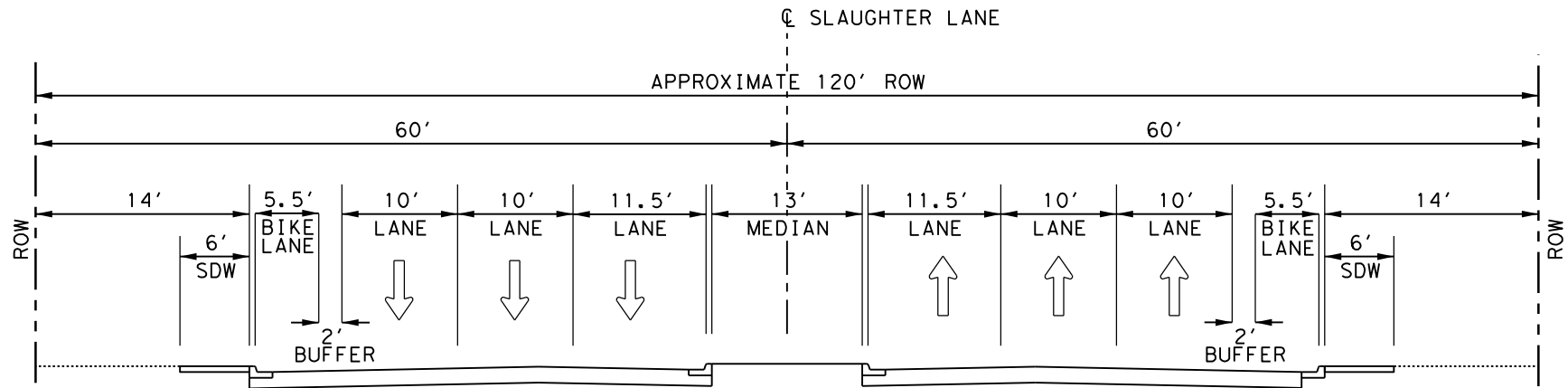
✕ PROPOSED PHYSICAL BARRIERS



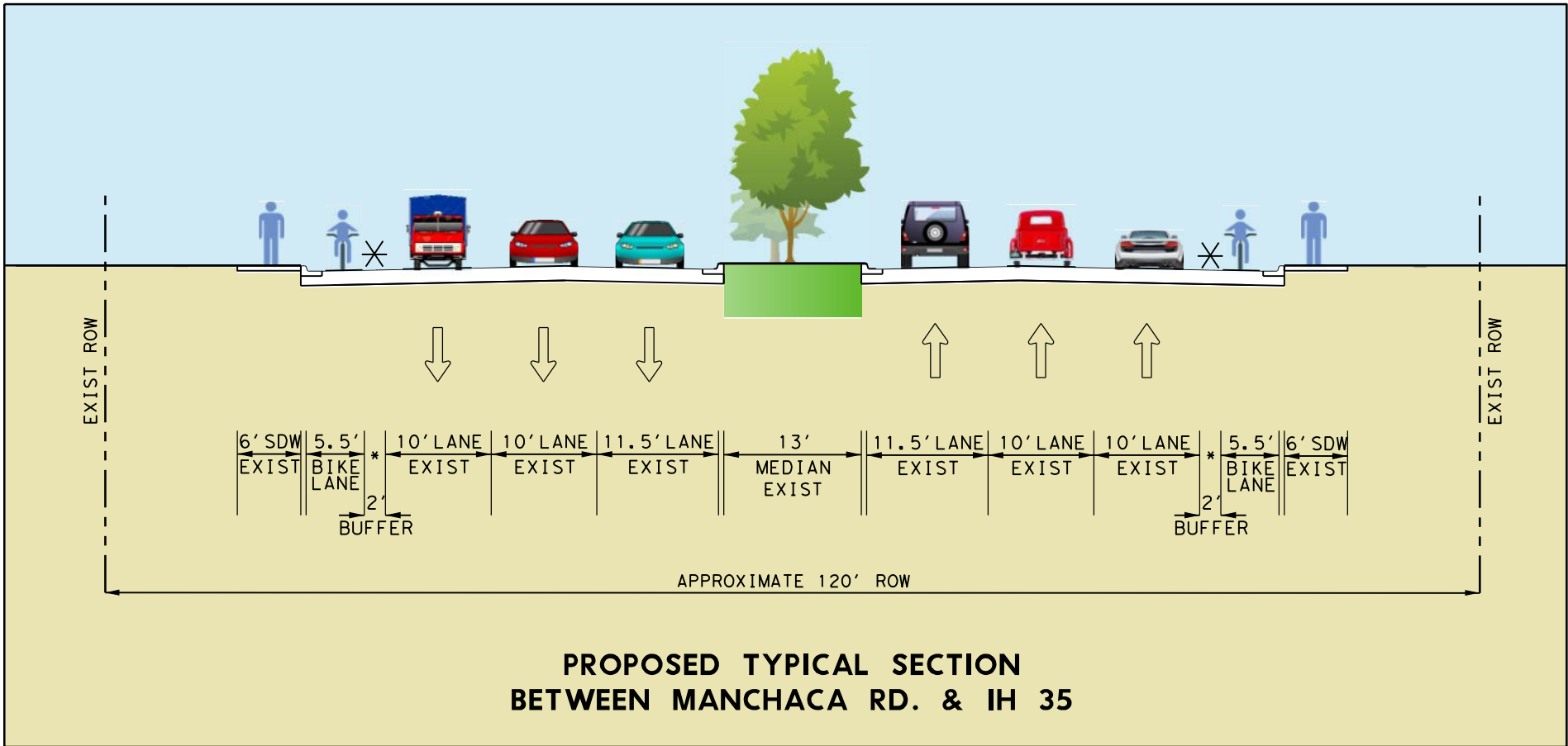
**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**

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



**EXISTING TYPICAL SECTION  
BETWEEN MANCHACA RD. & IH 35**



**PROPOSED TYPICAL SECTION  
BETWEEN MANCHACA RD. & IH 35**

X PROPOSED PHYSICAL BARRIERS

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.

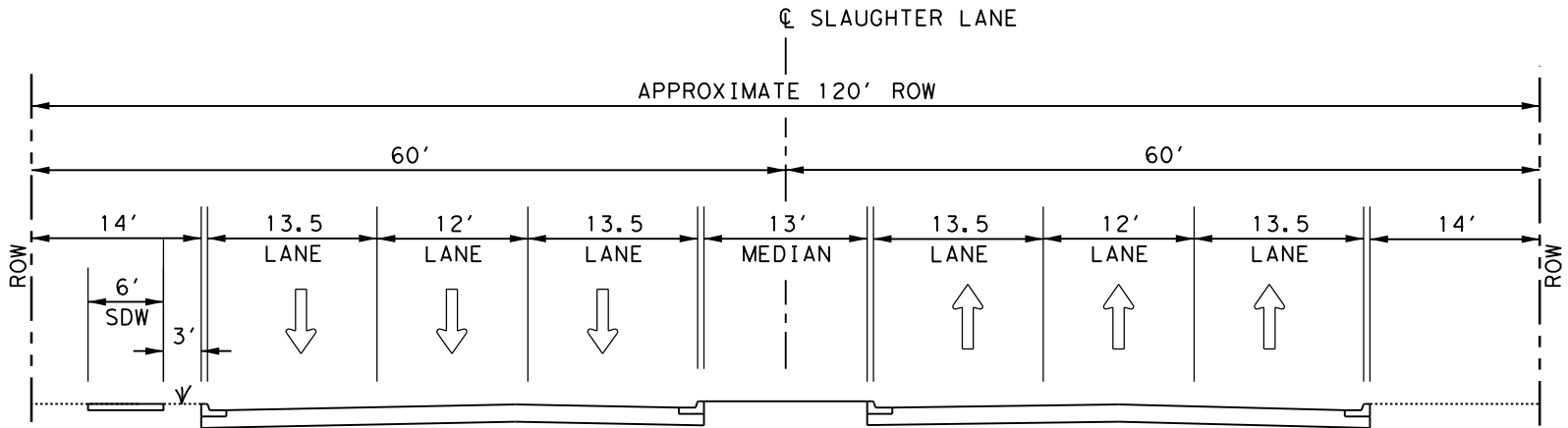
BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE ALIGNMENTS SHOWN IN THE TYPICAL CROSS-SECTIONS MAY NOT BE REFLECTIVE OF HOW THE ACTUAL INFRASTRUCTURE IMPROVEMENTS WILL BE ALIGNED ONCE CONSTRUCTED. THE CITY WILL TAKE A CONTEXT SENSITIVE APPROACH TO DESIGNING AND CONSTRUCTING FINAL IMPROVEMENTS TO ACCOUNT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



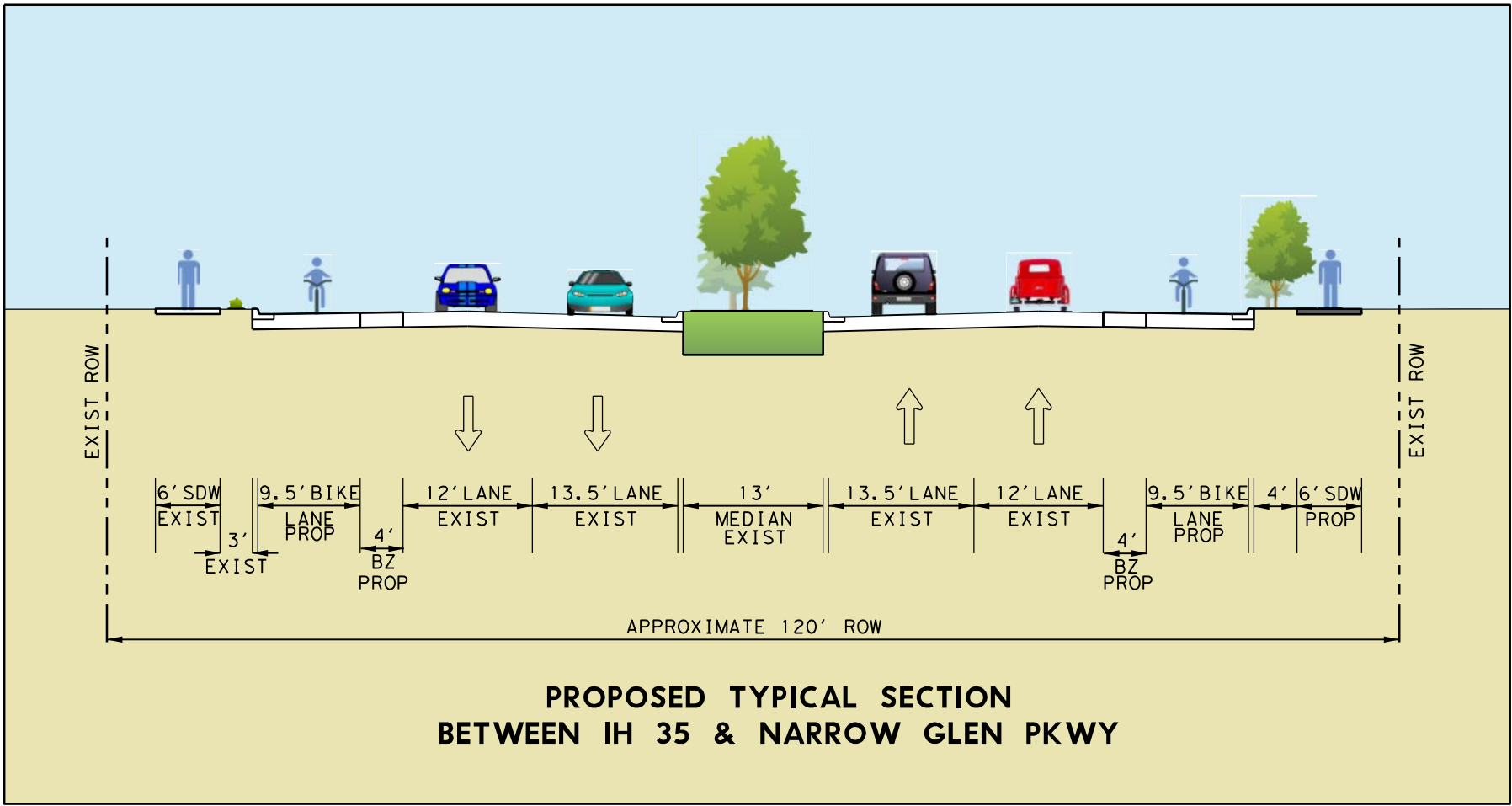
**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**

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



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.

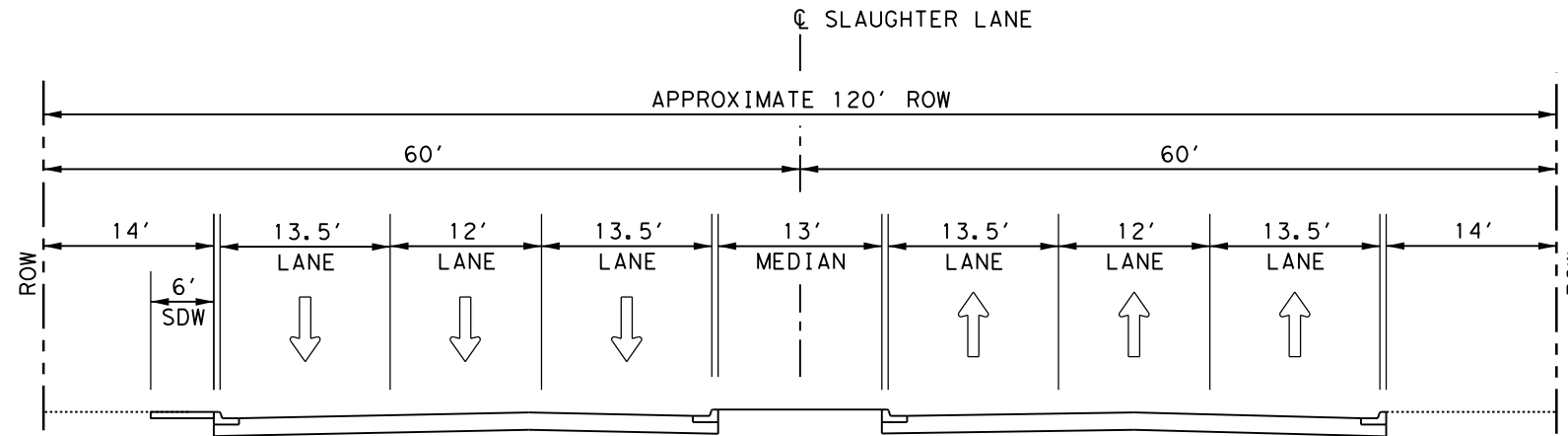
BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE ALIGNMENTS SHOWN IN THE TYPICAL CROSS-SECTIONS MAY NOT BE REFLECTIVE OF HOW THE ACTUAL INFRASTRUCTURE IMPROVEMENTS WILL BE ALIGNED ONCE CONSTRUCTED. THE CITY WILL TAKE A CONTEXT SENSITIVE APPROACH TO DESIGNING AND CONSTRUCTING FINAL IMPROVEMENTS TO ACCOUNT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

BZ = BUFFER ZONE



TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN

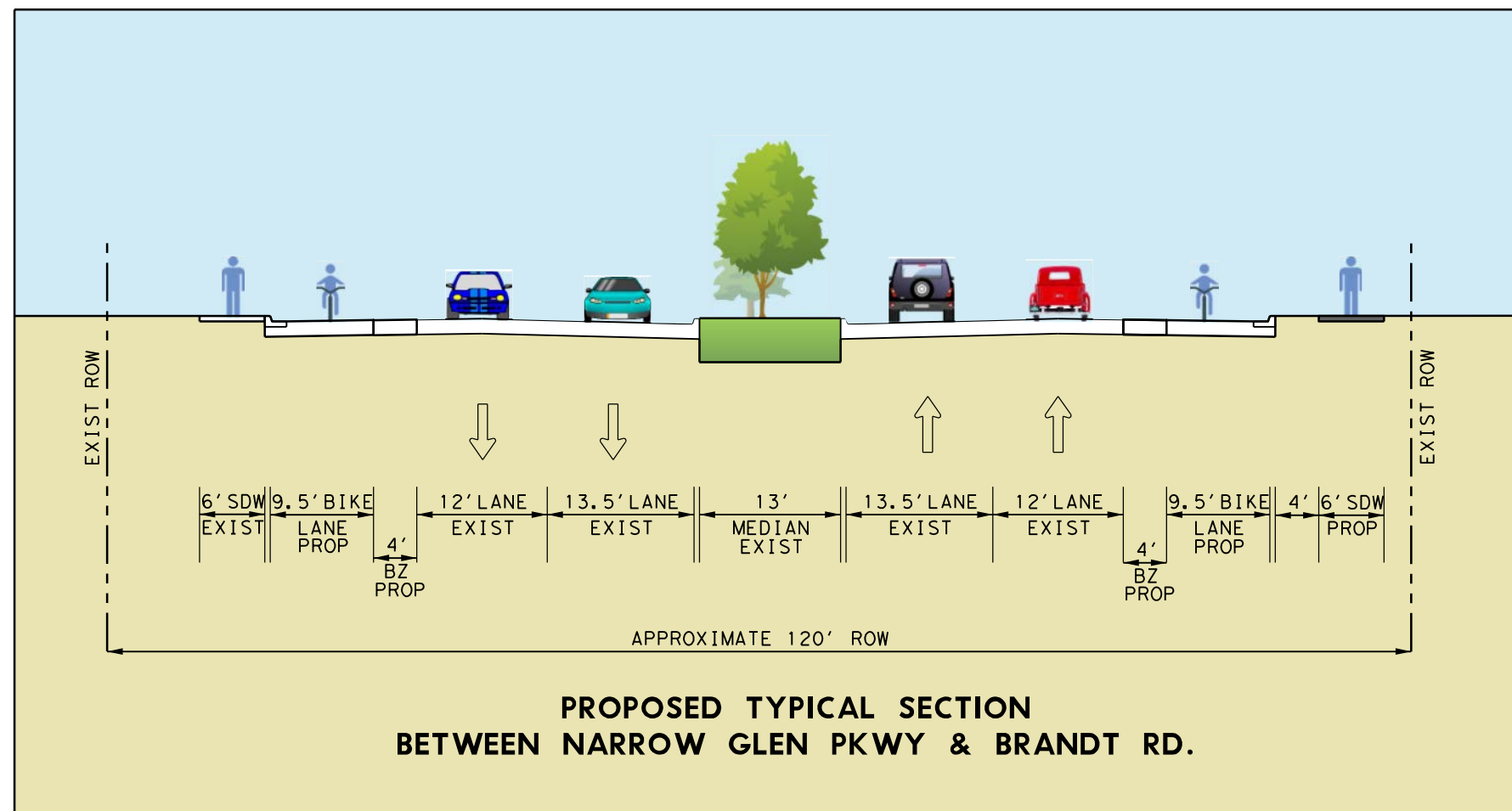




**EXISTING TYPICAL SECTION  
BETWEEN NARROW GLEN PKWY & BRANDT RD.**

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 TYPICAL SECTION  
BETWEEN NARROW GLEN PKWY & BRANDT RD.**

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.

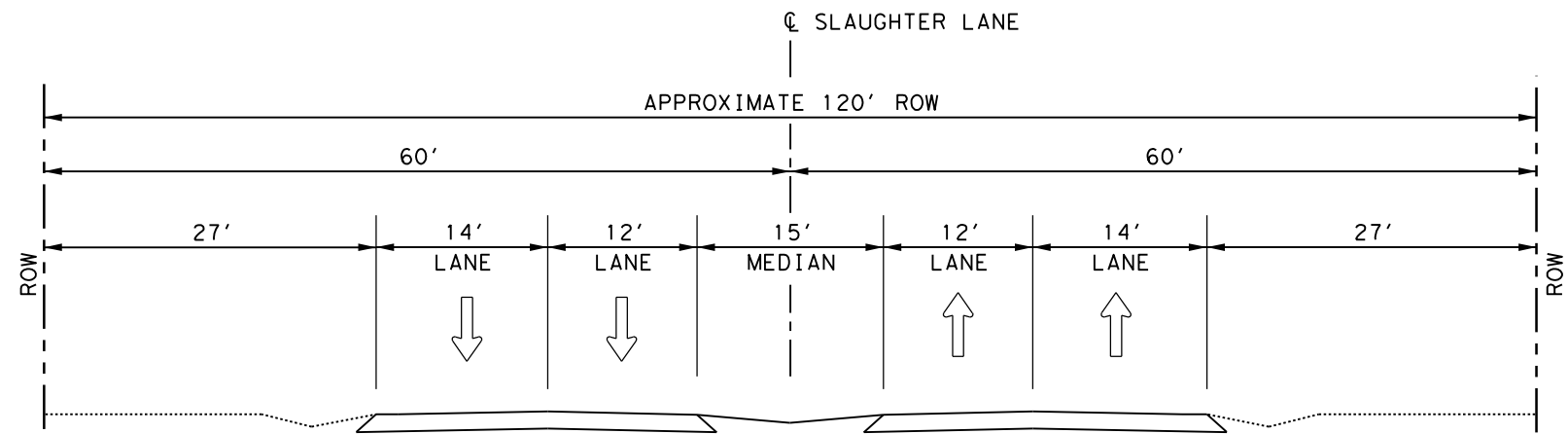
BZ = BUFFER ZONE



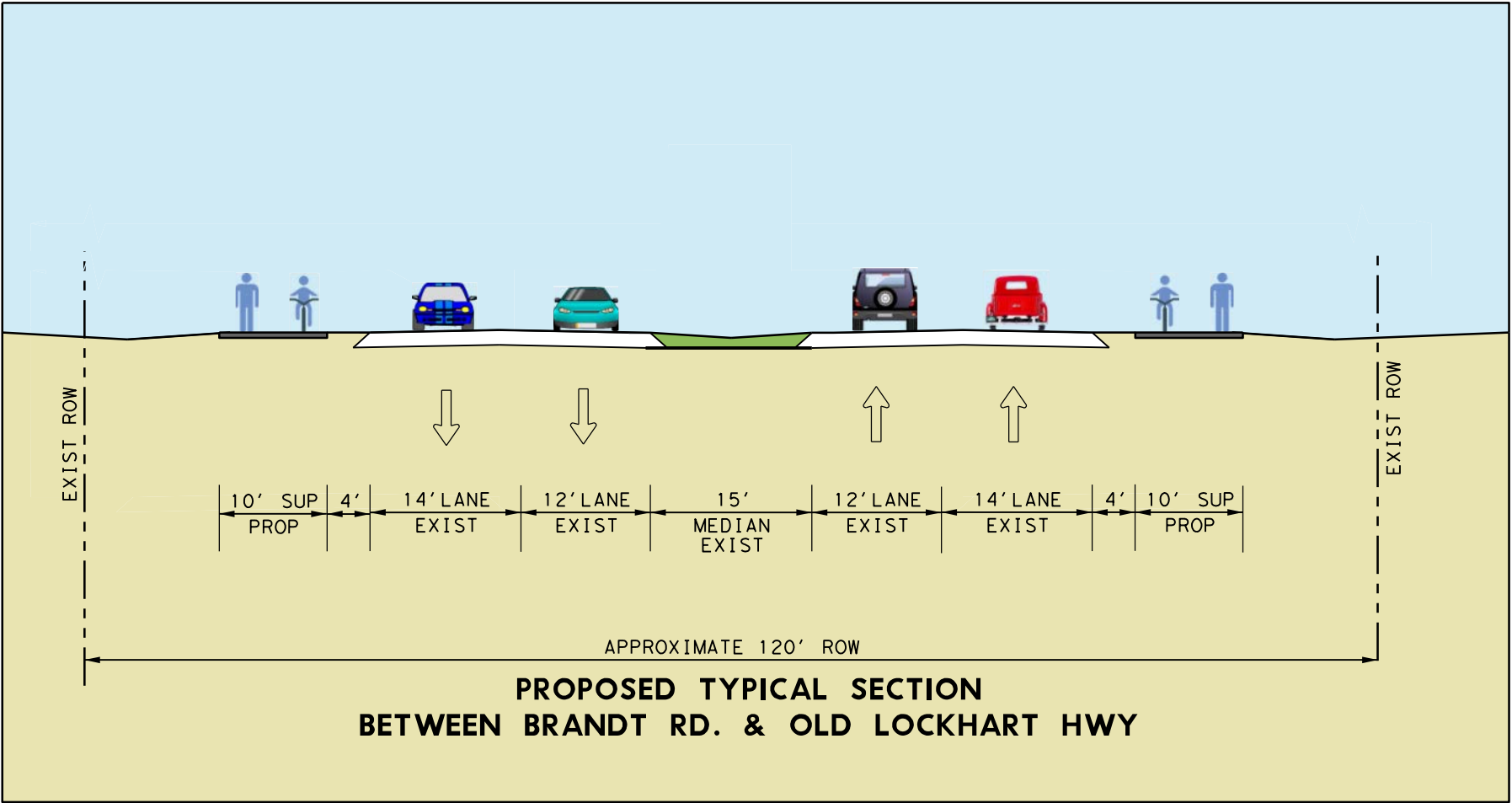
**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**

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



**EXISTING TYPICAL SECTION  
BETWEEN BRANDT RD. & OLD LOCKHART HWY**



SUP = SHARED USE PATH

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.

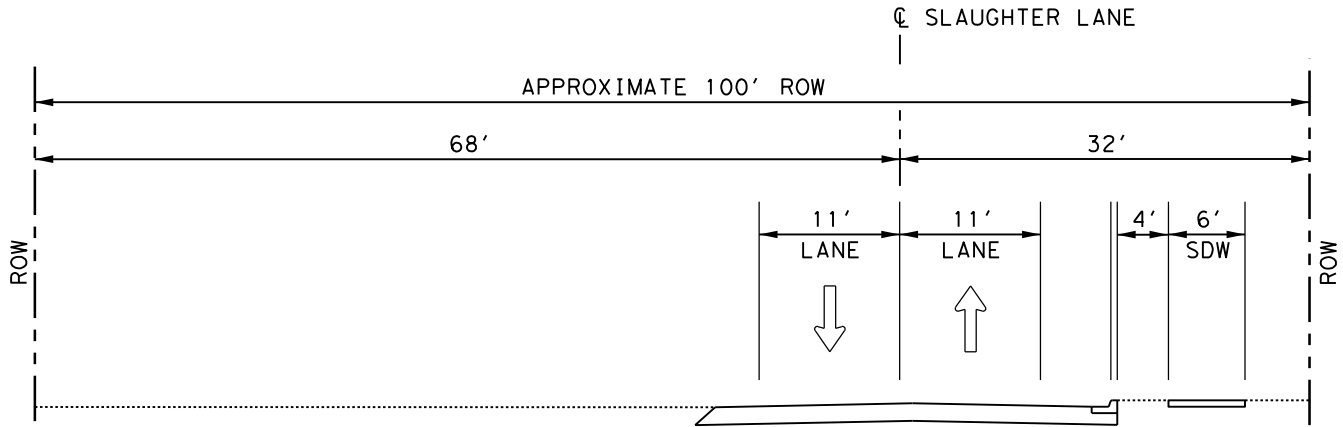


**TYPICAL SECTIONS  
SLAUGHTER LANE CORRIDOR  
CITY OF AUSTIN**

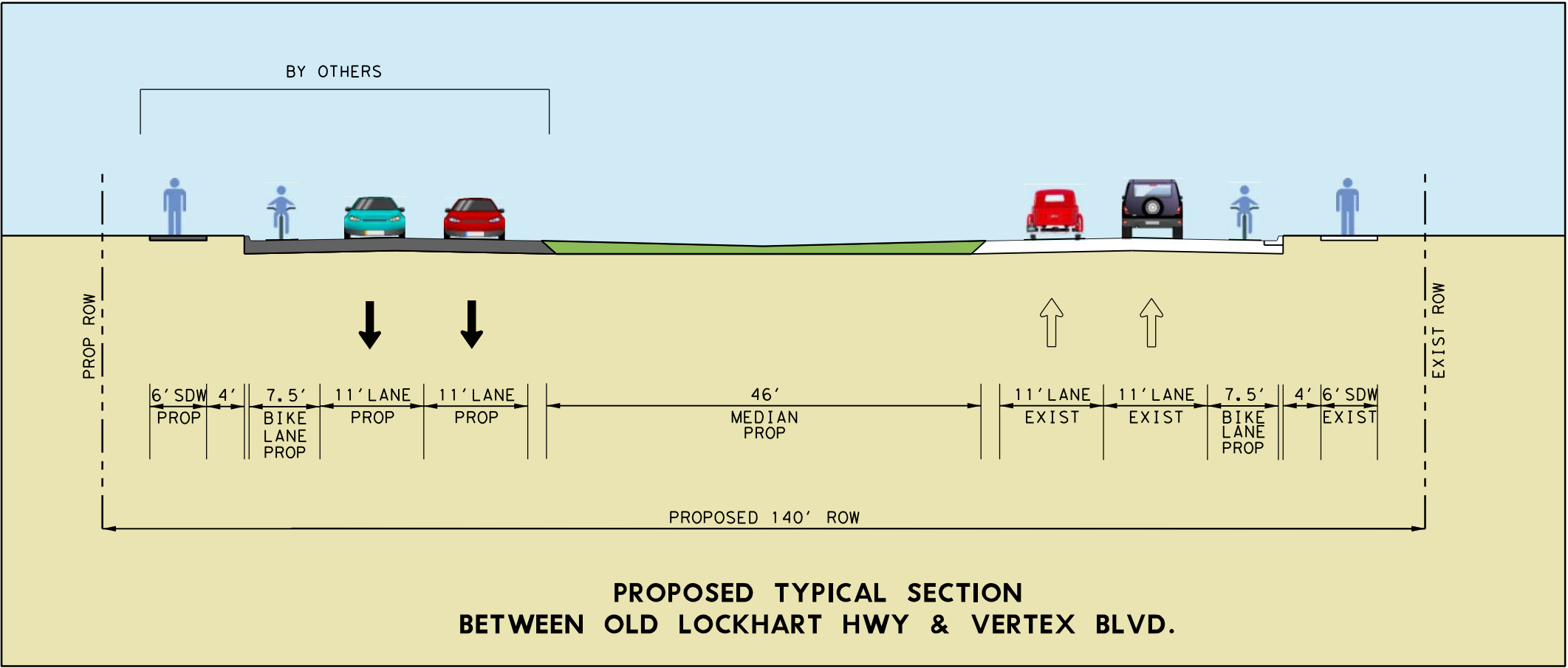


THE PROPOSED IMPROVEMENTS ARE CONSISTENT WITH:

- AUSTIN STREET DESIGN GUIDE (SUBURBAN LEVEL 3)
- ATD VISION ZERO SAFETY PROGRAM
- AUSTIN BICYCLE MASTER PLAN
- AUSTIN SIDEWALK MASTER PLAN



**EXISTING TYPICAL SECTION  
BETWEEN OLD LOCKHART HWY & VERTEX BLVD.**



**PROPOSED TYPICAL SECTION  
BETWEEN OLD LOCKHART HWY & VERTEX BLVD.**

NOTE: THIS PROPOSED TYPICAL SECTION WILL MATCH THE TYPICAL SECTION PROPOSED BY TRAVIS COUNTY FROM VERTEX BLVD TO THAXTON RD.

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.

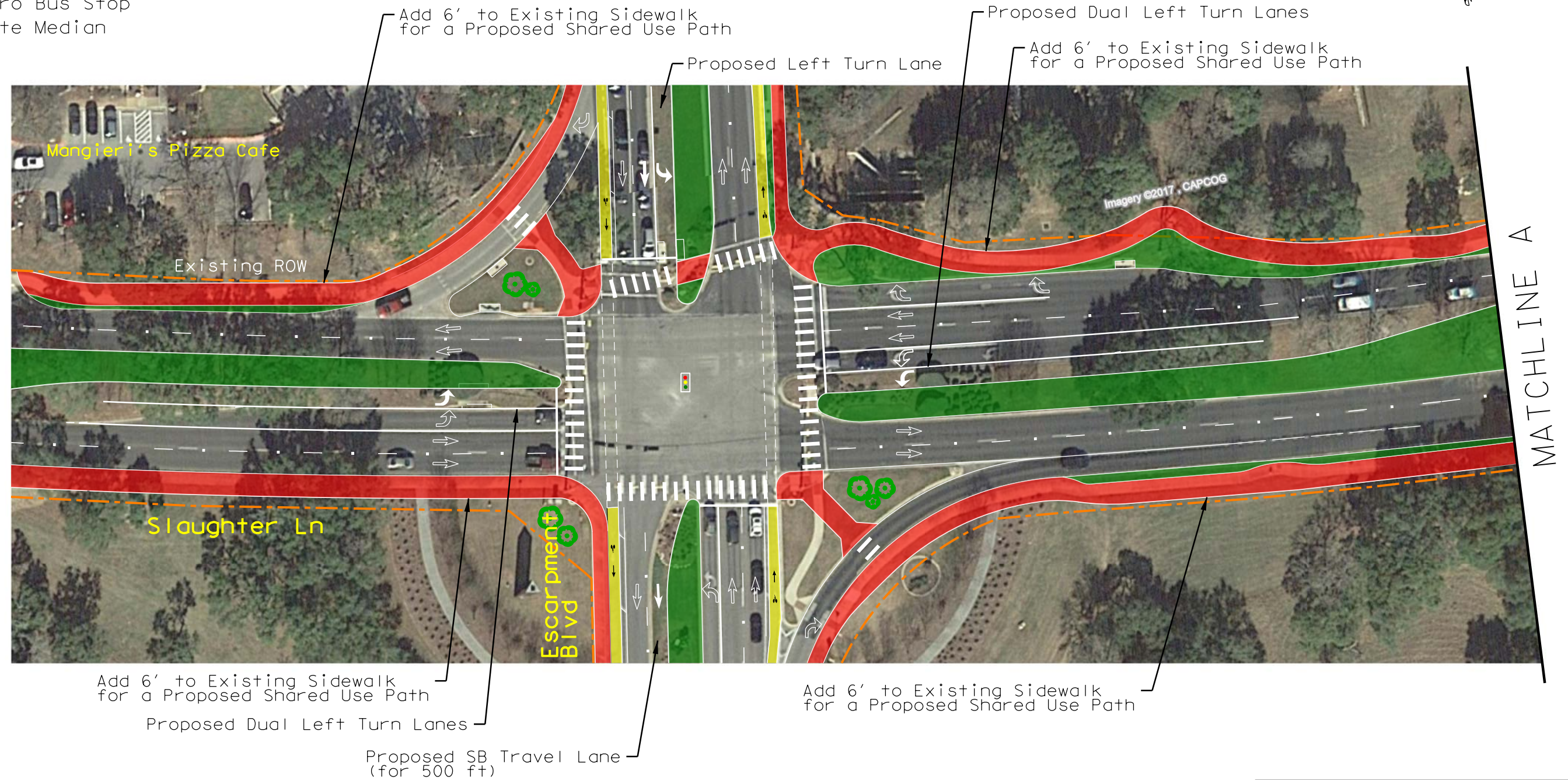
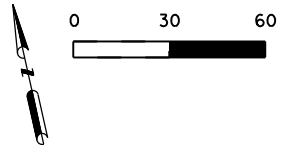
BICYCLE, PEDESTRIAN, AND LANDSCAPE INFRASTRUCTURE ALIGNMENTS SHOWN IN THE TYPICAL CROSS-SECTIONS MAY NOT BE REFLECTIVE OF HOW THE ACTUAL INFRASTRUCTURE IMPROVEMENTS WILL BE ALIGNED ONCE CONSTRUCTED. THE CITY WILL TAKE A CONTEXT SENSITIVE APPROACH TO DESIGNING AND CONSTRUCTING FINAL IMPROVEMENTS TO ACCOUNT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



# Appendix I

Plan Exhibits

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



The Proposed Improvements are Consistent with:

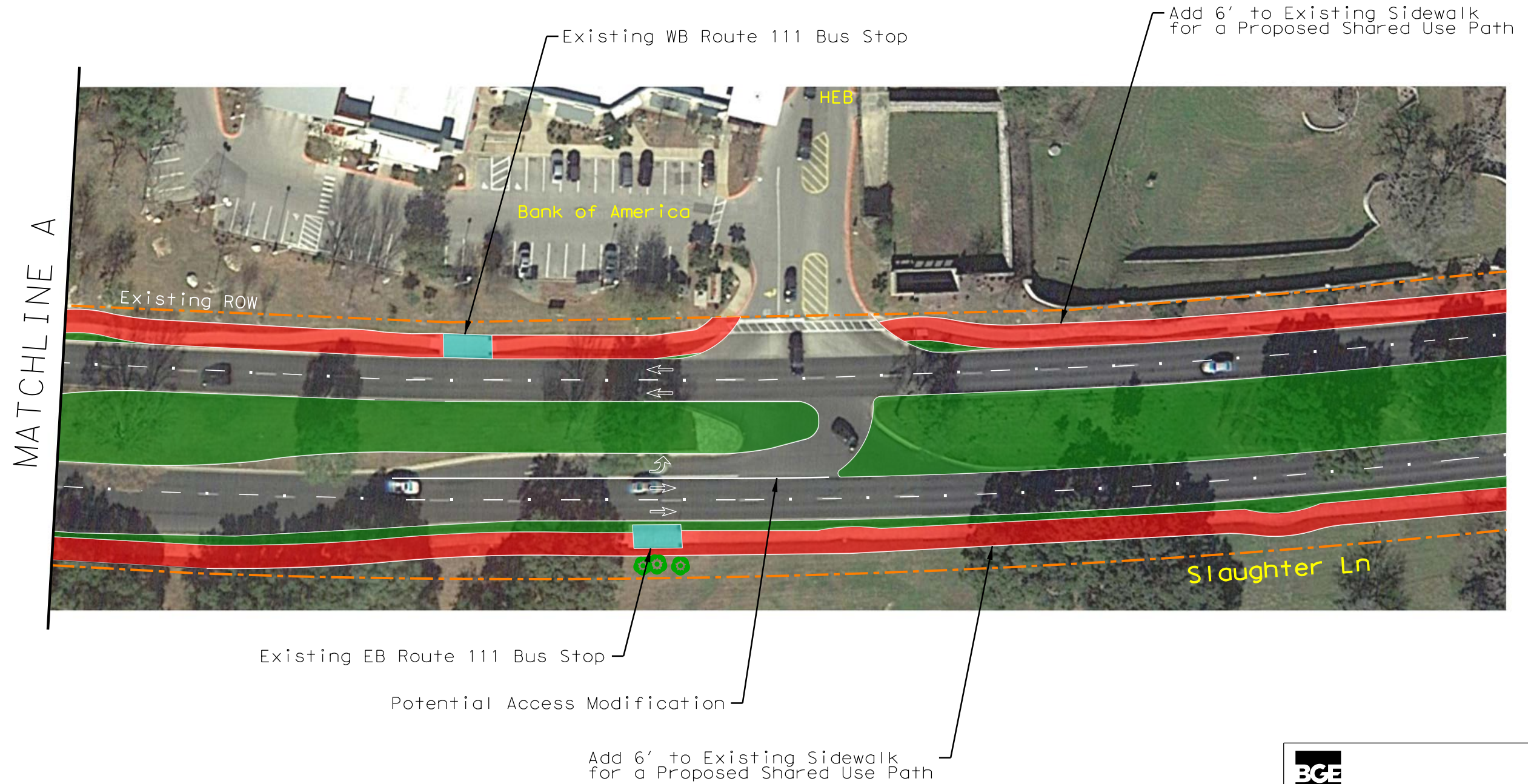
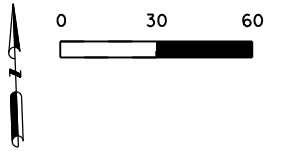
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
AT ESCARPMENT  
SLAUGHTER LANE CORRIDOR**



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



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

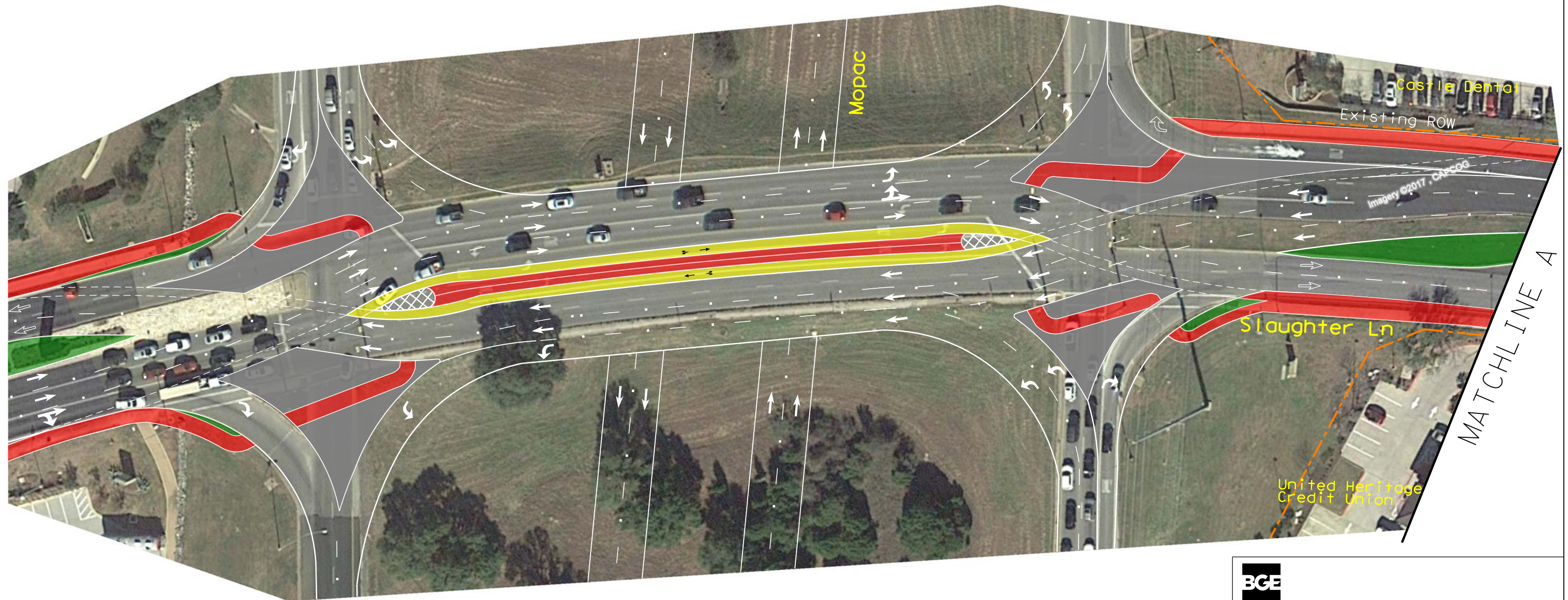
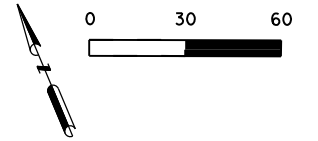


**SLAUGHTER LANE  
AT ESCARPMENT  
SLAUGHTER LANE CORRIDOR**



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

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:

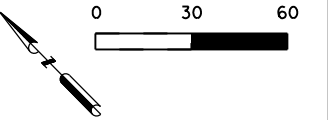
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
 BETWEEN MOPAC AND BRODIE  
 SLAUGHTER LANE CORRIDOR**



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



The Proposed Improvements are Consistent with:

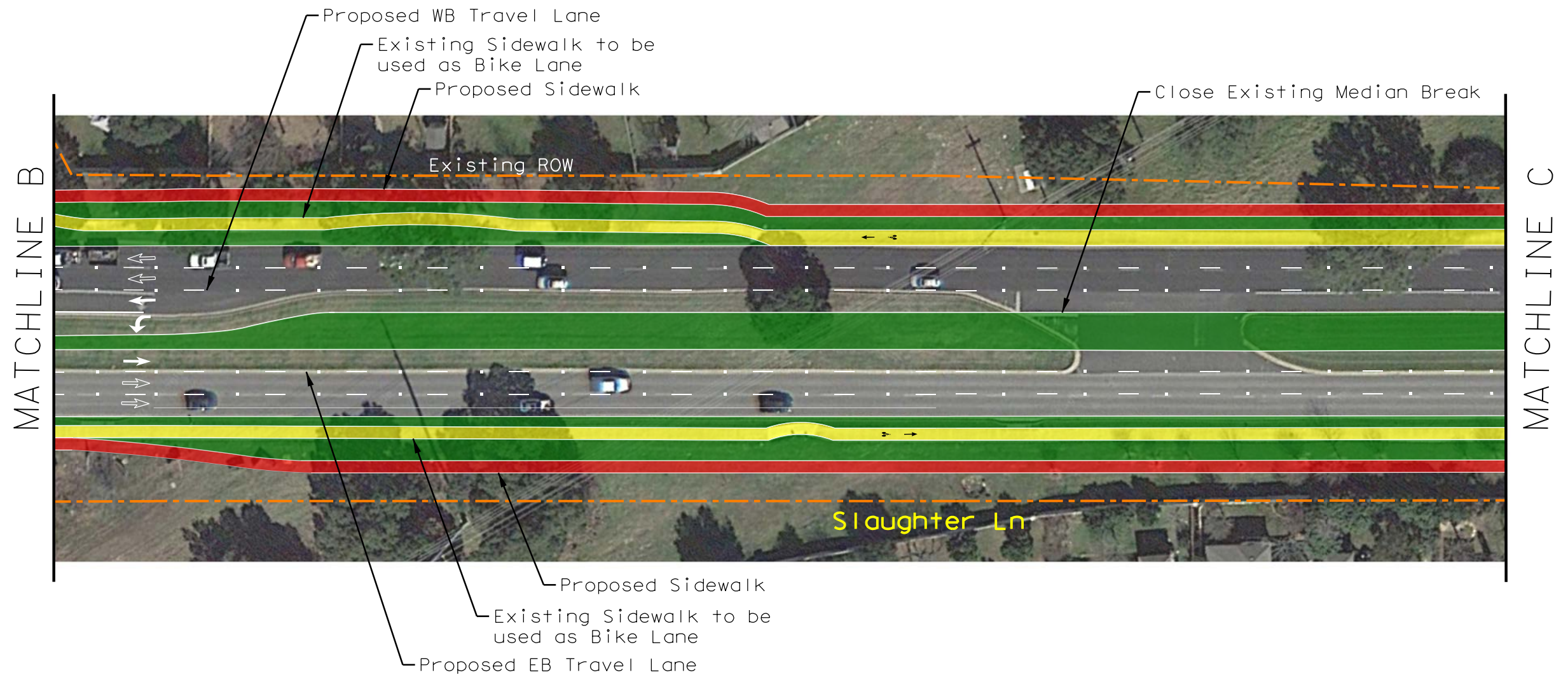
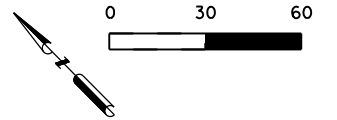
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**



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



The Proposed Improvements are Consistent with:

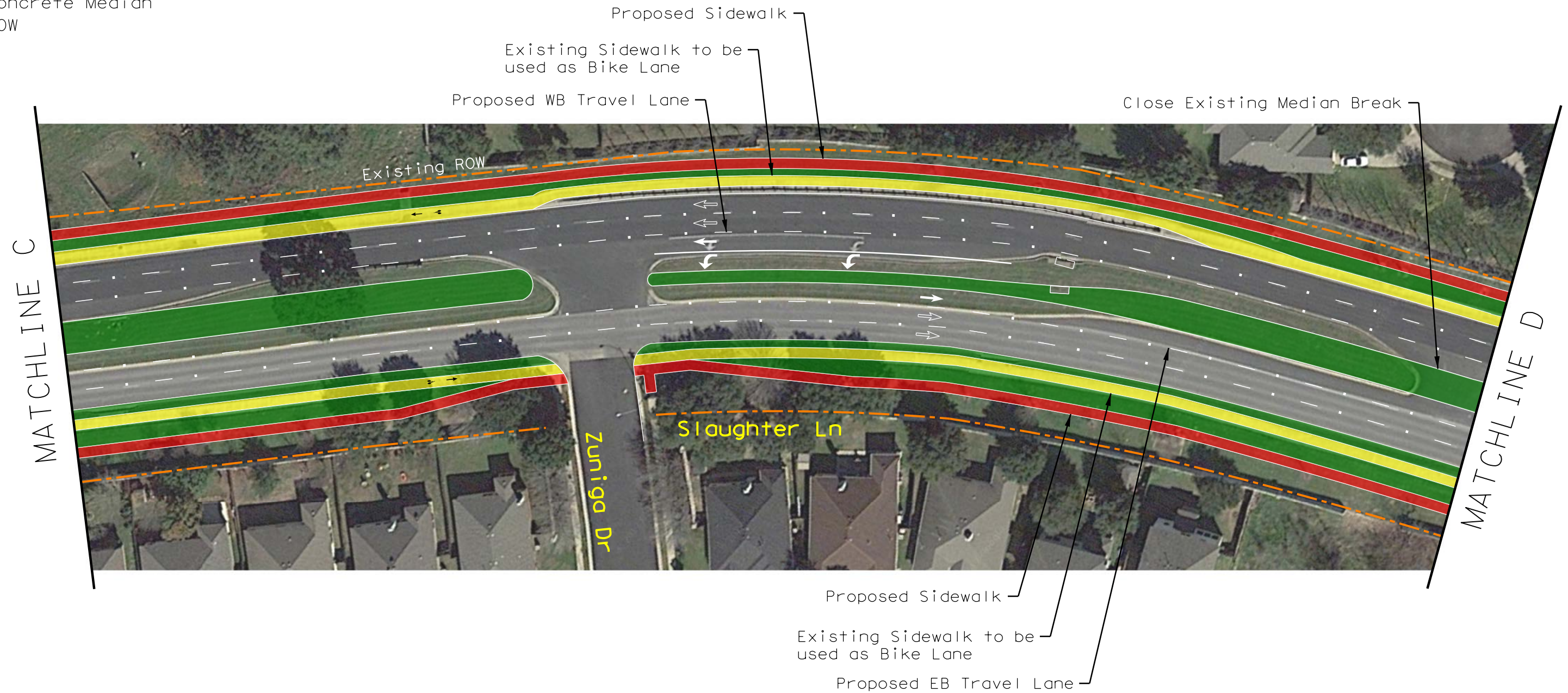
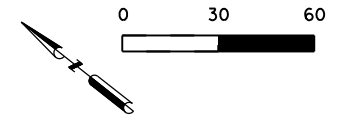
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**



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



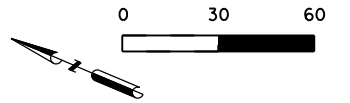
The Proposed Improvements are Consistent with:

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

<b>BGE</b>	
<b>SLAUGHTER LANE BETWEEN MOPAC AND BRODIE SLAUGHTER LANE CORRIDOR</b>	
	<b>4 OF 12</b>



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



The Proposed Improvements are Consistent with:

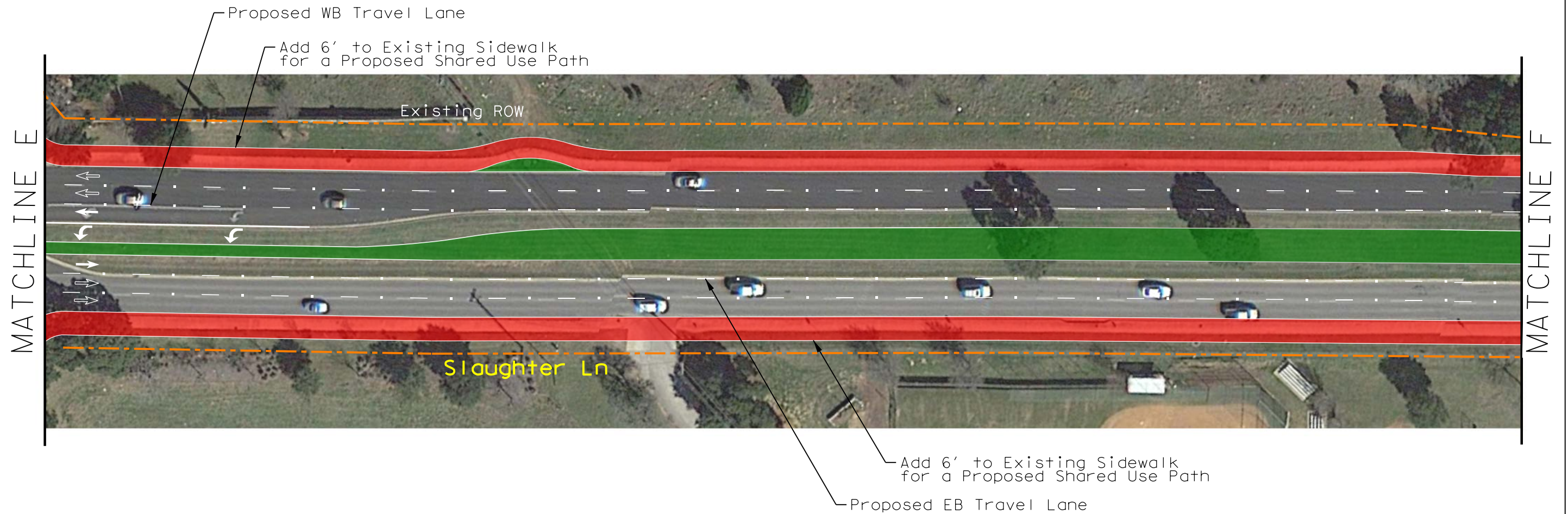
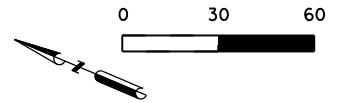
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**



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



The Proposed Improvements are Consistent with:

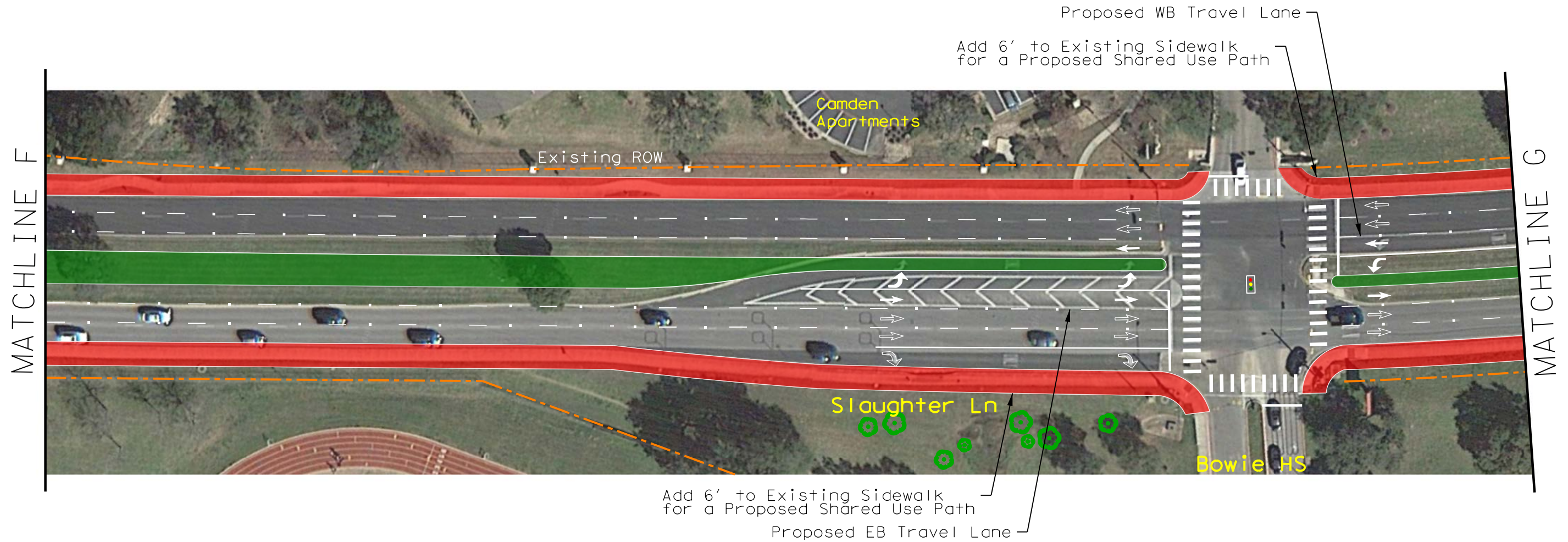
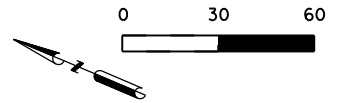
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**



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



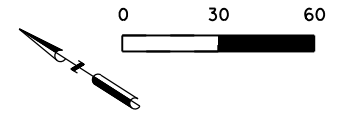
The Proposed Improvements are Consistent with:

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



**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**

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



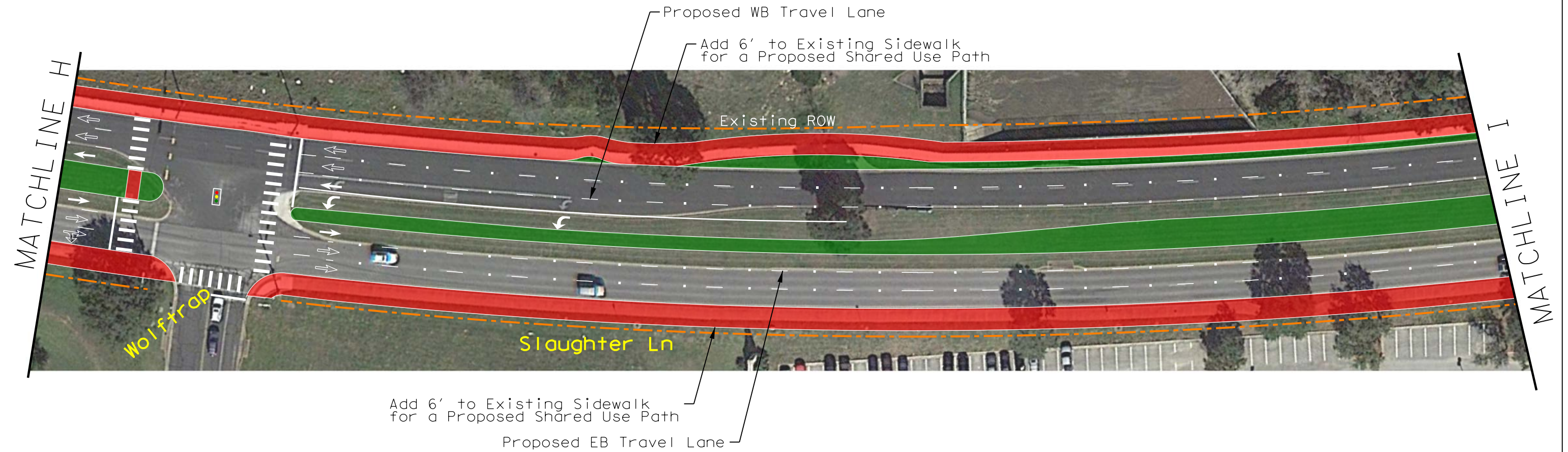
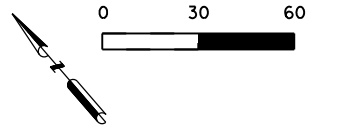
The Proposed Improvements are Consistent with:

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

<b>BGE</b>	
<b>SLAUGHTER LANE BETWEEN MOPAC AND BRODIE SLAUGHTER LANE CORRIDOR</b>	
	<b>8 OF 12</b>



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



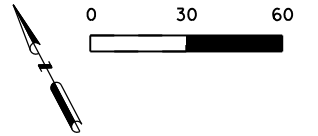
The Proposed Improvements are Consistent with:

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

<b>BGE</b>	
<b>SLAUGHTER LANE BETWEEN MOPAC AND BRODIE SLAUGHTER LANE CORRIDOR</b>	
	<b>9 OF 12</b>

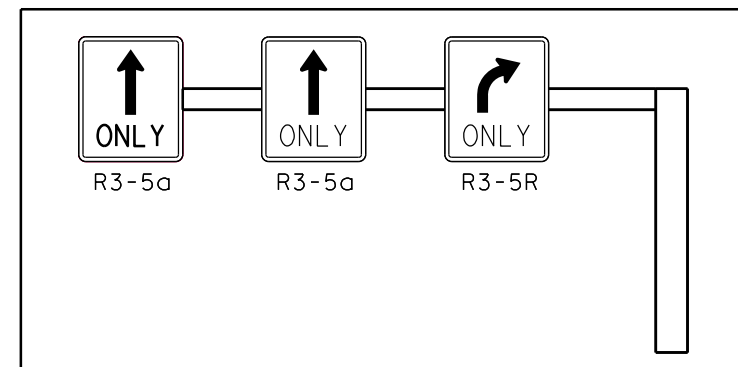


- Sidewalk or Shared Use Path
- Bike Lane
- Green Space
- CapMetro Bus Stop
- Concrete Median
- ROW



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

Proposed EB Travel Lane



Proposed Sidewalk  
Proposed Bike Lane

The Proposed Improvements are Consistent with:

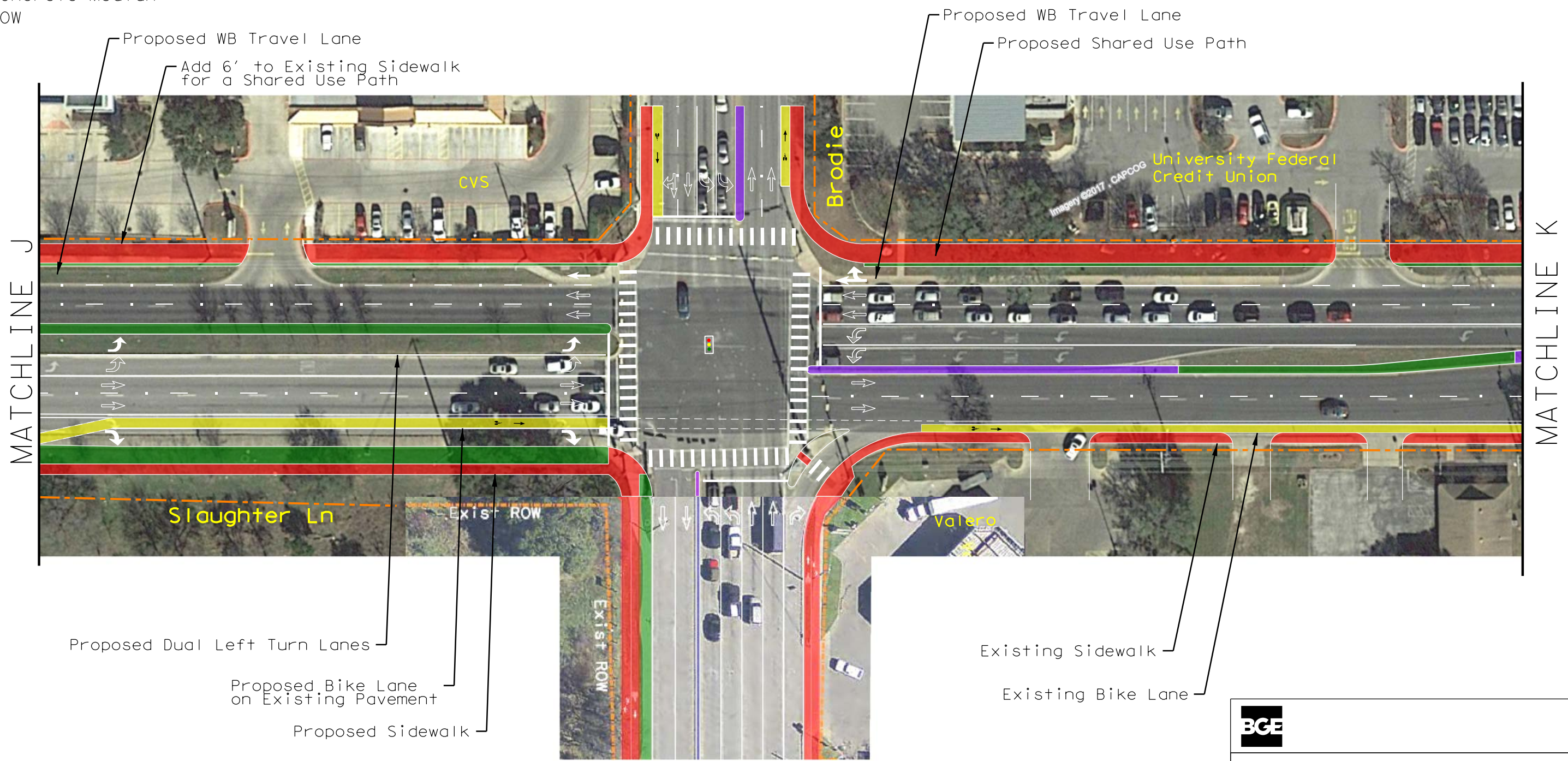
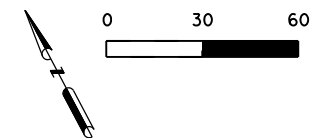
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**



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



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

The Proposed Improvements are Consistent with:

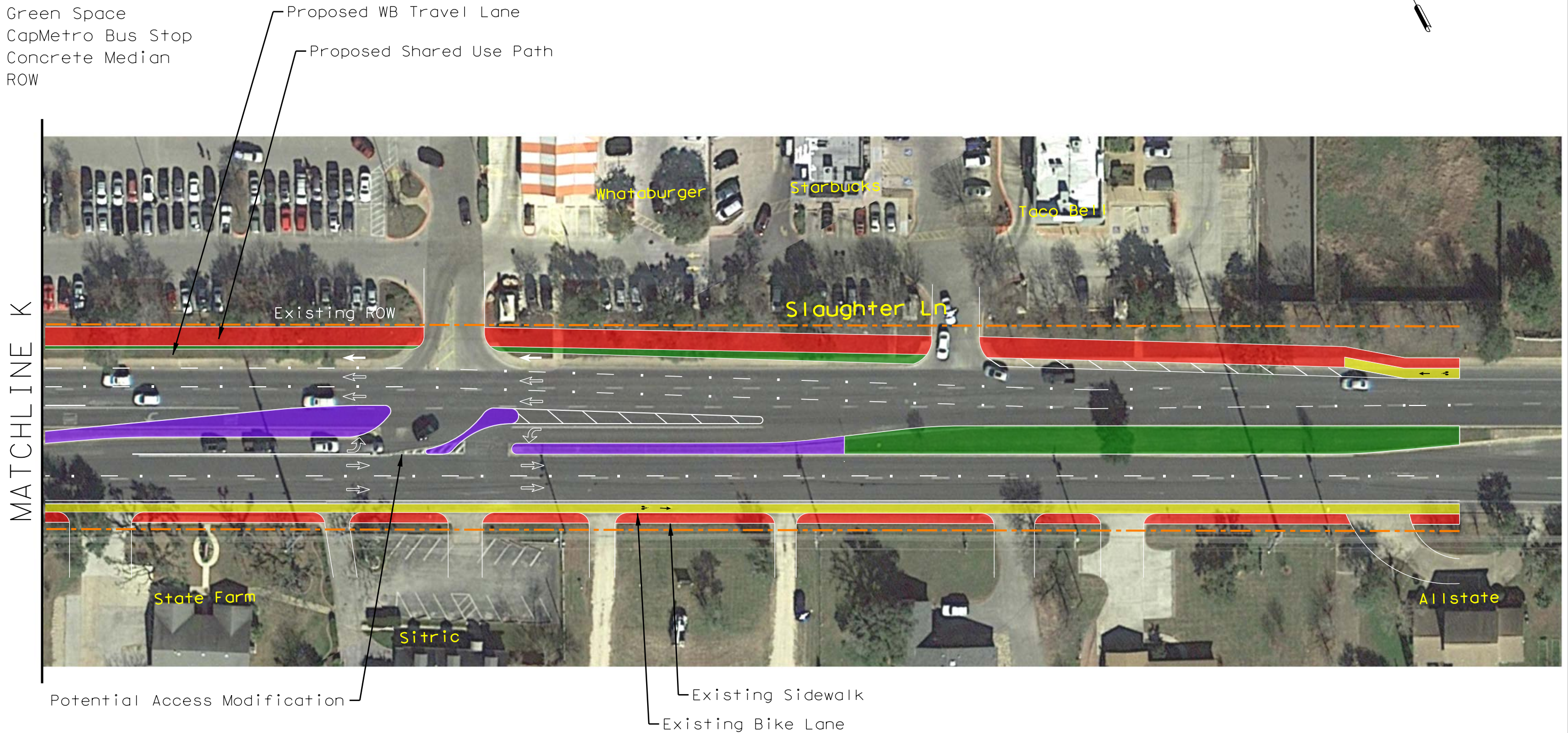
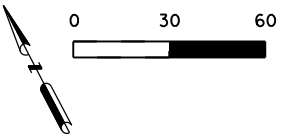
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**



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



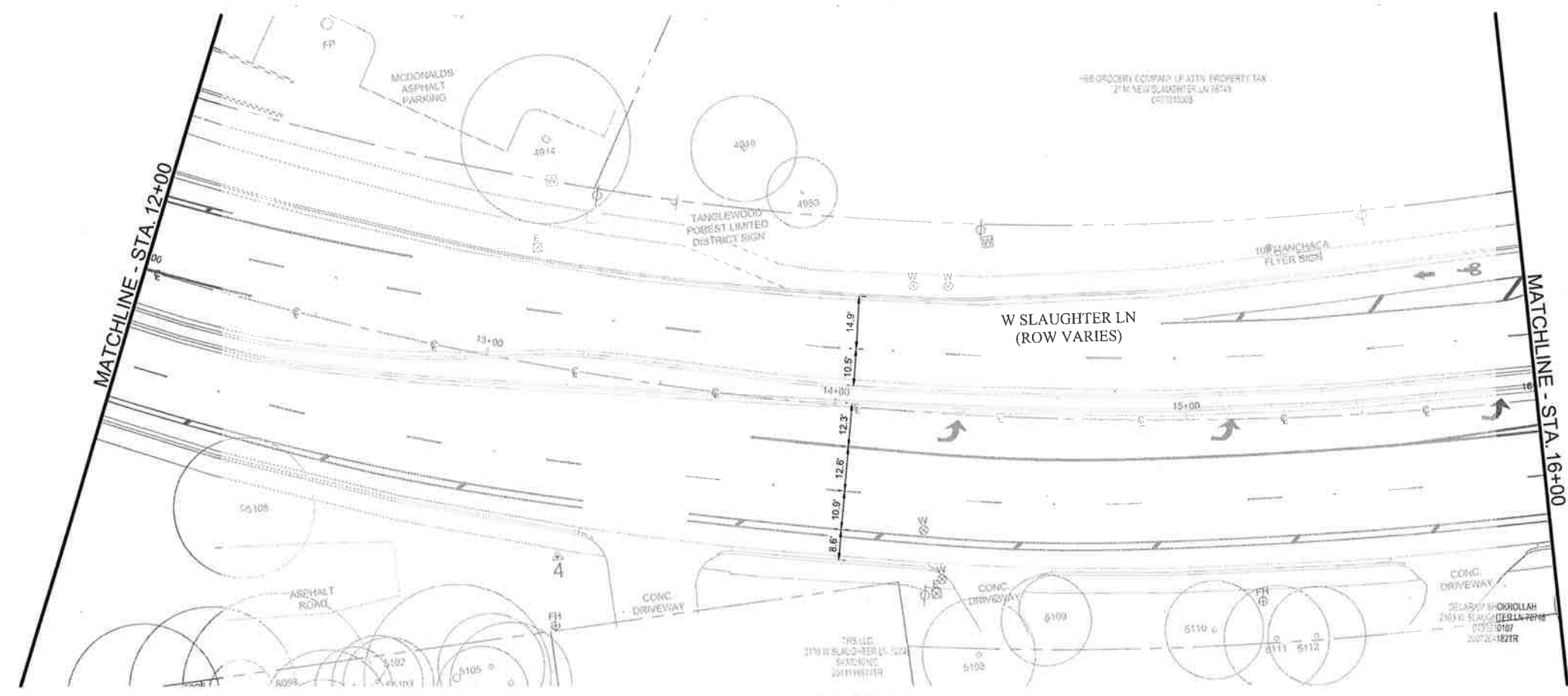
The Proposed Improvements are Consistent with:

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

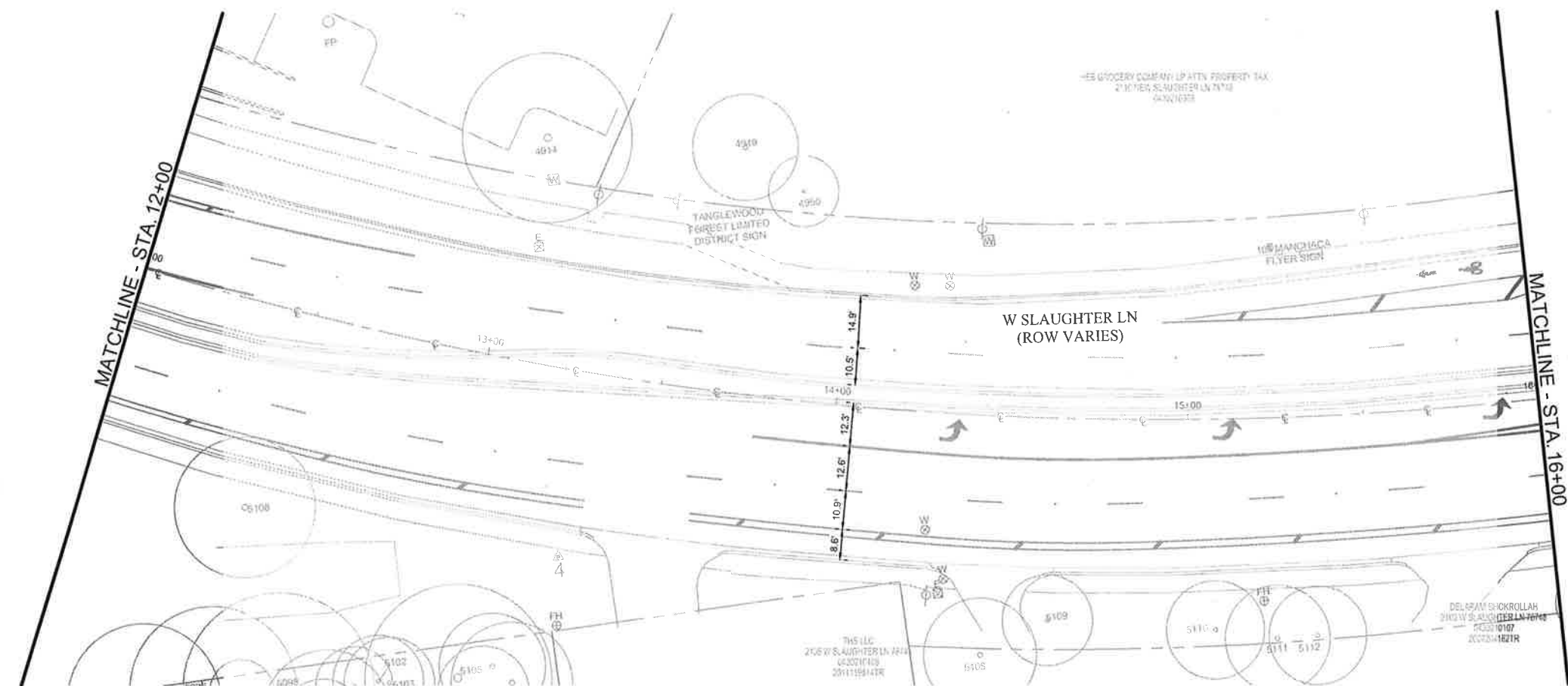


**SLAUGHTER LANE  
BETWEEN MOPAC AND BRODIE  
SLAUGHTER LANE CORRIDOR**





EXISTING PLAN



PROPOSED PLAN



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	72"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)

**DRAFT 60%**

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF BIMAL B. ADHIKARY, P.E. LIC. # 100385 10/28/2016.

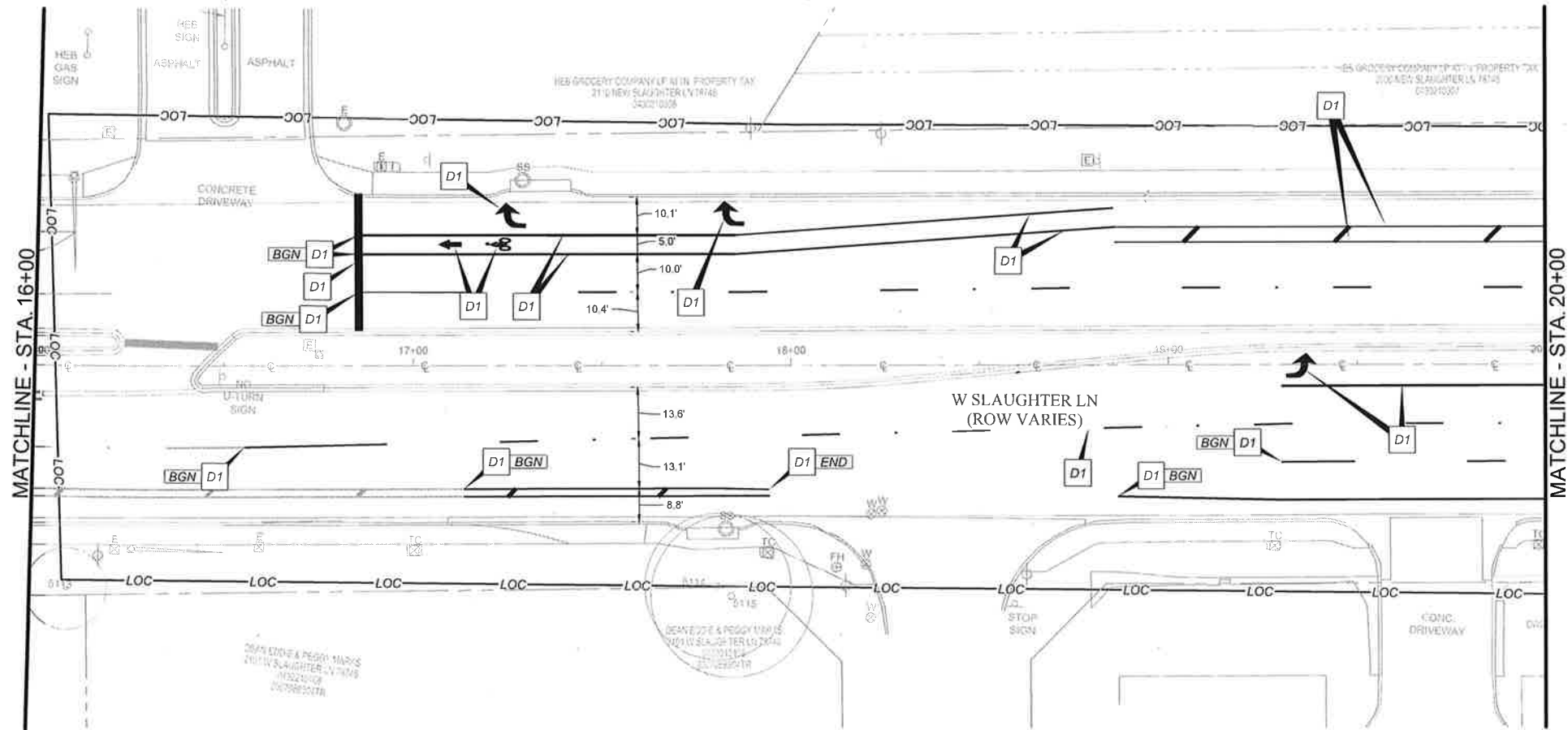
IT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

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

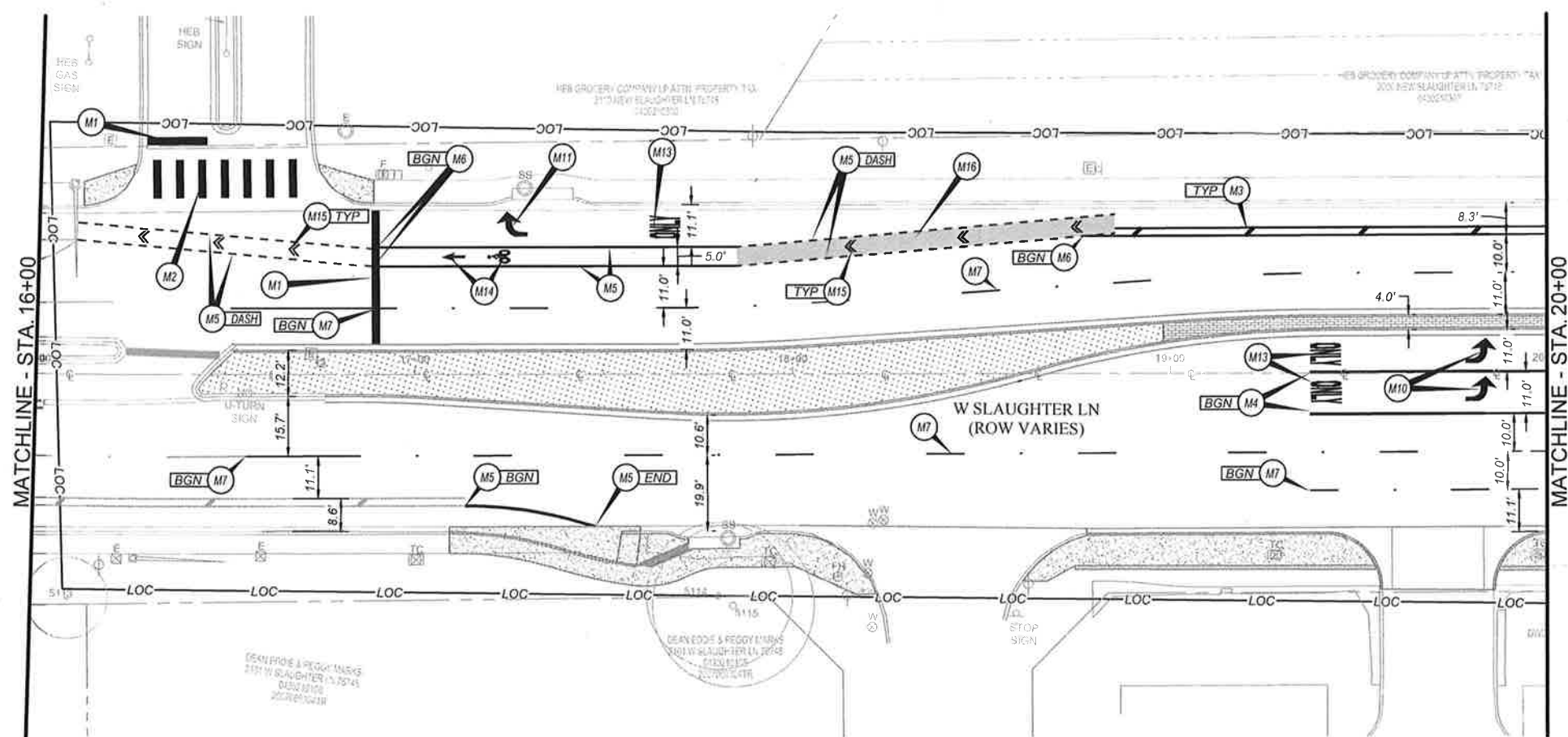
**INTERSECTION SAFETY IMPROVEMENT PROJECT**  
MANCHACA ROAD AND SLAUGHTER LANE

**PROPOSED STRIPING PLAN**  
SLAUGHTER LANE - STA. 12+00 - 16+00

NOTES		
NO	NAME	DATE
1	SURVEY BY	LIDAR 2013
2	DRAWN BY	JLC 03/2016
3	DESIGNED BY	JLC 02/2016
4	CHECKED BY	BBA 02/2016
5	REVIEWED BY	ESD 03/2016
GP-2016-____ATD		
CM-102	31	OF 62



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	72"x60" YIELD LINE MARKER (LRG) - WHITE
M10	12"x18" YIELD LINE MARKER (SML) - WHITE
M11	"LEFT TURN ONLY" SYMBOL - WHITE
M12	"RIGHT TURN ONLY" SYMBOL - WHITE
M13	"RIGHT TURN / STRAIGHT" SYMBOL - WHITE
M14	"ONLY" WORD - WHITE
M15	"BIKE LANE WITH ARROW" SYMBOL - WHITE
M16	"BIKE LANE SHARROW" SYMBOL - WHITE
M17	SOLID BACKGROUND FOR BIKE LANE - GREEN (PAINT WITH SAND FOR TRACTION)

**DRAFT 60%**

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF BIMAL B. ADHIKARY, P.E. LIC. # 100385 10/26/2016.

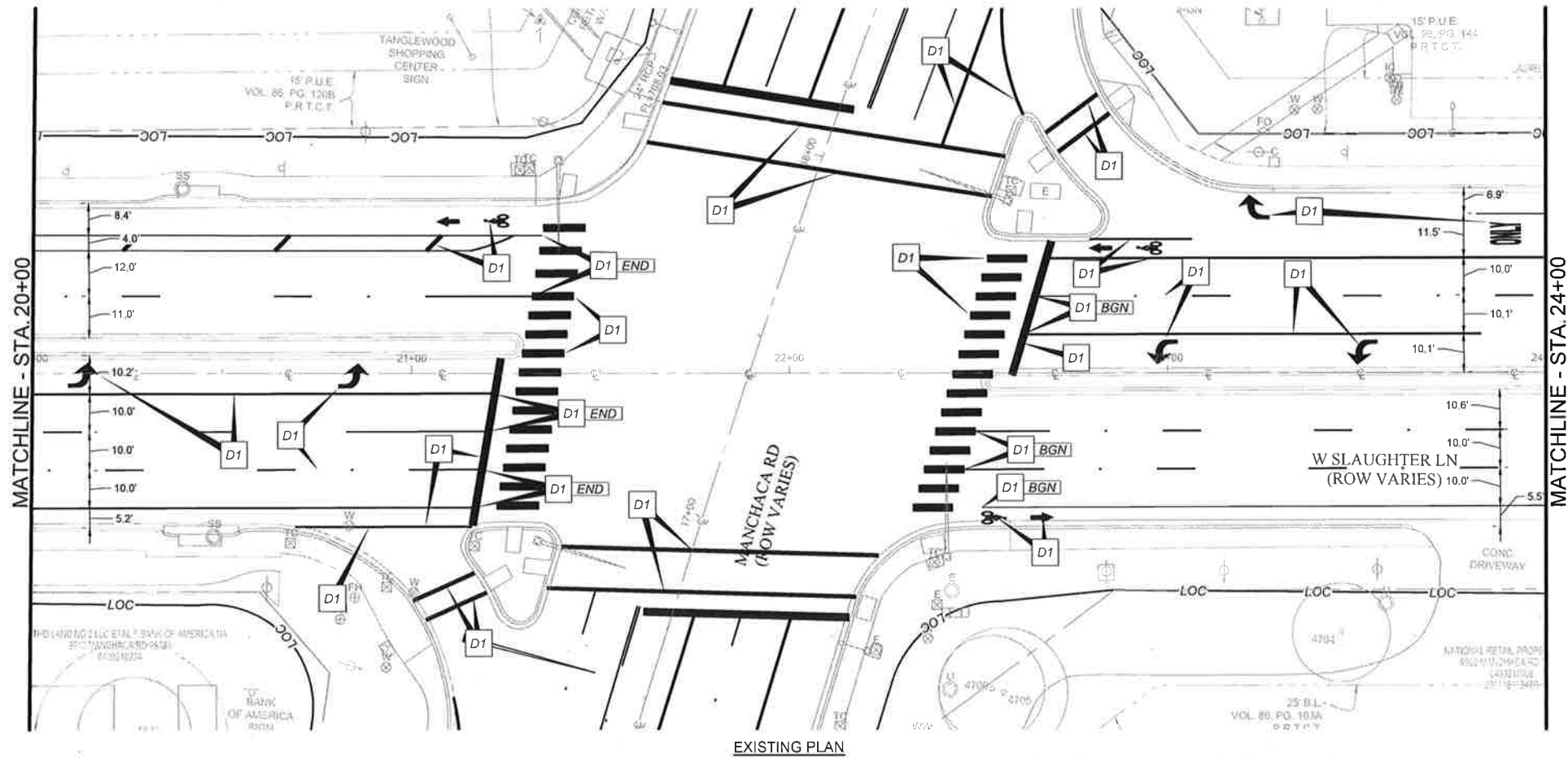
IT IS NOT TO BE USED FOR CONSTRUCTION, BIDDING OR PERMIT PURPOSES.

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. 16+00 - 20+00**

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-103	32	OF 62

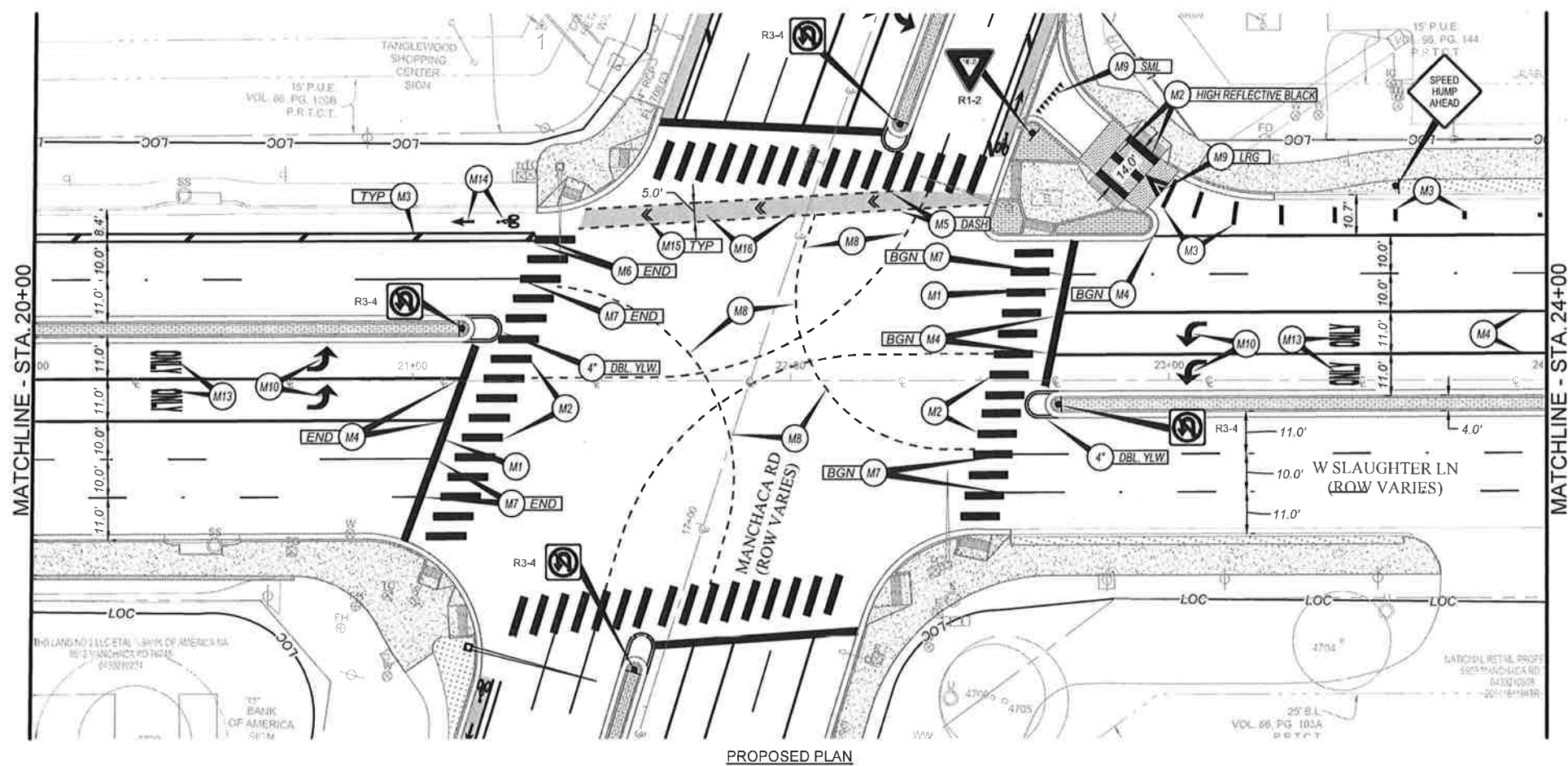


DEMOLITION TABLE	
NO	DESCRIPTION
D1	REMOVE EXISTING STRIPING (TYPICAL)

**DRAFT 60%**

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF BIMAL B. ADHIKARY, P.E. LIC. # 100385 10/28/2016.

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



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	72"x60" YIELD LINE MARKER (LRG) - WHITE
M10	12"x18" YIELD LINE MARKER (SML) - WHITE
M11	"LEFT TURN ONLY" SYMBOL - WHITE
M12	"RIGHT TURN ONLY" SYMBOL - WHITE
M13	"RIGHT TURN / STRAIGHT" SYMBOL - WHITE
M14	"ONLY" WORD - WHITE
M15	"BIKE LANE WITH ARROW" SYMBOL - WHITE
M16	"BIKE LANE SHARROW" SYMBOL - WHITE
M17	SOLID BACKGROUND FOR BIKE LANE - GREEN (PAINT WITH SAND FOR TRACTION)

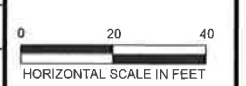
CITY OF AUSTIN, TEXAS  
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING SERVICES DIVISION

**INTERSECTION SAFETY IMPROVEMENT PROJECT  
MANCHACA ROAD AND SLAUGHTER LANE**

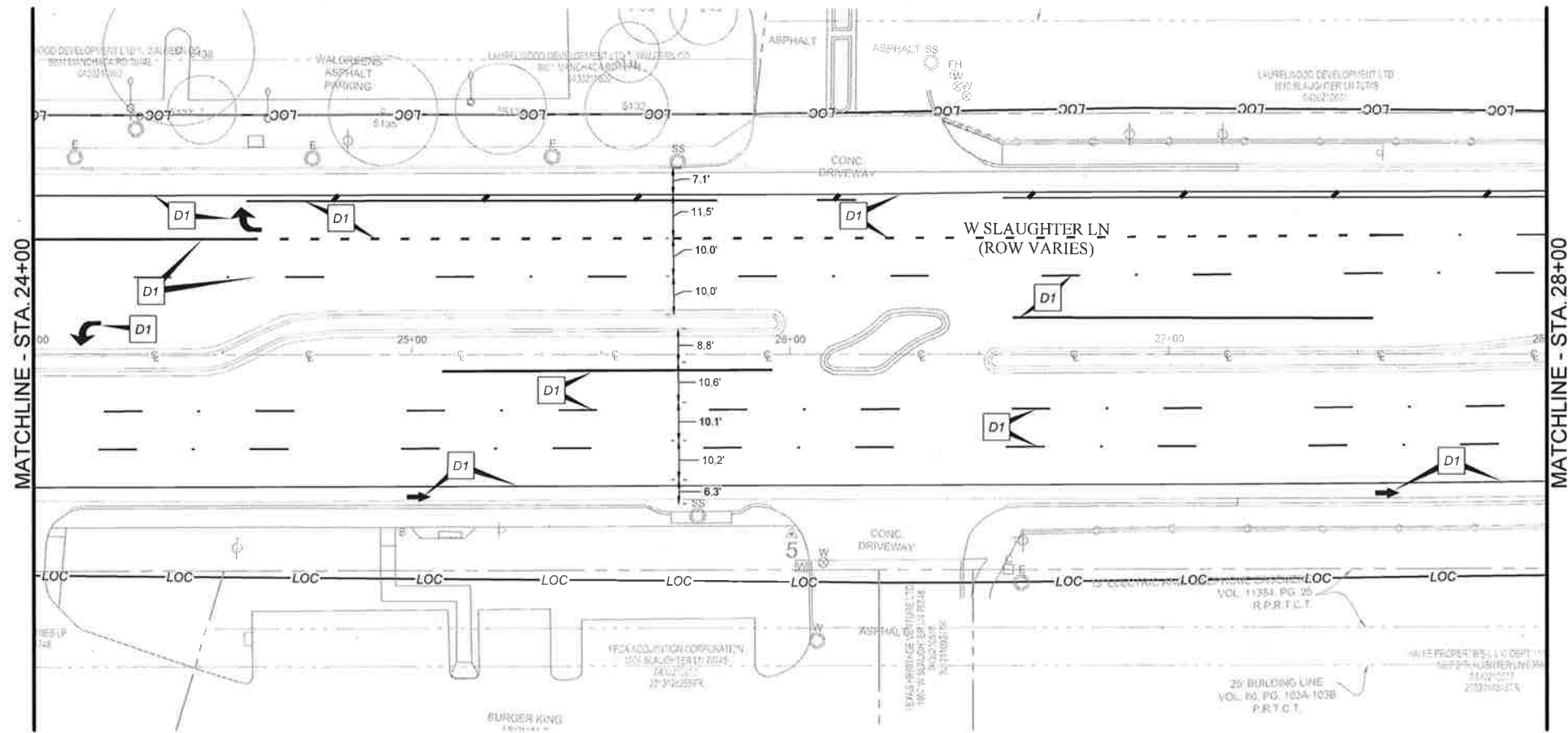
**PROPOSED STRIPING PLAN  
SLAUGHTER LANE - STA. 20+00 - 24+00**



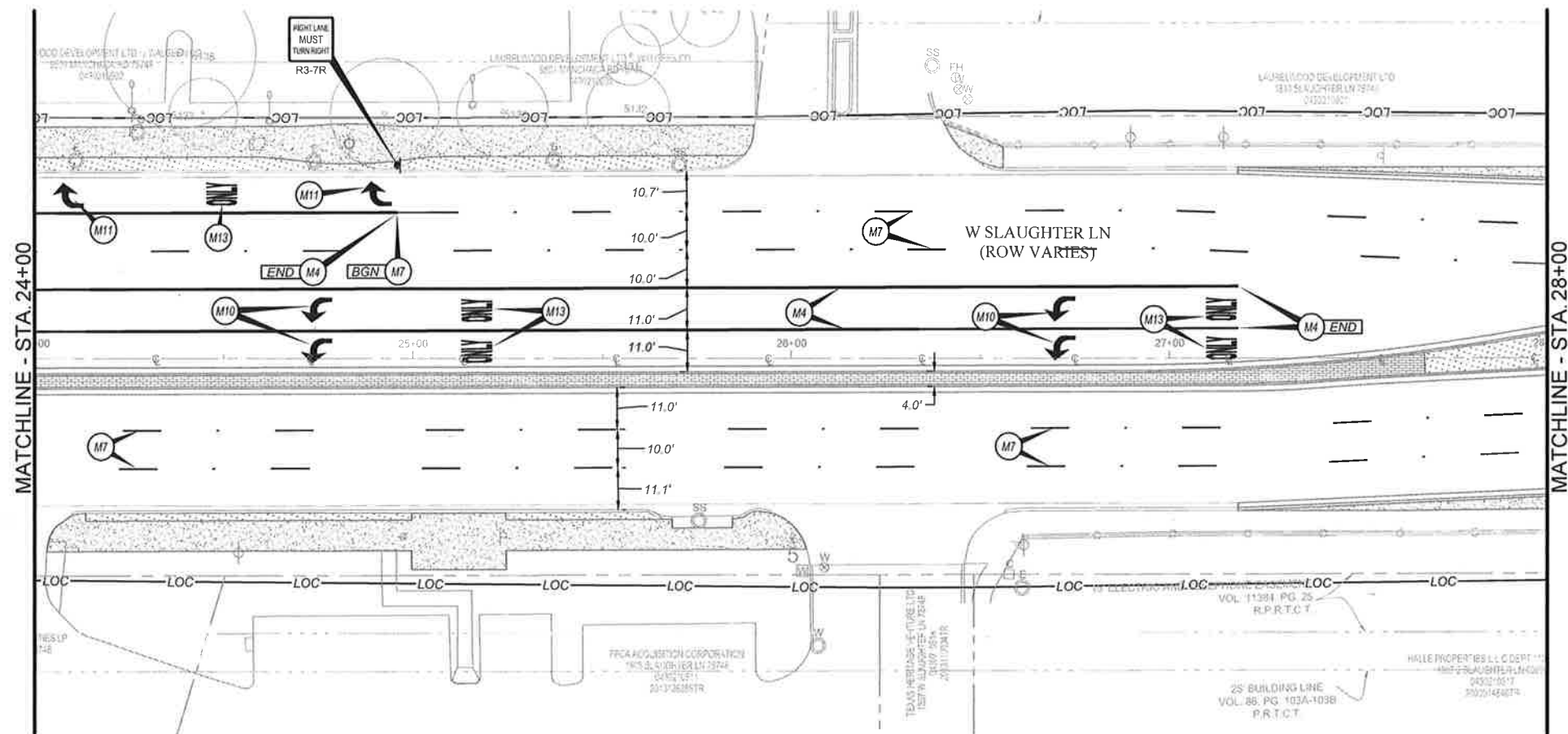
NOTES	NAME	DATE
SURVEY BY	LIDAR	2013
DRAWN BY	JLC	03/2016
DESIGNED BY	JLC	02/2016
CHECKED BY	BBA	02/2016
REVIEWED BY	ESD	03/2016







EXISTING PLAN



PROPOSED PLAN



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	72"x60" YIELD LINE MARKER (LRG) - WHITE
M10	12"x18" YIELD LINE MARKER (SML) - WHITE
M11	"LEFT TURN ONLY" SYMBOL - WHITE
M12	"RIGHT TURN ONLY" SYMBOL - WHITE
M13	"RIGHT TURN / STRAIGHT" SYMBOL - WHITE
M14	"ONLY" WORD - WHITE
M15	"BIKE LANE WITH ARROW" SYMBOL - WHITE
M16	"BIKE LANE SHARROW" SYMBOL - WHITE
M17	SOLID BACKGROUND FOR BIKE LANE - GREEN (PAINT WITH SAND FOR TRACTION)

DRAFT 60%

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF BIMAL B. ADHIKARY, P.E. LIC. # 100385 10/28/2016.

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

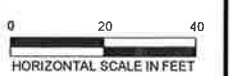
CITY OF AUSTIN, TEXAS  
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING SERVICES DIVISION

INTERSECTION SAFETY IMPROVEMENT PROJECT  
MANCHACA ROAD AND SLAUGHTER LANE

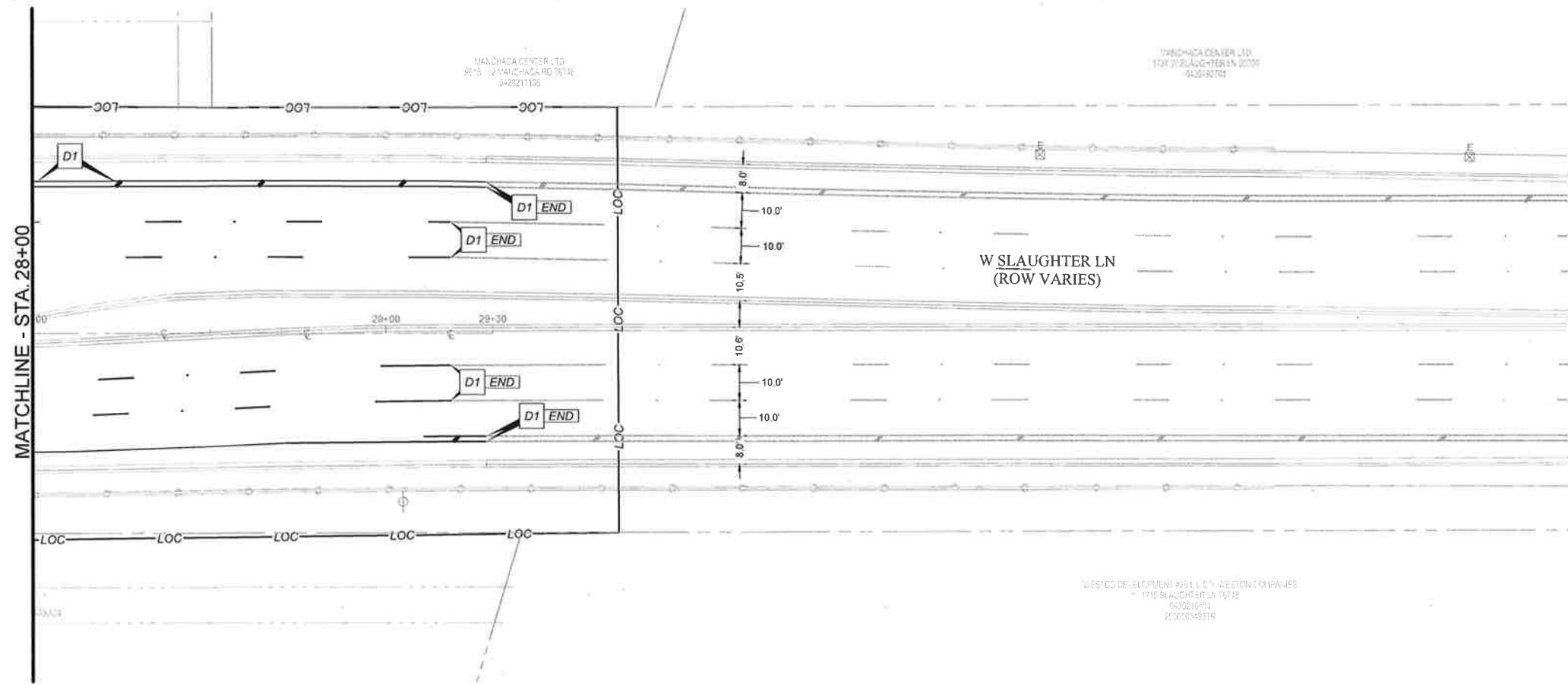
PROPOSED STRIPING PLAN  
SLAUGHTER LANE - STA. 24+00 - 28+00



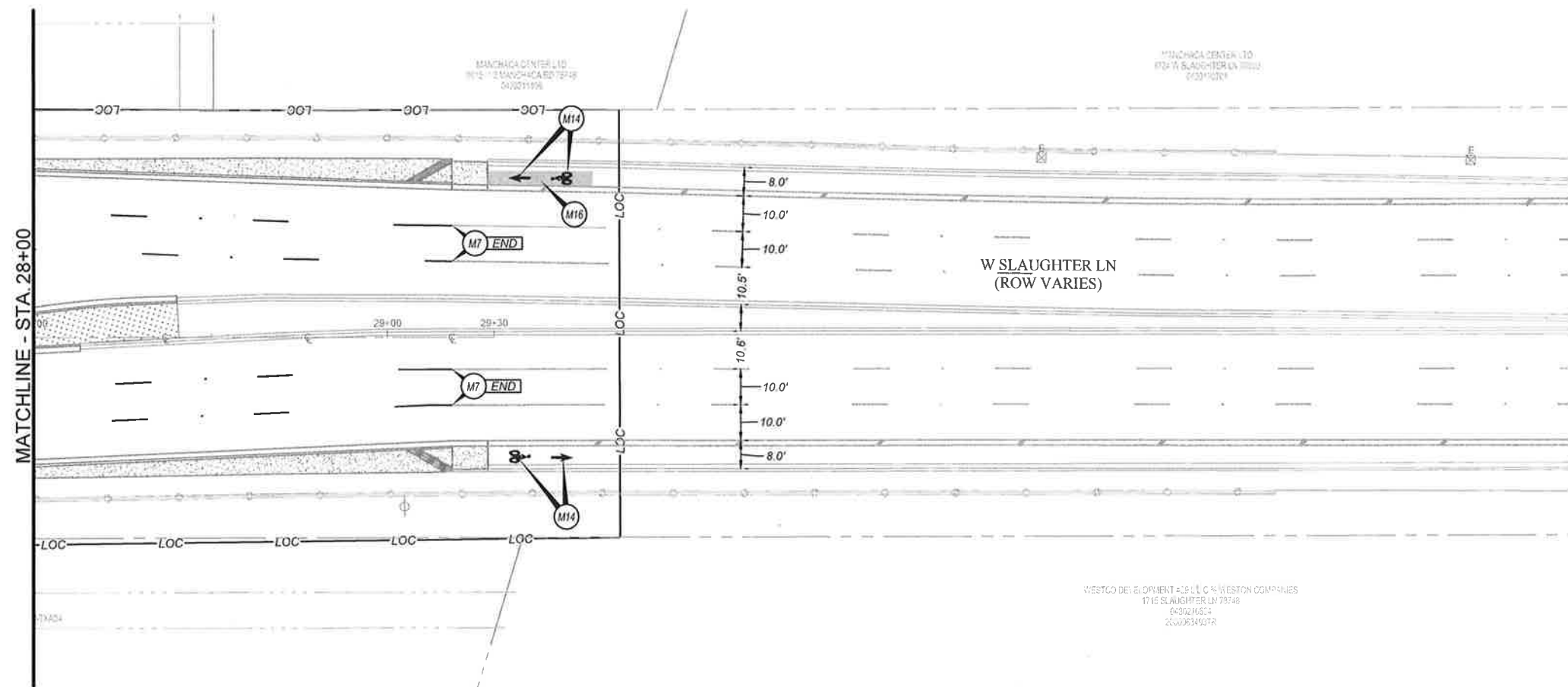
NOTES	NAME	DATE
SURVEY BY	LIDAR	2013
DRAWN BY	JLC	03/2016
DESIGNED BY	JLC	02/2016
CHECKED BY	BBA	02/2016
REVIEWED BY	ESD	03/2016



GP-2016-\_\_\_\_.ATD



EXISTING PLAN



PROPOSED PLAN



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	72"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)

**DRAFT 60%**

THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF INTERIM REVIEW UNDER THE AUTHORITY OF BIMAL B. ADHIKARY, P.E. LIC. # 100365 10/28/2016.

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

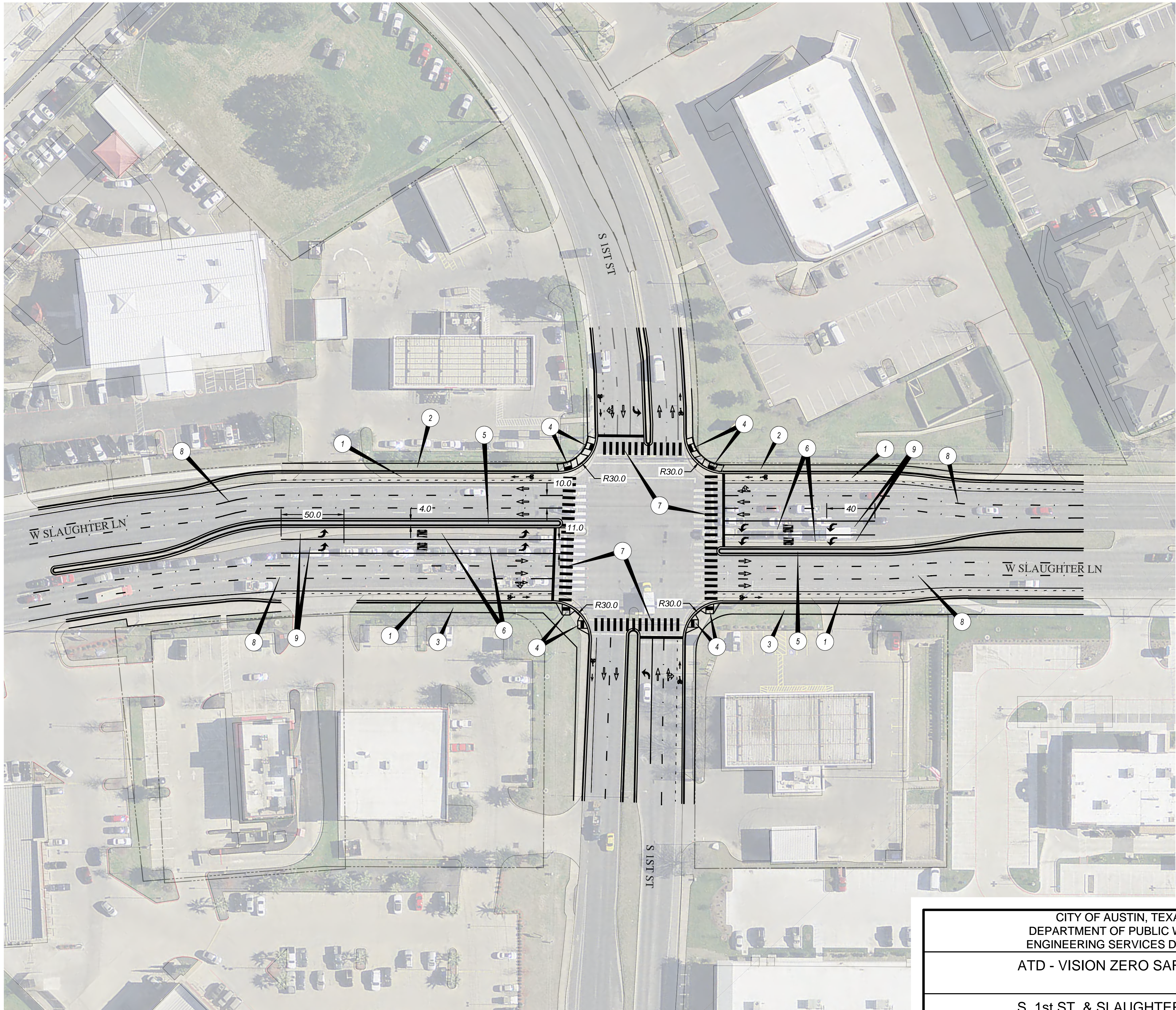
CITY OF AUSTIN, TEXAS  
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING SERVICES DIVISION

**INTERSECTION SAFETY IMPROVEMENT PROJECT**  
**MANCHACA ROAD AND SLAUGHTER LANE**

**PROPOSED STRIPING PLAN**  
**SLAUGHTER LANE - STA. 28+00 - END**

NOTES		
	NAME	DATE
SURVEY BY	LIDAR	2013
DRAWN BY	JLC	11/2015
DESIGNED BY	ATD	11/2015
CHECKED BY	BBA	11/2015
REVIEWED BY	BBA	11/2015
0 20 40 HORIZONTAL SCALE IN FEET		
GP-2016-___ATD		
CM-106	35	OF 62





PROPOSED IMPROVEMENTS SCHEDULE	
ID	DESCRIPTION
1	PROPOSED 7' BIKE LANE w/ 2' BUFFER FROM STREET
2	PROPOSED 6' SIDEWALK
3	PROPOSED 8' SIDEWALK
4	ADA RAMP
5	PROPOSED 4' MEDIAN
6	PROPOSED 11' DEDICATED LEFT TURN LANE
7	PROPOSED 10' CONTINENTAL SIDEWALK & STOP BAR
8	REROUTING OF EXTRA LANES
9	EXTENDED VEHICLE STORAGE FOR DEDICATED LEFT TURN LANES

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

ATD - VISION ZERO SAFETY

S. 1st ST. & SLAUGHTER LN.  
EXHIBIT A

0 10 20  
HORIZONTAL SCALE IN FEET

##### # OF #

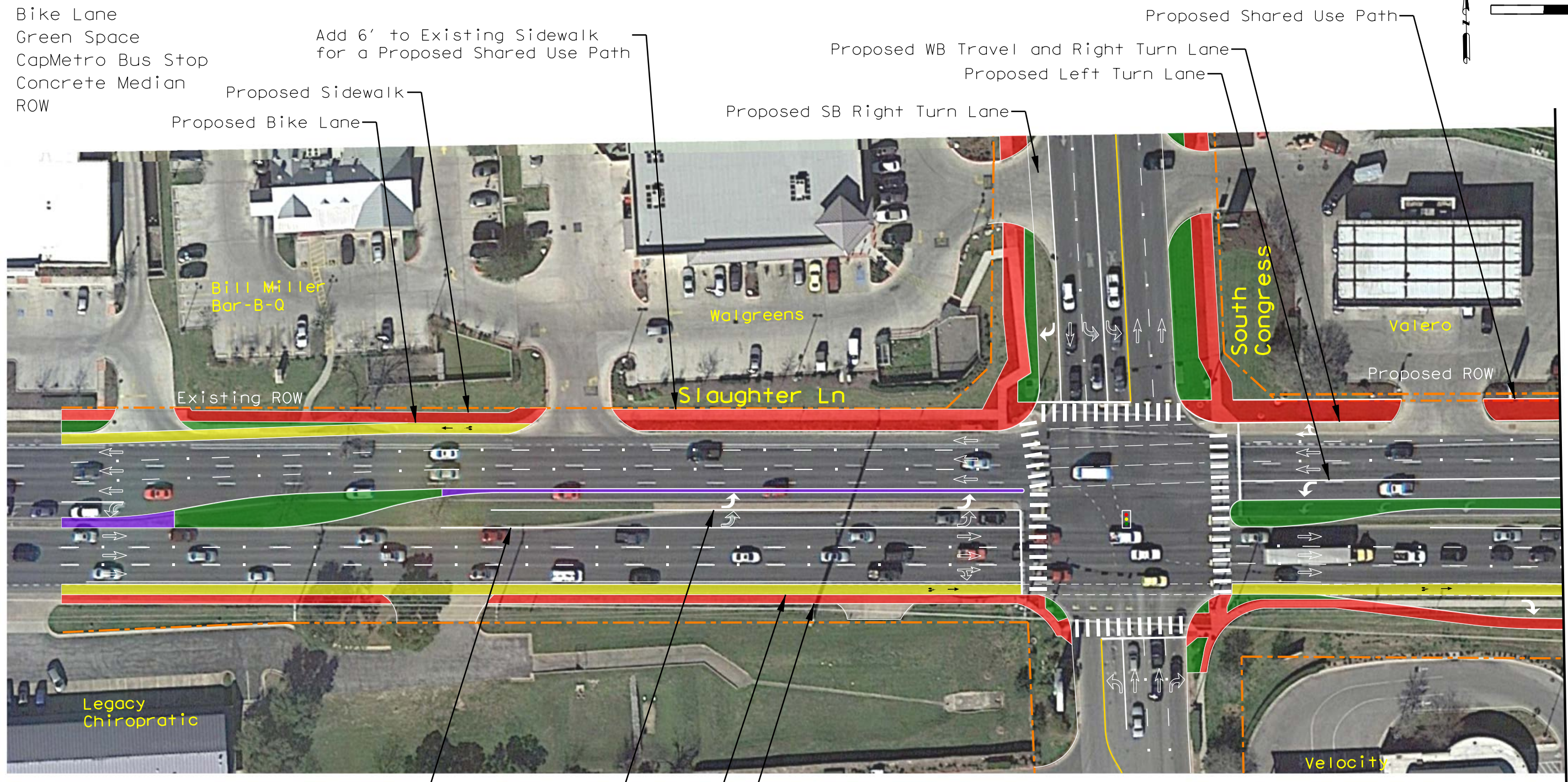
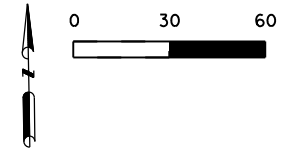
ESD  
ENGINEERING SERVICES  
DIVISION







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



MATCHLINE A

The Proposed Improvements are Consistent with:

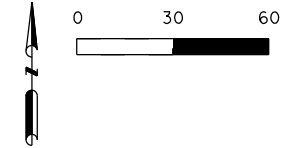
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
AT S. CONGRESS & IH 35  
SLAUGHTER LANE CORRIDOR**

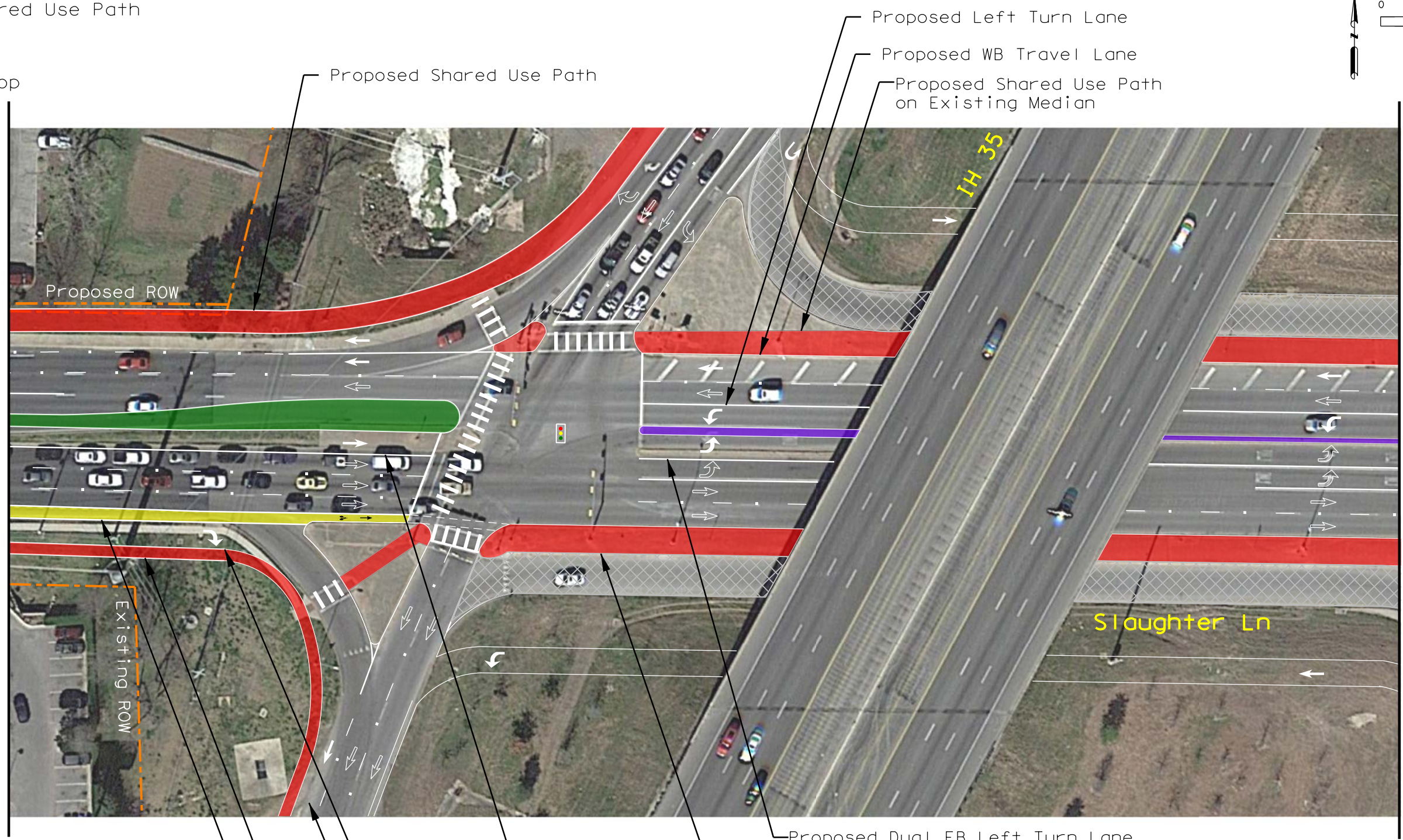


- Sidewalk or Shared Use Path
- Bike Lane
- Green Space
- CapMetro Bus Stop
- Concrete Median
- ROW



MATCHLINE A

MATCHLINE B



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

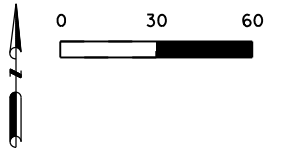
- Proposed Shared Use Path
- Proposed Left Turn Lane
- Proposed WB Travel Lane
- Proposed Shared Use Path on Existing Median
- Proposed ROW
- Existing ROW
- Proposed Dual EB Left Turn Lane
- Proposed Shared Use Path on Existing Median
- Proposed Extension of EB Left Turn Lane
- Proposed Right Turn Lane
- Proposed SB Travel Lane
- Proposed Sidewalk
- Existing Bike Lane



**SLAUGHTER LANE  
AT S. CONGRESS & IH 35  
SLAUGHTER LANE CORRIDOR**



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



MATCHLINE B

MATCHLINE C



Proposed Right Turn Lane

Proposed Restriping

Proposed Sidewalk

Proposed Bike Lane  
on Existing Pavement

Proposed Reduction to two Travel Lanes

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

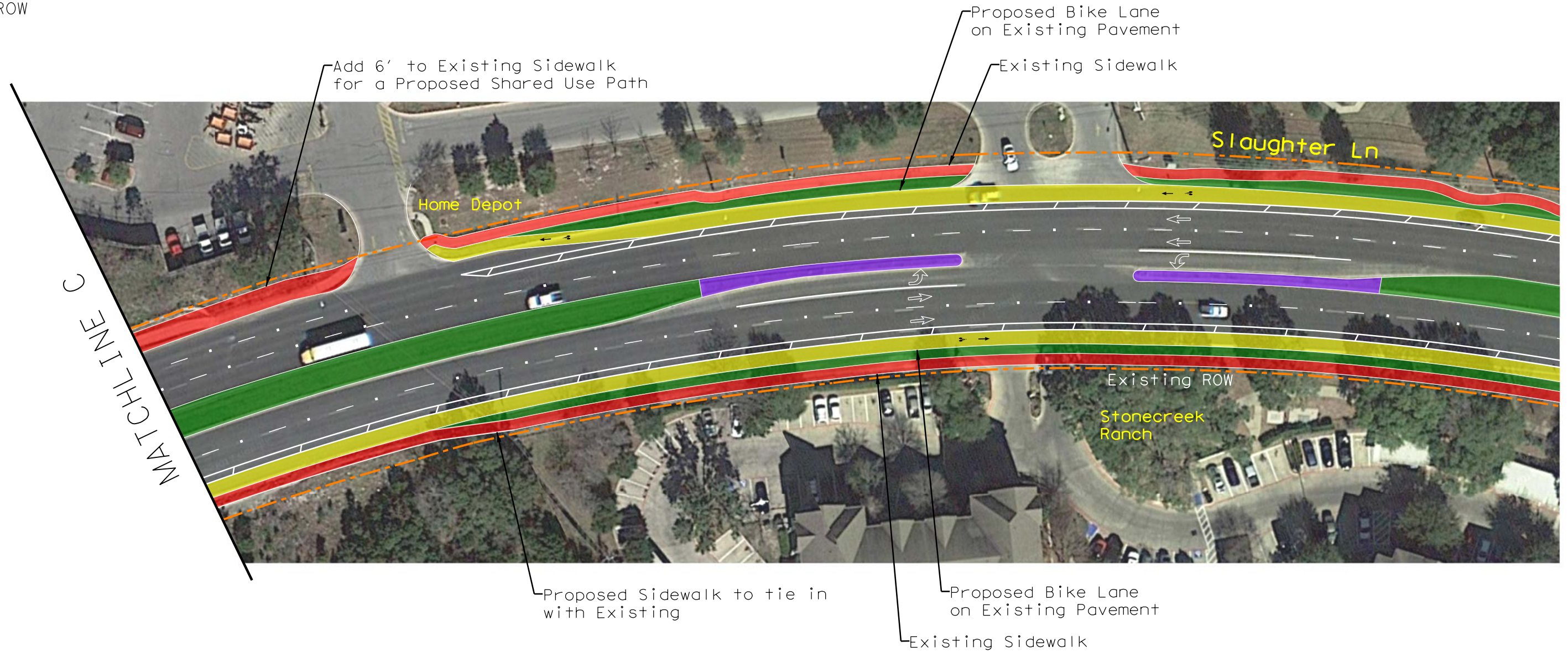
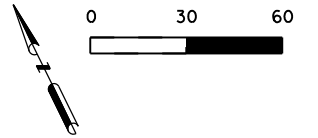
The Proposed Improvements are Consistent with:  
 -Austin Street Design Guide (Suburban Level 3)  
 -ATD Vision Zero Safety Program  
 -Austin Bicycle Master Plan  
 -Austin Sidewalk Master Plan



**SLAUGHTER LANE  
AT S. CONGRESS & IH 35  
SLAUGHTER LANE CORRIDOR**



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



The Proposed Improvements are Consistent with:

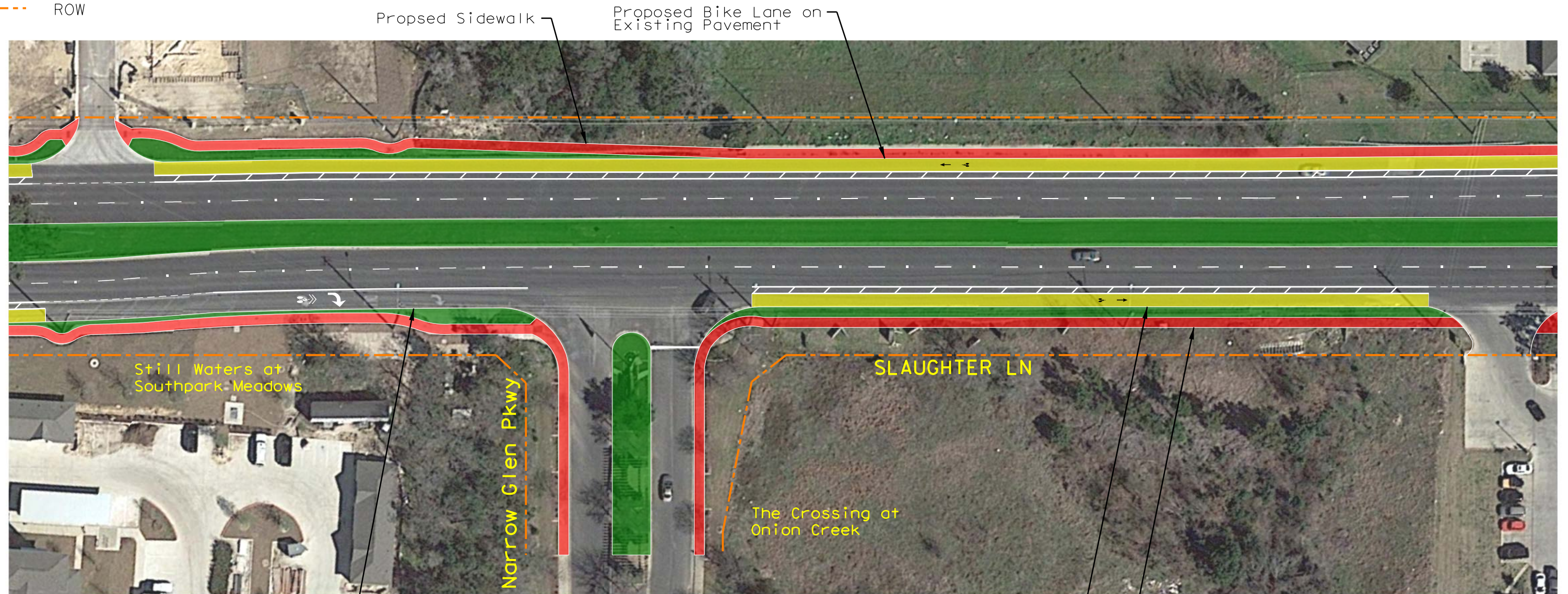
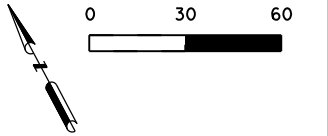
- Austin Street Design Guide (Suburban Level 3)
- ATD Vision Zero Safety Program
- Austin Bicycle Master Plan
- Austin Sidewalk Master Plan



**SLAUGHTER LANE  
AT S. CONGRESS & IH 35  
SLAUGHTER LANE CORRIDOR**



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



Provide Shared Bike/Right Turn Lanes at Major Intersections

Proposed Bike Lane on Existing Pavement

Proposed Sidewalk

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

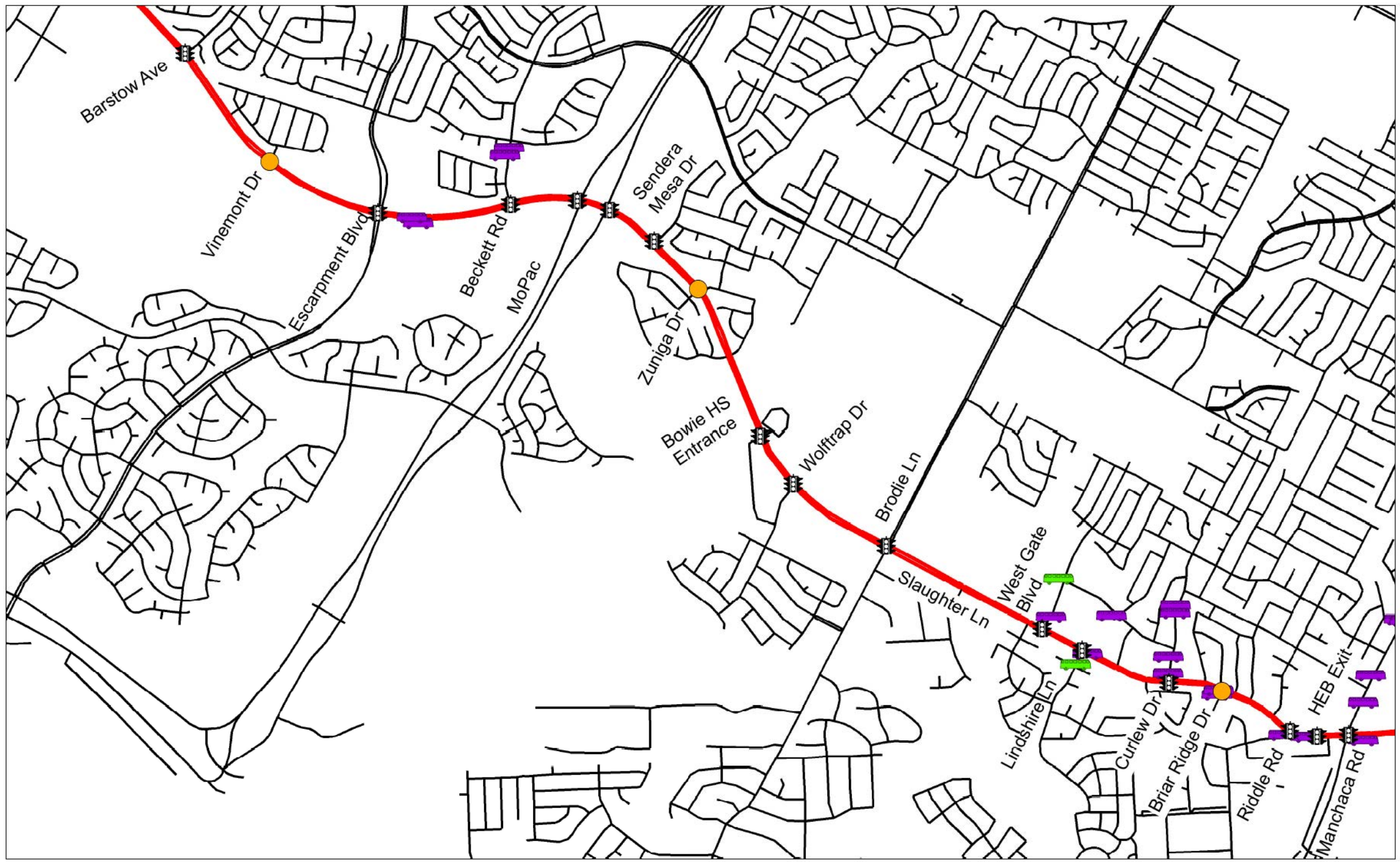


**SLAUGHTER LANE  
IH 35 TO BRANDT  
SLAUGHTER LANE CORRIDOR**



# Appendix J

Signalized Intersections Exhibit



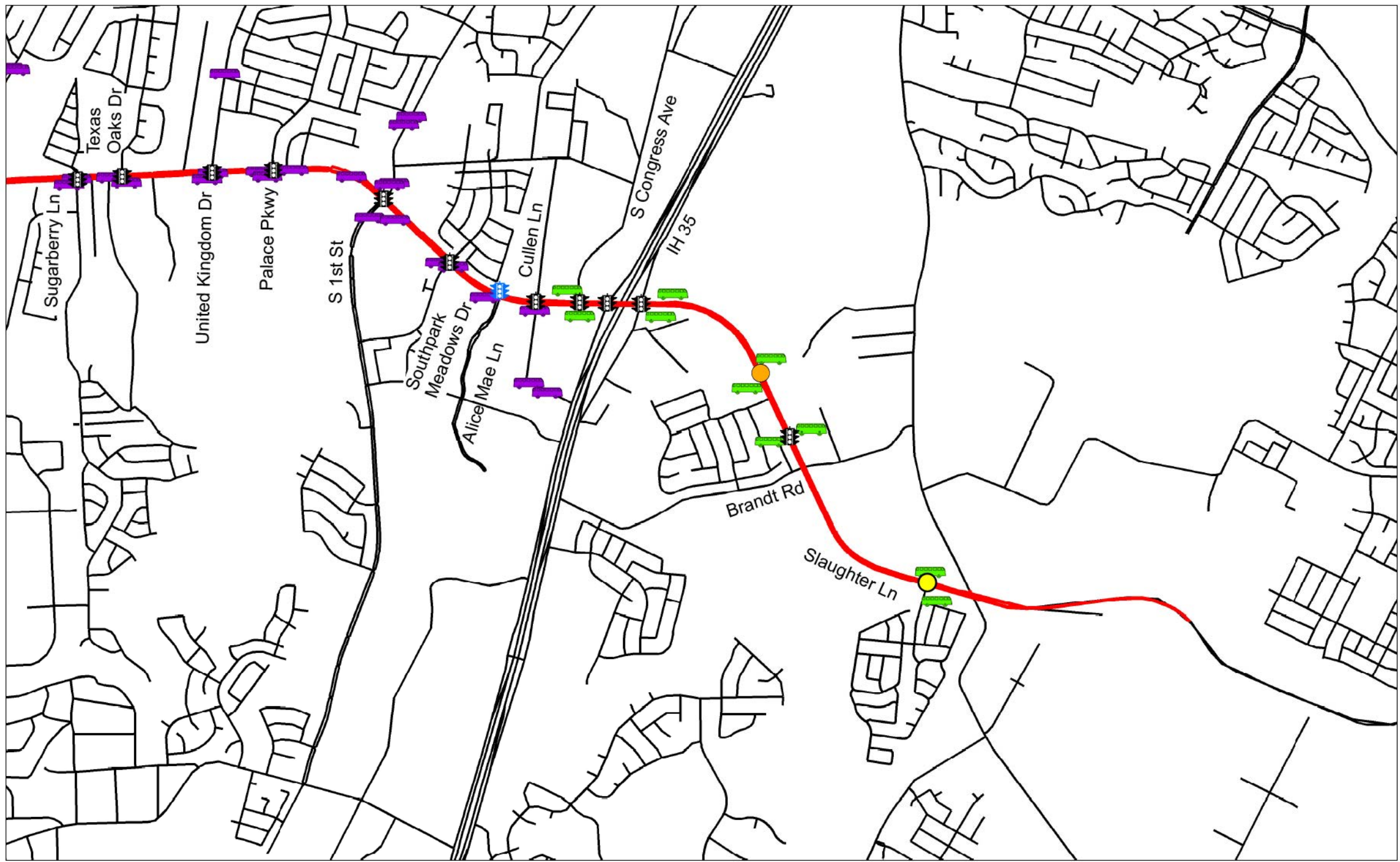
**Legend**

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



**SLAUGHTER LANE SIGNALS  
BARSTOW AVE TO MANCHACA RD  
SLAUGHTER LANE CORRIDOR**





**Legend**

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

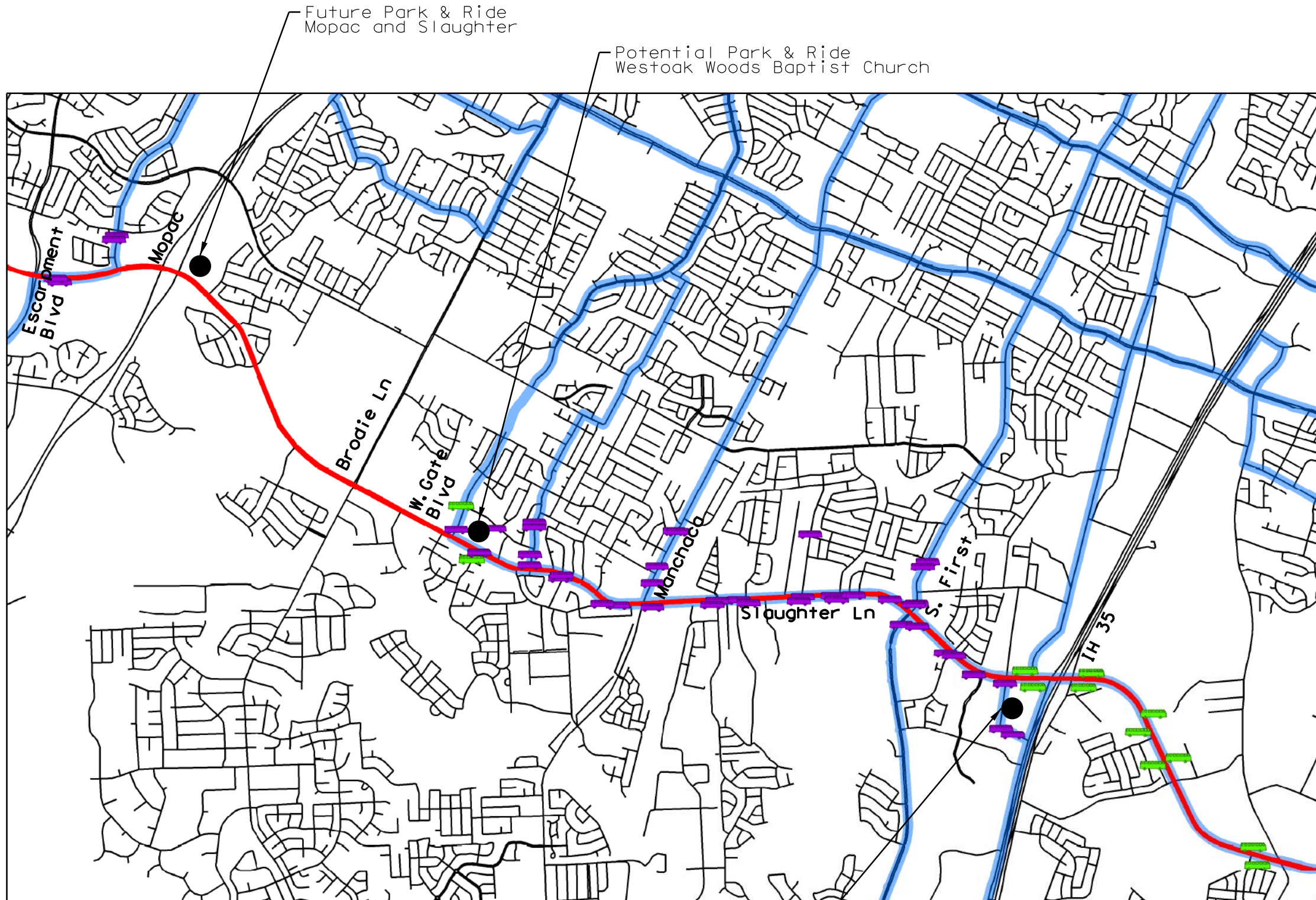


**SLAUGHTER LANE SIGNALS**  
**SUGARBERRY LN TO VERTEX BLVD**  
**SLAUGHTER LANE CORRIDOR**

**Appendix K**

**Capital Metro Exhibit**





### 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



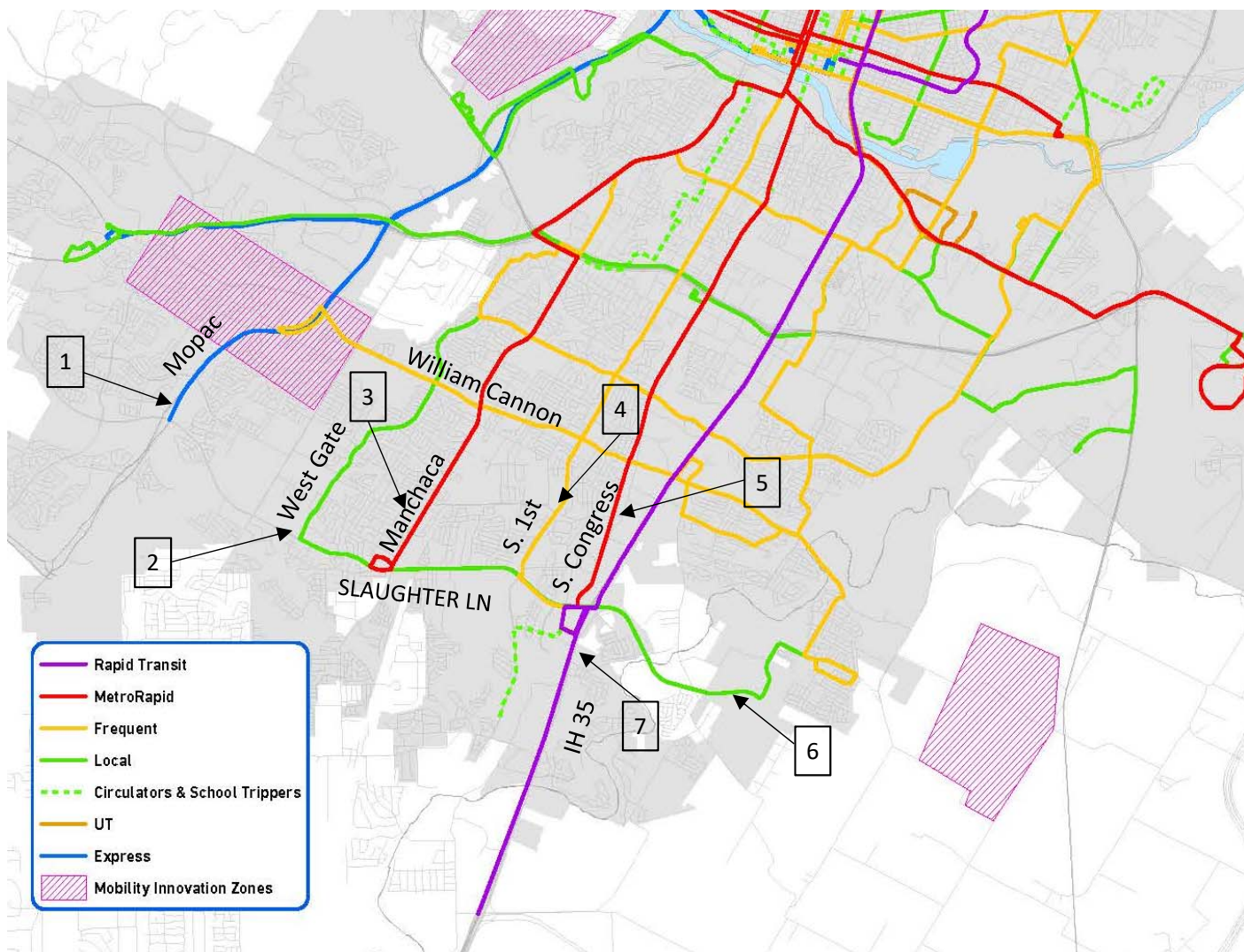
## SLAUGHTER LANE PUBLIC TRANSPORTATION EXHIBIT SLAUGHTER LANE CORRIDOR





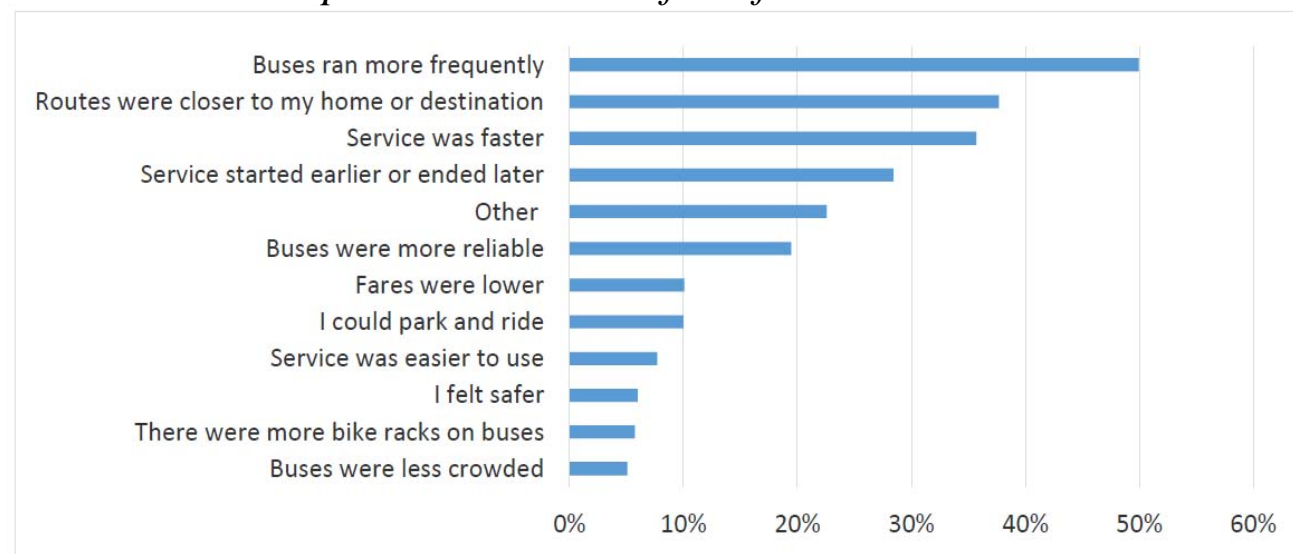
## PUBLIC TRANSPORTATION

### Connection 2025 Plan Overview



Source: Capital Metro Transit Development Plan: Executive Summary

*"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 METRORAPID
- MORE METROEXPRESS
- SIMPLIFIED FARES



### Future Frequent Network Routes

