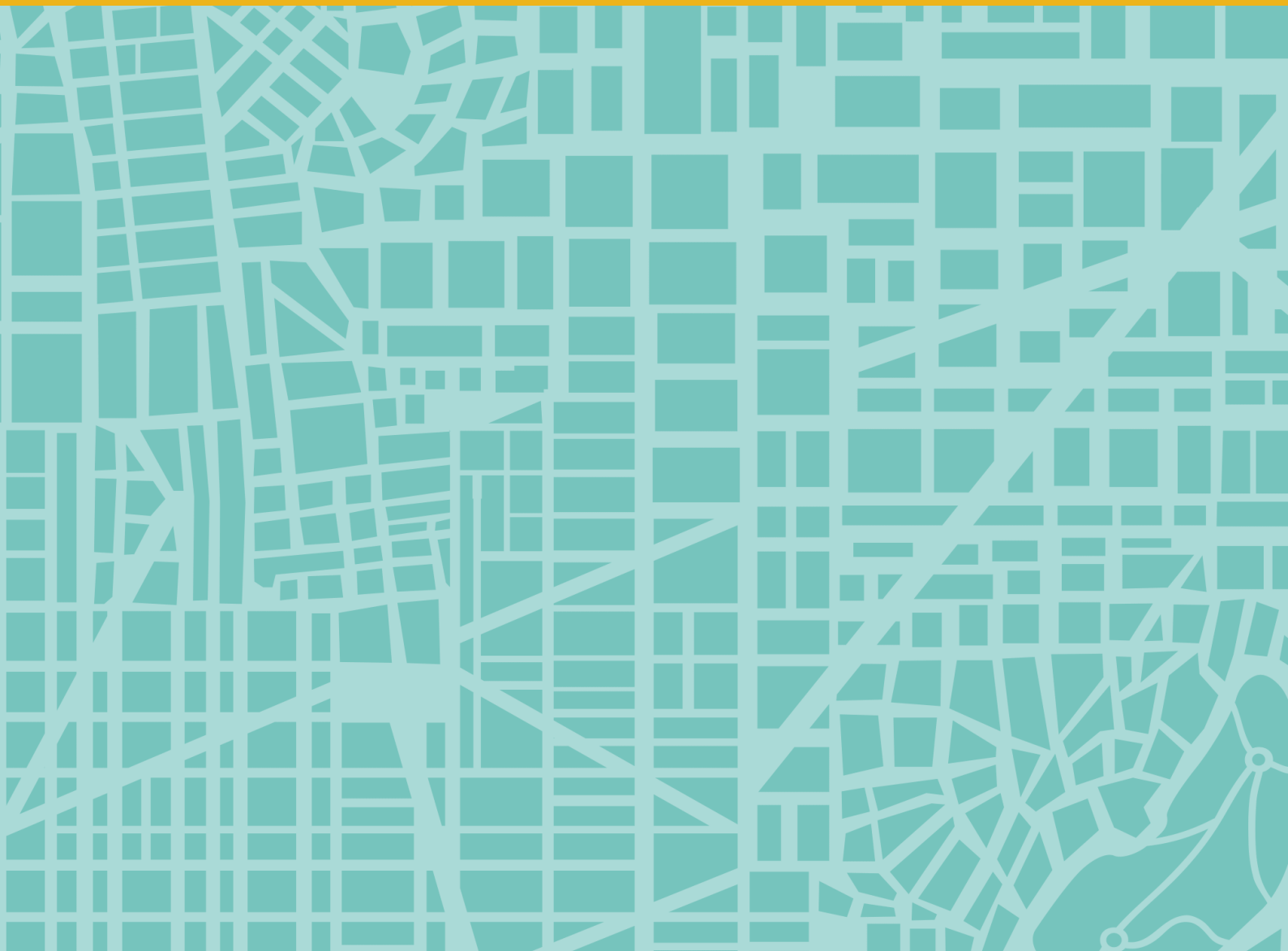


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2016 MOBILITY BOND



## 2020 MOBILITY ANNUAL PLAN





# TABLE OF CONTENTS

*	INTRODUCTION.....	4
*	2020 MOBILITY PLAN OVERVIEW MAP.....	7
*	CORRIDOR MOBILITY PROGRAM.....	8
*	REGIONAL MOBILITY PROGRAM.....	14
*	SIDEWALKS.....	19
*	SAFE ROUTES TO SCHOOL.....	31
*	URBAN TRAILS.....	41
*	BIKEWAYS.....	46
*	INTERSECTION SAFETY/VISION ZERO.....	65
*	SUBSTANDARD STREETS/CAPITAL RENEWAL... ..	69
*	COUNCIL DISTRICT MAPS.....	72

## 2020 MOBILITY ANNUAL PLAN

The 2016 Mobility Bond is putting  
Austin In Motion!

Austin voters approved \$720 million in bonds in 2016 for transportation and mobility improvements throughout the city. Through 2024, a dedicated project team of engineers, data analysts, and builders will be delivering these improvements for a more mobile and safe Austin. This team is guided by City Council's Contract With Voters, which you can read on the [2016 Mobility Bond website](#).

The 2016 Mobility Bond website is your resource for information about opportunities to get involved, to track how your taxpayer dollars are being invested, and to stay up-to-date on the progress of this historic bond investment.

Learn more:

[AustinTexas.gov/2016Bond](https://AustinTexas.gov/2016Bond)

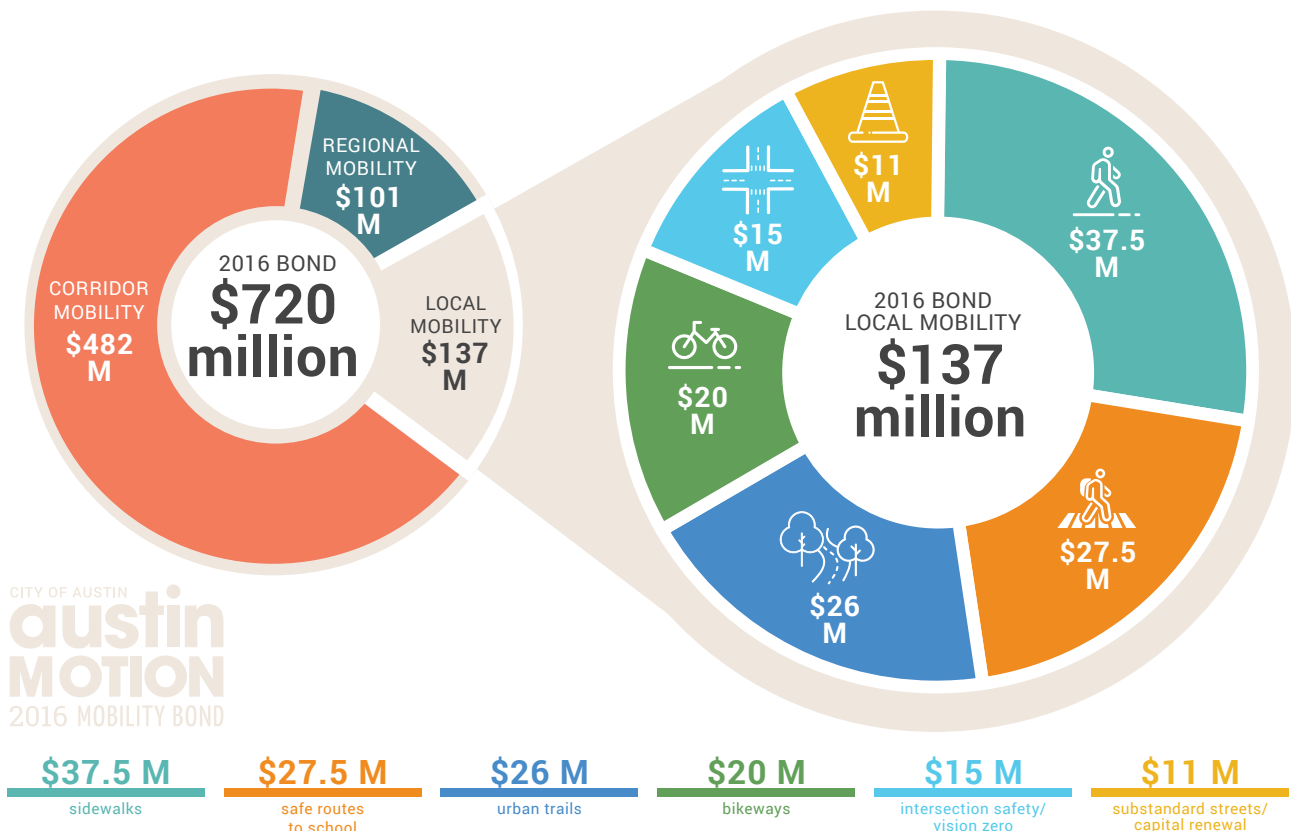
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2016 MOBILITY BOND



# INTRODUCTION

In November 2016, Austin voters passed the 2016 Mobility Bond, providing \$720 million in funding for a variety of transportation infrastructure projects. The 2016 Mobility Bond Program is composed of eight distinct programs, including the \$482 million Corridor Program, the \$101 million Regional Mobility Program, and the \$137 million Local Mobility Program. The Local Mobility Program is composed of the Bikeways and Intersection Safety/Vision Zero programs, managed by the Austin Transportation Department, and the Sidewalks, Safe Routes to School and Urban Trails programs, managed by the Public Works Department. The sixth Local Mobility program, Substandard Streets and Capital Renewal, is sponsored by the Austin Transportation Department and managed by the Public Works Department.

## 2016 MOBILITY BOND [ BOND FUNDING BREAKDOWN ]



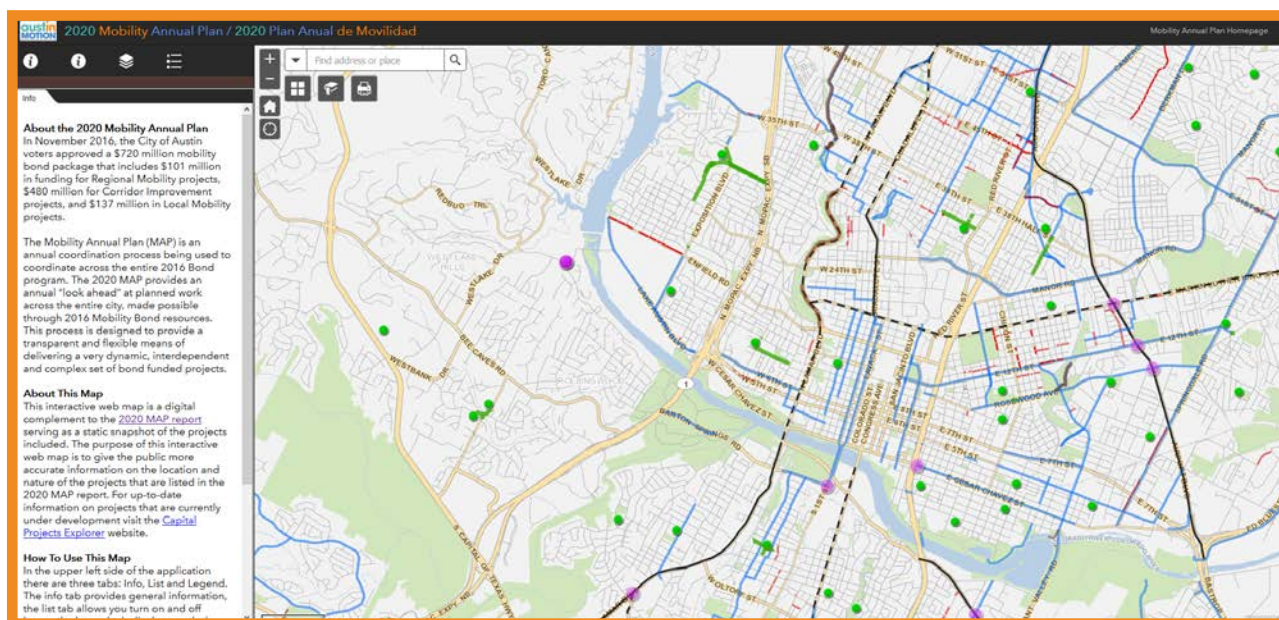
In 2017, the Local Mobility programs of the 2016 Mobility Bond established the Local Mobility Annual Plan (LMAP) process to enable coordination among all Local Mobility programs, as well as with the Capital Metropolitan Transportation Agency (Capital Metro), in order to derive maximum community benefit and efficiencies in project delivery. In 2018, this process was expanded to include the Regional Mobility and Corridor Mobility programs and renamed the Mobility Annual Plan, or MAP, process. A planning and coordination meeting was in the fall of 2019 with all program staff, as well as representatives from the Texas Department of Transportation (TxDOT) and Capital Metro, to begin producing the 2020 Mobility Annual Plan.

This 2020 Mobility Annual Plan provides an annual “look ahead” at planned work across the entire city, made possible through the 2016 Mobility Bond resources. This process is designed to leverage coordination opportunities, reduce conflicts, and provide a transparent and flexible means of delivering a very dynamic, interdependent, and complex set of bond-funded projects. This process is repeated each year in order to capture any changes or new opportunities that feedback from the public and coordination and leveraging among the 2016 Mobility Bond Program and/or other partners may yield.

Through the MAP process, both the Austin City Council and the community can expect to receive an updated list of projects and program information each year from all six of the Local Mobility programs, as well as status updates from the Regional Mobility Program and the Corridor Program Office.

The 2020 MAP consists of a program summary for all eight programs of the 2016 Mobility Bond, including information on project selection, prioritization, program risks and accomplishments since the 2019 Mobility Annual Plan was published. Projects listed in the 2020 MAP are a product of previous public engagement through various efforts that have happened since the 2016 Mobility Bond was passed in November 2016.

The 2020 MAP also includes a number of coordinated projects and program-specific projects with accompanying maps. A subset of these coordination projects are identified as leveraging projects, which means funding has been identified from multiple programs.



## MOBILITY ANNUAL PLAN INTERACTIVE PROJECTS MAP

Project information contained in the 2020 MAP can also be found on an [interactive web map published on the 2016 Mobility Bond website](#). The maps only include projects funded by 2016 Mobility Bond funding. Work funded by other sources does not necessarily appear on the map, unless there is a 2016 Mobility Bond funding source tied to that project.

Council District offices were briefed on the 2020 MAP in November 2019. During these briefings, Council Members and their staff had the opportunity to ask questions of the lead program staff in all areas of the 2016 Mobility Bond, and shared feedback and insight on project and district needs.

Staff is publishing a preliminary draft 2020 MAP for public review and comment through February 2, 2020. Feedback gathered during this preliminary release will be used by all 2016 Mobility Bond programs, respectively, as their projects and processes further develop. In many cases, project implementation remains contingent upon successful feasibility analysis, coordination, and/or additional public processes. Feedback will also be used to improve the overall MAP process and in the development of future MAPs.

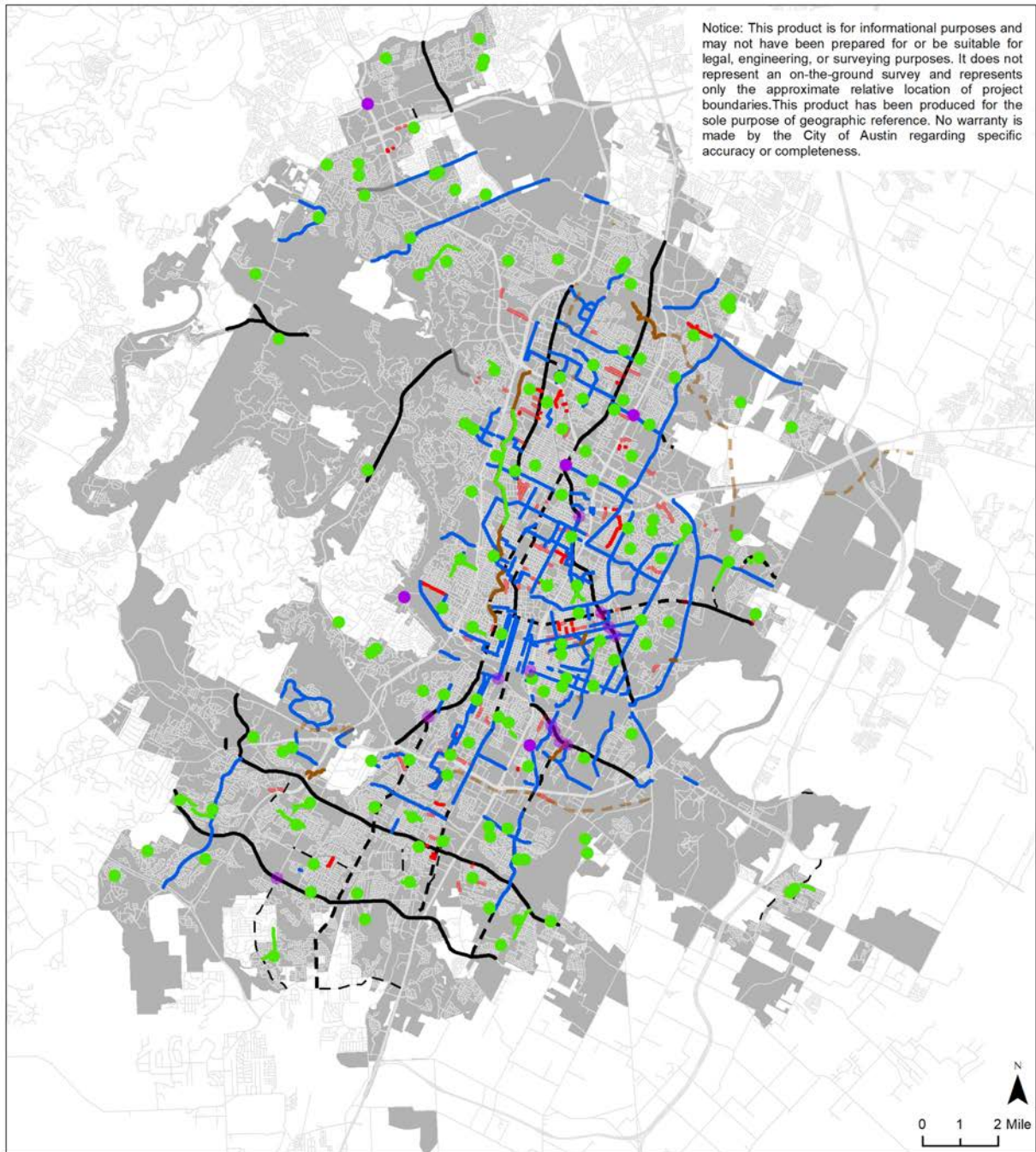
Coordination among the 2016 Mobility Bond programs will continue through the project development and delivery process, as well as in the development of the 2021 MAP. Once projects are fully developed and have dedicated funding, they will appear on the [Capital Projects Explorer \(CPE\) site](#).





# 2020 MOBILITY ANNUAL PLAN OVERVIEW MAP

## 2020 MOBILITY CONSTRUCTION PROJECTS - OVERVIEW MAP



### Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2020 Construction
- Safety/Vision Zero - Potential 2021-2024
- Safe Routes to School
- Safe Routes to School Walk-Audit Schools
- Bikeways - Active in 2020
- Sidewalk - Potential 2020 Construction Start
- Sidewalk - Potential 2021-2024 Construction Start
- Urban Trails - Potential 2020 Construction Start
- Urban Trails - Potential 2020 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2020

### Corridor and Regional Mobility Projects

- Corridor Mobility
- Regional Mobility
- - - Corridor Mobility
- Regional Mobility (City Led)
- - - Substandard Streets
- = Preliminary Engineering and Design
- = Eligible for Project Construction

# CORRIDOR MOBILITY PROGRAM

## OVERVIEW

On April 26, 2018, Austin City Council adopted the Corridor Construction Program and the dedication of 2016 Mobility Bond funds to prioritized corridor projects. The Corridor Construction Program is composed of mobility, safety, and connectivity improvements on nine major roadways, or corridors, throughout Austin.

- 1. North Lamar Boulevard** from US Highway 183 to Howard Lane
- 2. Burnet Road** from Koenig Lane to Mopac Expressway
- 3. Airport Boulevard** from North Lamar Boulevard to US Highway 183
- 4. East Martin Luther King Jr. Boulevard/Farm to Market 969** from US Highway 183 to Decker Lane
- 5. South Lamar Boulevard** from Riverside Drive to Ben White Boulevard/West US Highway 290
- 6. East Riverside Drive** from Interstate Highway 35 to State Highway 71
- 7. Guadalupe Street** from Martin Luther King Jr. Boulevard to West 29th Street
- 8. William Cannon Drive** from Southwest Parkway to McKinney Falls Parkway
- 9. Slaughter Lane** from Farm to Market 1826 to Vertex Boulevard

The Corridor Construction Program (CCP) is based on recommendations included in existing Corridor Mobility Plans and direction given by City Council's 2016 Contract with Voters. It uses four Mobility Priorities and six Community Considerations as guiding criteria to rank mobility improvements and develop a series of investment packages that incrementally realize the full vision of each corridor. The estimated cost to design and construct all improvements included in the Corridor Construction Program is approximately \$1.4 billion. The 2016 Mobility Bond can fund a portion of the improvements, and the City of Austin will pursue partnerships, leveraging opportunities, and other funding strategies to fully implement the entire Corridor Construction Program.

Design of projects funded for construction is currently underway and could last 12 to 36 months, depending on the project. The CCP projects will occur in "waves" of implementation based on estimated project delivery constraints such as necessary right-of-way acquisition, expected utility relocations, coordination with external agencies, etc. Construction of the first major wave of projects could occur as soon as Summer 2020, but the bulk of construction for the CCP is anticipated to occur between 2021 and 2024. The Corridor Program Office is also identifying smaller projects that could break ground prior to Summer 2020. Those "early-out" projects include new signals, sidewalks, and more. As part of the design phase, the Corridor Program Office continues to refine the strategy for packaging and sequencing the corridor projects.



## MAP PROJECT PRIORITIZATION

For the 2020 MAP process, the Corridor Program Office referenced the 2019 Mobility Annual Plan and future projects identified by the Local Mobility programs of the 2016 Mobility Bond. The Corridor Program Office then evaluated each opportunity to determine whether it connects to a community point of interest, affordable housing site, or other destination that furthers the charge outlined in the Contract with Voters. Projects with connections to the program's Community Considerations, or existing or near future mobility infrastructure were prioritized.

## PROJECT SELECTION

The Corridor Program Office worked with each Local Mobility group to review 2019 MAP coordination opportunities and determine which should be carried into design and construction along the corridors. Coordination efforts and conversations initiated during the coordination meeting are ongoing to determine the feasibility and timing of projects and how coordination will impact each program's budget and prioritized investment schedules.

During the MAP process, two types of projects emerged for the Corridor Program Office to pursue for coordination in 2020:

1. Projects that further the Corridor Program Office's Community Considerations goals. These projects were chosen based on conversations at the MAP coordination meeting, connectivity to locations included in the Corridor Program Office's previous Community Considerations analysis, and the range of Local Mobility programs included. The following page includes examples of the types of projects identified along each corridor. The Corridor Program plans to evaluate each project for feasibility in 2020.
2. Projects that connect the corridor to local mobility networks and planned projects. These may include extending a sidewalk to meet the existing network or providing a shared use path behind the curb on adjacent streets so cyclists and pedestrians can safely cross the corridor.

The Corridor Program Office also coordinated with Local Mobility programs on a variety of other projects, many of which are listed in the project tables in other program sections of this document. The Corridor Program Office is a partner in these projects, but the other programs are considered leads in the design and implementation of the projects.

In addition to specific project coordination opportunities, conversations at the MAP coordination meeting led to a larger effort to coordinate how the Corridor Construction Program's design can better connect to the Local Mobility network that crosses the nine corridors in the Corridor Construction Program.

1. The Corridor Program Office and Bikeways Program are now looking in depth at how bicycle routes – both planned and existing – that cross the corridor are incorporated into the design of intersections.
2. Similar work is planned for coordination with other Local Mobility programs to ensure all modes can travel along *and* across nine of Austin's major corridors safely and comfortably.

## PROJECT ACCOMPLISHMENTS

The Corridor Program Office reached many milestones during Fiscal Year 2019.

- On April 25, 2019, City Council authorized staff to move forward with design and construction of projects.
- Preliminary engineering phase schematics were completed for all nine corridors.
- While the bulk of construction is anticipated between 2021-2024, some projects were initiated in 2019 in coordination with other City departments:
  - **North-traveling “contraflow” transit lane on Guadalupe Street, south of Martin Luther King Jr. Boulevard:** Construction was completed in August on improvements that will increase transit reliability and relieve congestion at the Martin Luther King Jr. Boulevard and Lavaca Street intersection as part of the Guadalupe Street corridor. A partnership with Austin Transportation Department, Capital Metro and the Corridor Program Office, the project includes a new northbound contraflow bus lane on Guadalupe Street between 18th Street and Martin Luther King Jr. Boulevard. Other improvements include new and upgraded traffic signals, striping changes on Guadalupe Street, 18th Street, and Lavaca Street, and upgrades to bicycle infrastructure, and a new shared use path on the east side of Guadalupe Street between 18th Street and Martin Luther King Jr. Boulevard. Additional improvements in the area are anticipated in 2020 to complete the project.
  - **West Campus pedestrian improvements:** Sidewalk segments and curb ramps were improved along 24th and 25th streets this summer, with more improvements planned in the West Campus area over the winter break.
- First Wave projects were identified and advanced for design and construction:
  - Burnet Road intersections at Braker Lane and Koenig Lane (construction anticipated to begin fall 2020 and spring 2021 respectively)
  - South Lamar enhanced multimodal improvements between Riverside Drive and Barton Springs Road (construction anticipated late 2020)
  - Guadalupe Contraflow Lane (phase 1 completed; phase 2 construction anticipated in 2020)
  - North Lamar Boulevard Critical Safety and Mobility Improvements (construction anticipated to begin late 2019)
    - New signals at the following intersections: Grady Drive, Fairfield Drive, and West Powell Lane
    - New Pedestrian Hybrid Beacon (PHB) at Cooper Drive
  - East Riverside Drive Critical Safety and Mobility Improvements (construction anticipated spring 2020)

- William Cannon Drive CAMPO-funded improvements between Running Water Drive and McKinney Falls Parkway (construction anticipated to begin summer 2021)
- Slaughter Lane CAMPO-funded improvements between MoPac Expressway and Brodie Lane (construction anticipated to begin summer 2021)
- Slaughter Lane intersection at Escarpment Boulevard (construction anticipated to begin early 2021)
- Improvements at top crash intersections identified by Vision Zero that fall on the corridors. Many safety improvements are needed at these intersections now and each will be evaluated for safety improvements ahead of the construction schedule to ensure safe passage before, during, and after corridor construction.

In addition to implementation of the Corridor Construction Program, the Corridor Program Office is developing five new Corridor Mobility Plans for other key roadways throughout Austin. Preliminary mobility recommendations and final reports are expected to be finalized for three of the five plans (Martin Luther King Jr. Boulevard, Menchaca Road, and South Pleasant Valley Road) by February 2020.

Community outreach in 2019 to support these and other efforts included engagement with corridor businesses, property owners and neighborhoods, as well as coordination with other City departments and local agencies. Specific community engagement efforts that took place during Fiscal Year 2019 include but are not limited to:

- Public meetings such as open houses and “office hours” events to share program-wide and corridor-specific updates
- One-one-one meetings with property owners and businesses to discuss potential property impacts
- Participation in partner agencies’ engagement events, which include tabling Project Connect open houses and workshops (particularly related to their Orange and Blue Line plans)
- One-on-one meetings and presentations with stakeholders, neighborhood groups, and business owners, upon request

## CORRIDOR MOBILITY PROJECTS

The following projects have been identified as coordination opportunities to advance the feasibility for design:

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
South Lamar - Barton Springs Road	Partner with Bikeways Program, to connect to existing westbound bike lane on Barton Springs Road through a behind curb shared-use-path from railroad crossing to South Lamar intersection	0.10	8
Airport Boulevard - North Lamar Boulevard	Partner with Bikeways Program to convert sidewalk to a 10-foot shared use path on the southwest side of North Lamar Boulevard, from Airport Boulevard to Justin Lane	0.10	7, 4
East Martin Luther King Jr. Boulevard/ Farm to Market 969 – Oak Meadows	Partner with Safe Routes to School, Sidewalks, and Bikeways programs to extend a shared use path from East Martin Luther King Jr. Boulevard/Farm to Market 969 up Decker Lane to Park At Woodlands Drive  <i>Community Considerations</i> <i>Connections: Oak Meadows Elementary School, KIPP Austin</i>	0.3	1
Guadalupe Street/ Lavaca Street Bike-ways	Partner with Capital Metro and the Bikeways Program to improve bicycle and transit facilities immediately south of Martin Luther King Jr. Boulevard. This will be in close coordination with Project Connect and their vision for this corridor  <i>Community Considerations</i> <i>Connections: Texas Homeless Education Office, Texas Workforce Commission, Texas Department of Insurance, The G Apartments (affordable housing)</i>	0.25	9

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
North Lamar Boulevard – Grady Drive	<p>In conjunction with the construction of a traffic signal at North Lamar Boulevard and Grady Drive, partner with Sidewalks and Bikeways to close sidewalk gaps and improve bicycle connections along Grady Drive</p> <p><i>Community Considerations</i>  <i>Connections: Chinatown Center, Marketplace</i></p>	0.25	4
East Riverside Drive – Country Club Creek Trail	<p>Partner with Capital Metro and Urban Trails, Bikeways programs to coordinate a connection from East Riverside Drive to the trail crossing underneath the Country Club Creek bridges</p> <p><i>Community Considerations</i>  <i>Connections: Country Club Creek Trail, affordable housing, community shopping center</i></p>	N/A	3
Slaughter Lane – Onion Creek Trail connections	<p>Partner with Urban Trails Program to connect the proposed Onion Creek Trail to Slaughter Lane at Brandt Road and Bluff Springs Road</p> <p><i>Community Considerations</i>  <i>Connections: IDEA Bluff Springs, Onion Creek Trail</i></p>	N/A	2
William Cannon Drive – Brodie Lane	<p>Partner with Bikeways and Safe Routes to School programs to provide a bicycle connection along Brodie Lane from William Cannon Drive to Covington Middle School</p> <p><i>Community Considerations</i>  <i>Connections: Covington Middle School</i></p>	0.25	8, 5



# REGIONAL MOBILITY PROGRAM

## OVERVIEW

The 2016 Mobility Bond dedicates \$101 million to six Regional Mobility projects to address congestion and enhance safety. Of these six projects, four are partnership projects with the Texas Department of Transportation (TxDOT) and two are being developed with in-house City resources. These projects are focused on major roadways and their intersections. Improvements may include roadway expansion, signal modifications, changes to the design of medians, driveway reconstruction, and improved bicycle and pedestrian facilities.

Per Council Resolution 20160818-074, Council's "Contract with the Voters," 2016 Mobility Bond funding is to be invested in the following Regional projects:

- **R1** – Loop 360 corridor intersections at Westlake Drive, Courtyard Drive, Ranch to Market 2222, Lakewood Drive, and Spicewood Springs Road/Bluffstone Drive
- **R2** – Spicewood Springs Road east of Loop 360
- **R3** – Anderson Mill Road
- **R4** – Intersection of Ranch to Market 620 and Ranch to Market 2222
- **R5** – Parmer Lane between State Highway 45 and Brushy Creek
- **R6** – Improvements to Old Bee Caves Road Bridge

## PROJECT DELIVERY

\$70.5 million, or 70% of the \$101 million Regional Mobility Program, is in the form of partnership Advanced Funding Agreements for the following partnership projects:

- R1 – Loop 360 (\$46 million – executed June 2017)
- R4 – Ranch to Market 620 at Ranch to Market 2222 (\$7.5 million executed August 2017)
  - \$5.2 million contribution made to TxDOT for right-of-way acquisition/utility adjustments August 2017
  - \$2.3 million contribution made to TxDOT for Project 2 construction May 2019
- R5 – Parmer Lane/Farm to Market 734 (\$17 million – executed June 2017)

Since the Old Bee Caves Road Bridge project (R6) is included in the non-tolled Oak Hill Parkway project's Build Alternative "A", in accordance with Council Resolution 20190131-030, the City entered into the required 10% local participation agreements with TxDOT in March 2019 for right-of-way acquisition and utility adjustments in the amount of \$3.3 million, which was contributed to TxDOT in April 2019. The City also entered into an Environmental Memorandum of Understanding with TxDOT Austin District in February 2019 regarding collaboration on stormwater management and environmental protection.

The remaining \$4.7 million of originally allocated \$8 million of 2016 Regional Mobility Bond funds (8%) will be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented in accordance with Council Resolution 20160818-074 and the memo to Mayor and Council dated April 12, 2019.

Approximately \$22.5 million, or 22% of the \$101 million Regional Mobility Program, is being developed in-house by City resources. These projects are:

- R2 – Spicewood Springs Road (\$17 million)
- R3 – Anderson Mill Road (\$5.5 million)
  - Preliminary engineering funded by non-2016 Mobility Bond (\$500,000)
  - Design and construction funded by 2016 Mobility Bond

## **PROGRAM RISKS**

Partnership project delivery is contingent upon the environmental review and approval process and partner delivery schedule. This is being mitigated with constant communication with partners, timely execution of Advanced Funding Agreements, coordination of storm water quality and quantity, bicycle/pedestrian mobility, and cross-street opportunities.

Major in-house project delivery risks are balancing public engagement with long-term needs of the regional transportation network, adjacent project coordination, and managing scope of work to fit within the available budget and other identified funding sources.

## **PROGRAM ACCOMPLISHMENTS**

### **R1 – Loop 360**

- TxDOT and their General Engineering Consultant are managing the environmental study and schematic development of the entire Loop 360 corridor. Coordination with Watershed Protection Department, Active Transportation and Street Design Division, and Arterial Management Division is ongoing
- The first Loop 360 at Ranch to Market 2222/Courtyard Drive public workshop was held in March 2019
- A second public workshop for the Loop 360 at Westlake Drive/Cedar Street intersection grade separations was held in April 2019
- A joint public workshop for the Loop 360 at Lakewood Drive/Spicewood Springs Road intersection grade separations was held in June 2019
- City's Spicewood Springs Road team continuing to coordinate with TxDOT on the tie-in at the Spicewood Springs Road/Loop 360 intersection as well as with Watershed Protection Department on the Old Spicewood Springs Road Low Water Crossing under Loop 360

## **R1 – Loop 360 (*continued*)**

- Coordination ongoing with Travis County’s proposed bridge replacement project for Spicewood Springs Road Low Water Crossing #1

## **R2 – Spicewood Springs Road**

- Preliminary Engineering Report finalized in December 2018; Build Alternative “C” selected
- Coordination with U.S. Fish and Wildlife Service (USFWS) initiated on development of a “10a” Low Effect Habitat Conservation Plan (HCP)
- 30% design completed September 2019

## **R3 – Anderson Mill Road**

- 100% design completed July 2019; submitted for City completeness check and General Permit application
- Construction phase anticipated Summer 2020

## **R4 – Ranch to Market 620 at Ranch to Market 2222**

- Project 1 construction started November 2018
- Project 2 let July 2019; construction began in fall 2019
- Construction completion anticipated summer 2020

## **R5 – Parmer Lane/Farm to Market 734**

- Schematic design completion and environmental clearance anticipated in fall 2019
- Design phase anticipated to start winter 2020
- Anticipated construction start in 2022

## **R6 – Old Bee Caves Road Bridge**

- As discussed under Project Delivery, since the Old Bee Caves Road Bridge project (R6) is included in the non-tolled Oak Hill Parkway project’s Build Alternative “A”, in accordance with Council Resolution 20190131-030, the City entered into the required 10% local participation agreements with TxDOT in March 2019 for right-of-way acquisition and utility adjustments in the amount of \$3.3 million, which was contributed to TxDOT in April 2019.

## R6 – Old Bee Caves Road Bridge *(continued)*

The remaining \$4.7 million of originally allocated \$8 million of 2016 Regional Mobility Bond funds (8%), will be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented in accordance with Council Resolution 20160818-074 and the memo to Mayor and Council dated [April 12, 2019](#).

- TxDOT issued a Request for Proposals (RFP) to the four short-listed Oak Hill Parkway proposal teams on August 23, 2019. RFP Addendum #1 was issued on October 11, 2019. RFP Addendum #2 was issued on November 15, 2019. Proposals are due back to TxDOT in February 2020; anticipated Texas Transportation Commission contract approval in April 2020; and Notice to Proceed anticipated in July 2020.

## REGIONAL MOBILITY PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Anderson Mill Road	Safety and mobility improvements between Spicewood Parkway and US Highway 183	1.0	6
Loop 360	Grade separation of Loop 360 and Westlake Drive, Spicewood Springs Road/Bluffstone Drive, Lakewood Drive, Courtyard Drive/Ranch to Market 2222	4.3	10
Old Bee Caves Road Bridge	Replacement of the existing low water crossing structure at Old Bee Caves Road over Williamson Creek as part of TxDOT's Oak Hill Parkway project	0.5	8
Parmer Lane/Farm to Market 734	Addition of a third lane in each direction from North State Highway 45 to Farm to Market 1431 (Whitestone Boulevard). City funding will only be used for the portion of the project within the City limits (State Highway 45 to Brushy Creek)	2.3	6
Ranch to Market 620 at Ranch to Market 2222	Addition of a bypass road to provide additional capacity in the Four Points area from Steiner Ranch Boulevard to McNeil Drive. Consists of two sub-projects	2.6	6, 10



PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Spicewood Springs Road	Safety and mobility improvements east of Loop 360 to 0.2 miles west of Mesa Drive	1.0	10



# SIDEWALKS

## OVERVIEW

The 2016 Mobility Bond dedicates \$37.5 million of Local Mobility funding to implement the [2016 Sidewalk Master Plan/Americans with Disabilities Act \(ADA\) Transition Plan](#), with a focus on increasing mobility by addressing “very high” or “high” priority sidewalk gaps. New sidewalk improvements may also include installation of new or rehabilitated curb ramps, curbs, sidewalks, driveway aprons, safe crossing treatments, and other adjacent or related construction to meet ADA requirements.

## PROJECT DELIVERY

Since the adoption of the 2016 Mobility Bond, the number of active sidewalk/local mobility construction sites has doubled to meet the implementation requirements of the Local Mobility sidewalk portion of the 2016 Mobility Bond. The successful ramping up of construction capacity was only possible through a focused and coordinated effort by all departments and programs that make up the City’s capital delivery system. Implementation will continue to occur primarily through a combination of field engineering and Unit Cost/Indefinite Delivery Indefinite Quantity contracts, which yields significant cost and time savings over traditional design/bid/build delivery methods.

## PROJECT SELECTION

In June 2016, City Council adopted an updated Sidewalk Master Plan with the 10 year goal of addressing all very high and high priority absent sidewalks within a quarter-mile of all identified schools, bus stops and parks, including both sides of arterial and collector streets and one side of residential streets. This would address 390 miles of new sidewalks out of the 2,500+ miles of missing sidewalks in Austin. The estimated funding required for all 390 miles of new sidewalks is about \$250 million. The goal for existing sidewalks is 320 miles of repair and rehabilitation over 10 years at an estimated cost of \$15 million/year.

The \$37.5 million of Local Mobility funding specifically designated for sidewalks is sufficient to build 40 to 60 miles of sidewalks, approximately 9% of the City’s 10 year goal for new and rehabilitated sidewalks. There will also be significant sidewalk investments through Regional Mobility projects, Corridor Improvement projects, and other Local Mobility programs.

This section of the report only covers the \$37.5 million allocated under the Local Mobility portion of the 2016 Mobility Bond. In order to select the small subset of projects outlined in the tables below, the very high and high priority “needs” identified by the 2016 Sidewalk Master Plan Update were overlaid with “opportunities” that would allow a single sidewalk project to address multiple City priorities. The projects developed had a primary focus on new sidewalks that address gaps in the network consistent with the February 2017 Bond Overview and Implementation Plan.

The Local Mobility sidewalk project list includes the potential projects for the remaining five years of the eight-year construction program. The list is divided into two parts: 1) projects planned to start construction in 2020; and 2) the balance of projects anticipated to start construction in the years 2021- 2024. These lists will be updated and refined each year, based on review and feedback by Council offices, internal/external stakeholders, and the public.

## PROGRAM RISKS

Managing timing expectations about individual projects while keeping 12 - 14 sidewalk crews working efficiently across Austin is a challenge. Occasionally, projects that initially appeared feasible are determined upon closer examination to be unsuitable for the standard Indefinite Delivery Indefinite Quantity construction approach. Additionally, Austin's dynamic development environment will result in some projects each year being added or deferred to take advantage of leveraging opportunities, or to avoid construction conflicts.

To mitigate these risks and maximize transparency, the Sidewalk Program continues to pioneer new web-based project management. The Sidewalk team is also utilizing mapping and communication tools that provide the public access to the most up-to-date project and scheduling information.

## PROGRAM ACCOMPLISHMENTS

The sidewalk quarterly report maps show where sidewalk improvements are active, completed, and planned as part of the Sidewalk Master Plan and ADA Transition Plan. From January 1 to September 30, 2019 the Sidewalk Program completed 78,979 linear feet of new and rehabilitated sidewalks in 53 projects throughout the City of Austin. Additional information can be found on the [Sidewalk Program website](#).

## 2020 SIDEWALK PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
Belfast Drive*	Broadmoor Drive to Briarcliff Boulevard	2,797	4
Belfast Drive, Glenwood Drive *	Briarcliff Boulevard to Cameron Road	1,994	1

\* Denotes a coordination project.

Projects shown are anticipated to be in active development in 2020. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
Bennett Avenue	East 43rd Street to East 46th Street	1,024	9
Chantilly Lane	Chantilly Lane (gap)	84	4
Chestnut Avenue	East 18th Street to East 13th Street	660	1
Clearday Drive	South Congress Avenue to Star Drive	438	2
Depew Avenue	East 45th Street to East 46th Street	319	9
East 12th Street	Walnut Avenue to Chestnut Avenue	948	1
East 45th Street*	Airport Boulevard to Duval Street (gaps)	2,095	9
East 46th Street*	Red River Street to Airport Boulevard	571	9
East Yager Lane	Jourdan Crossing Boulevard to Cottage Promenade Court	3,646	1
Enfield Road	Exposition Boulevard to Lake Austin Boulevard	3,629	10
Fairfield Drive, Contour Drive	Ohlen Road to Research Boulevard (US Highway 183 Service Road)	115	7
Fenelon Drive	Tecumseh Drive (gap)	154	4
Garden Villa Lane	Barton Skyway to South Center Street	1,310	3
Ken Street	Ken Street (gap)	249	4

\* Denotes a coordination project.

Projects shown are anticipated to be in active development in 2020. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
Lake Creek Parkway	Lake Creek Parkway and US Highway 183 Service Road (gaps)	390	6
Leo Street	Guidepost Trail to Cameron Loop (gaps)	1,435	5
Leona Street	East 16th Street to East Martin Luther King Jr. Boulevard	966	1
Liberty Street	East 32nd Street to Harris Avenue (gaps)	150	9
Locke Lane	Weathers Lane to Barton Skyway	570	3
Mahone Avenue*	Burnet Road (gap)	261	7
Meteor Drive	Star Drive to South Congress Avenue	522	2
Ohlen Road	Research Boulevard (US Highway 183 Service Road) (gaps)	432	7
Parker Lane	Wickshire Lane (gap)	312	3
Payton Gin Road	Putnam Drive to Research Boulevard (US Highway 183 Service Road)	473	7
Poquito Street	East 12th Street to East 16th Street	809	1
Putnam Drive	Ohlen Road to Research Boulevard (US Highway 183 Service Road)	2,385	7
Ramble Lane	Hedgewood Drive to South 1st Street	1,104	3

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
Ray Wood Drive	Weathers Lane to Barton Skyway	485	3
Red River Street	Ellingson Lane to Hancock Shopping Center	543	9
Rockwood Lane*	Burnet Road (gap)	756	7
Rockwood Lane	West Anderson Lane (gap)	260	7
South Center Street	South 2nd Street to Garden Villa Lane	625	3
Sunstrip Drive*	William Cannon Drive (gap)	122	2
Teakwood Drive	Burnet Road (gap)	152	7
Tecumseh Drive	Tecumseh Drive at Fenelon Drive (gaps)	154	4
Thompkins Drive	East Yager Lane (gap)	103	7
US Highway 290 Westbound Service Road	Cameron Road (gaps)	281	4
Wilshire Boulevard*	Schieffer Avenue to Interstate Highway 35 Service Road Northbound	1,651	9

## 2021 - 2024 POTENTIAL SIDEWALK PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
Adams Avenue	Ullrich Avenue to Burnet Road	623	7

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
Amber Street	Navasota Street to Waller Street	129	1
Ashdale Drive*	Burnet Road to Rockwood Lane	2,127	7
Avenue C	West 45th Street to West 44th Street	124	9
Avenue D	West 43rd Street to West 45th Street	451	9
Avenue F	West 44th Street to West 45th Street	634	9
Balcones Woods Drive	Research Boulevard (US Highway 183 Service Road) (gap)	180	7
Barton Skyway*	South Lamar Boulevard (gap)	134	5
Baylor Street	West 11th Street to Parkway	647	9
Blue Meadow Drive	Stoneleigh Place to Deep Lane	1,432	2
Bluff Springs Road	Quicksilver Boulevard to Tranquilo Trail	757	2
Bramble Drive	Cedardale Drive to South First Street	721	2
Bruning Avenue*	Duval Street to Airport Boulevard (gaps)	1,698	9
Burleson Road	Todd Lane to Promontory Point	2,807	2
Charlton Drive	US Highway 290 Service Road to Geneva Drive	632	1
Clay Avenue	Houston Street to Ullrich Avenue	1,552	7

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
Clifford Avenue	East 13th Street to East 16th Street	575	1
Colony Loop Drive	Loyola Lane (gap)	345	1
Convict Hill Road	Brush Country Road to Flaming Oak Place	1,152	8
Decker Lane	Loyola Lane to FM 969 (potential Travis County partnership)	TBD	1
East 13th Street	Leona Street to Navasota Street	1,326	1
East 14th Street	Chestnut Avenue to Ulit Avenue	1,110	1
East 18th 1/2 Street	Harvey Street to McKinley Avenue	345	1
East 18th Street	Leona Street to Poquito Street	717	1
East 30th Street	Speedway to Duval Street	113	9
East 33rd Street	Speedway to Duval Street	728	9
East 41st Street	Duval Street to Red River Street (gaps)	564	9
East 51st Street	Pecan Springs Road to Springdale	903	1
East 51st Street	Duval Street to Avenue F	820	9
East 53rd 1/2 Street	Interstate Highway 35 Service Road to Helen Street	1,322	4
East Martin Luther King Jr. Boulevard	E.M. Franklin Avenue (gap)	334	1

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
East Martin Luther King Jr. Boulevard	Tannehill Lane to US Highway 183 Service Road	577	1
East Oltorf Street	Alvin Devane Boulevard (gap)	391	3
Eberhart Lane	Starstreak Drive to Sunstrip Drive	1,138	2
Elm Creek Drive*	East Bluff Drive to East William Cannon Drive	564	2
Fletcher Street	Euclid Avenue to Wilson Street	474	9
Frontier Trail	Pack Saddle Pass to Menchaca Road	1,491	5
Frontier Trail	Taos Boulevard to Pack Saddle Pass	1,005	5
Gardner Road	Jain Lane to Lotus Lane	1,015	3
Gaston Place Drive	Briarcliff Boulevard, Gaston Place Drive, Westminster Drive (ramps)	24	1
Gault Street	Wooten Drive to West Anderson Lane	1,275	7
Geneva Drive	US Highway 290 Service Road to Langston Drive	3,135	1
Glen Oaks Drive	North Pleasant Valley Road to Neal Street	273	1
Greenlawn Parkway	Greenhaven Drive to Burnet Road	1,509	7
Hearn Street	Lake Austin Boulevard (gap)	153	10

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
Hermitage Drive	Interstate Highway 35 Service Road to Loralinda Drive	1,149	4
Kerbey Lane	West 35th Street to West 38th Street	459	10
Krebs Lane, Wilson Street	South Congress Avenue to South 1st Street	1,150	3
Laird Drive, Ullrich Avenue	West Koenig Lane to Arroyo Seco	1,571	7
Lazy Creek Drive	Pecan Brook Drive (gap)	91	1
McKinley Avenue	East 18th Half Street to East 12th Street	1,698	1
Mesa Drive	Spicewood Springs Road to Steck Avenue (gaps)	149	10
Middle Lane	North Drive to North Interstate Highway 35 Frontage Road	1,364	4
Neans Drive*	North Lamar Boulevard to Parkfield Drive	2,784	4
New York Avenue	Chicon Street to Chestnut Avenue	1,020	1
North Farm to Market 620	North Lake Creek Parkway (gaps)	498	6
North Farm to Market 620	West of Lyndhurst Street (gap)	203	6
Norwood Hill Road	Pecan Springs Road to Springdale Road	2,159	1

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
Parker Lane	Woodland Avenue to East Riverside Drive	1,462	9
Ptarmigan Drive	Metric Boulevard (gap)	71	7
Pearl Street	West 29th Street (gap)	51	9
Penny Lane	Stillwood Lane to Burnet Road	757	7
Quicksilver Boulevard	Bluff Springs Road (gaps)	149	2
Research Boulevard (US Highway 183 Northbound Service Road)	Seton Center to Balcones Woods Drive	884	7
Rutherford Lane	Centre Creek Drive to Cameron Road (gaps)	1,405	1
Sagebrush Drive, South Meadows Drive*	North Lamar Boulevard to Plains Trail	2,189	4
Salado Street	West 28th Street (gaps)	566	9
San Jacinto Boulevard	Speedway and East 30th Street	212	9
San Pedro Street	West 26th Street to West 28th 1/2 Street	1,292	9
Sheridan Avenue	Clayton Lane to US Highway 290	1,160	1
South 2nd Street	Fletcher Street to West Mary Street	1,031	9
South 3rd Street	West Annie Street to West Monroe Street	696	9

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
S L Davis Avenue	Coletto Street to Chestnut Avenue	224	1
Southridge Drive	Banister Lane to Southport Drive	378	3
Southway Drive	Southridge Drive to Banister Lane	648	3
Speedway	East 42nd Street to East 46th Street (gaps)	12	9
Springdale Road*	Airport Boulevard to Lyons Road	1,960	3
Springdale Road	Glissman Road to East 5th Street	1,638	3
Stark Street	North Lamar Boulevard (gap)	41	7
Steck Avenue*	Burnet Road to Valleydale Cove	600	7
Steck Avenue	North Mopac Expressway to Bent Tree Road	510	10
Sunshine Drive	Houston Street to North Loop Boulevard	831	7
Tumbleweed Drive	Pecan Brook Drive (gap)	117	1
Vinson Drive*	Emerald Forest Drive to West Saint Elmo Road	2,665	3
West 28th Street	San Pedro Street to Salado Street	172	9
West 30th 1/2 Street	North Lamar Boulevard (gap)	285	9
West 35th Street	Camp Mabry (gap)	249	10

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
West 35th Street	Guadalupe Street to Home Lane (gaps)	358	9
West 44th Street	Guadalupe Street to Avenue H	1,686	9
West 5th Street	West Powell Street to Campbell Street (gaps)	389	9
West 5th Street	West Powell Street to Oakland Avenue	372	9
West Braker Lane	North Mopac Expressway to Seton Center	3,819	7
West Braker Lane	Ptarmigan Drive (gap)	527	4
West Grady Drive	Georgian Drive to North Lamar Boulevard	1,436	4
Wheless Street	East 10th Street to East 11th Street	207	1
Whitis Avenue	West 27th Street to West 29th Street	604	9
William Holland Avenue	North Loop Boulevard to West Koenig Lane (gaps)	2,182	7
Wilson Street	West Live Oak Street (gap)	102	9

# SAFE ROUTES TO SCHOOL

## OVERVIEW

The 2016 Mobility Bond dedicates \$27.5 million of Local Mobility funding for Safe Routes to School. The Safe Routes to School Program works in partnership with local school districts to address school route safety concerns. The program's mission is to reduce barriers that prevent students and families from actively traveling to and from school. The program does this by providing crossing guards at warranted locations, educating students on pedestrian and bicycle safety, engaging with the community to increase the number of students who choose human power to get to and from school and, thanks to the passage of the 2016 Mobility Bond, funding infrastructure improvements.

The Safe Routes to School Program has employed a two phase approach to implementing infrastructure projects, each with a separate prioritization process. Phase 1 has focused on "early out" projects that address safety concerns raised by the campus communities. Phase 2 includes a robust planning and engagement process, with the help of a consultant, to identify and prioritize the best projects to implement in each district.

## PROJECT DELIVERY

Phase 2 is now underway. The Safe Routes to School Program consultant team has conducted "walk audits" at elementary and middle schools in all City council districts. An infrastructure plan for 137 elementary and middle schools in the City of Austin full-purpose area is in the process of being finalized. Draft reports for all City council districts are available online at [AustinTexas.gov/SafeRoutesProjects](https://austintexas.gov/safeschoolroutes). The infrastructure plans for each district identify and prioritize projects at the school-level, Council District-level and citywide. Project delivery will be further determined and phased at the completion of these infrastructure plans.

## PROJECT SELECTION

Phase 2 projects identified through the infrastructure plan are prioritized based on safety, demand, equity, and stakeholder input to classify projects into five priority categories ranging from very low to very high. The Safe Routes to School Program will be focusing on implementing projects that rank high or very-high in terms of overall benefit ranking as well as projects that rank high or very-high in terms of cost-benefit. Projects that provide leveraging opportunities to extend funding further will also be prioritized. A proposed project notification will be sent to each school's principal in advance of construction to make sure that projects selected to move forward are the best fit for the community.

## PROJECT RISKS

The 2016 Mobility Bond is the first time the Safe Routes to School Program has received funding for infrastructure directly related to the program. This is a significant effort in a new work area of the Safe Routes to School Program that involves outreach and projects at 137 different schools and seven school districts. The scale of this effort requires significant time and coordination with a range of stakeholders. Our program continues to work through these challenges as we embark on this new endeavor.

## 2020 SAFE ROUTES TO SCHOOL PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
<b>Andrews Elementary:</b> Loyola Lane Safe Crossing Improvement	New curb extension and pedestrian crosswalk at Loyola Lane and Roanoke Drive	N/A	1
<b>Baldwin Elementary:</b> Meridian Park Safe Crossing Improvements	Pedestrian crossing improvements at the intersections of Meridian Park Boulevard and Wisteria Valley Drive, Meridian Park Boulevard and Espina Drive, and Meridian Park Boulevard and Mitra Drive	N/A	8
<b>Baranoff Elementary:</b> Gattling Gun Bike Lane and Crossing Improvements	A public engagement period will begin for a protected bicycle lane on Gattling Gun Lane connecting to Barranoff Elementary. The project will include improved crossing treatments at Warwick Way and Brodie Lane	5,280	8

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
<b>Barbara Jordan Elementary:</b> Johnny Morris Road Shared-Use Path <sup>o</sup> *	A new shared-use path connecting the Pecan Park Mobile Homes to Barbara Jordan Elementary	2,750	1
<b>Becker Elementary:</b> Milton Street and Briar Street Sidewalks*	New sidewalks on Milton Street between South 5th Street and Bouldin Avenue and on Briar Street between Milton Street and West Annie Street	1,050	9
<b>Bedichek Middle:</b> Thelma Drive Sidewalk and Intersection Improvements	New sidewalk connection on Thelma Drive between Bill Hughes Road and Shadywood Drive and intersection improvements at the intersection of Bill Hughes Road and Thelma Drive. New street lighting will be added to the intersection of South 1st Street and Eberhart.	280	2
<b>Blazier Elementary:</b> Vertex Boulevard Crosswalk Improvements	Installation of new crosswalks at the intersection of Vertex Boulevard and Baythorne Drive, and Vertex Boulevard and Charles Merle Drive	N/A	2
<b>Bluebonnet Trail Elementary:</b> Harris Branch Safe Crossing Improvement <sup>o</sup>	Pedestrian crossing improvements at the intersection of Farmhaven Road and Harris Branch Parkway	N/A	1
<b>Boone Elementary:</b> Eskew Bicycle Lane and Crossing Improvements	A public engagement period will begin for a protected bicycle lane on Eskew Drive connecting to Boone Elementary. The project will include improved crossing treatments along Eskew	4,650	8

<sup>o</sup> QCF (Quarter Cent Funding) - This project is being implemented with the leveraging of Quarter Cent funding.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
<b>Bridge Point Elementary:</b> Cedar Street Safe Crossing Improvement	Pedestrian crossing improvements at the uncontrolled crosswalk on Cedar Street	N/A	10
<b>Bryker Woods Elementary:</b> Shoal Creek Boulevard Safe Crossing Improvement*	New pedestrian crossing across Shoal Creek Boulevard at 39th ½ Street	N/A	10
<b>Casis Elementary:</b> Exposition Boulevard Shared-Use Path and Safe Crossing Improvements <sup>o</sup>	New shared use path along Exposition Boulevard between Westover Road and Casis Elementary. Safe crossing improvements on Exposition Boulevard, Hillview Road, and Mopac Expressway Frontage Roads. Sidewalk improvements on Westover Road and Hillview Road	1,350	10
<b>Cedar Creek Elementary:</b> Safe Crossing Improvements	Pedestrian crossing improvements at the intersections of Pinnacle Road and Dusky Thrush Trail, the intersection of Pinnacle Road and Walsh Tarlton Lane, and the intersection of Thousand Oaks Drive and Walsh Tarlton Lane. Trail improvements to the underpass of Walsh Tarlton Lane at Wilderness Drive.	N/A	8
<b>Copperfield Elementary:</b> Trail Connection*	Trail connection from Shropshire Boulevard to Copperfield Elementary	630	1
<b>Covington Middle:</b> Trail Connection and Kandy Drive Sidewalk Improvements	Preliminary feasibility analysis for a trail connection between Stonecroft Drive and Kandy Drive, sidewalk gaps along Kandy Drive, and an improved safe crossing at the intersection of Kandy Drive and Convict Hill Road	1,000	8

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
<b>Del Valle Elementary and Del Valle Middle:</b> Gilwell Drive Bike Lane and Safe Crossing Improvements	A public engagement period will begin for a protected bike lane on Gilwell Drive. Pedestrian crossing improvements across Thome Valley Drive at Alomar Cove. Overhead lighting improvement at the intersection of Ross Road and Thome Valley Drive	3,500	2
<b>Doss Elementary and Murchison Middle:</b> Bicycle Lanes, Safe Crossing Improvements*	A public engagement period will begin for protected bike lanes on Far West Boulevard. Pedestrian crossing improvements on North Hills Drive and widening of existing sidewalk on Thorncliffe Drive, and North Hills Drive in coordination with the AISD Doss Campus Renovation project.	9,700	10
<b>Gorzycki Middle:</b> Bicycle Lanes, Trail Access Improvements	A public engagement period will begin for protected bike lanes on Allerton Avenue, Barstow Avenue, and Hillside Terrace Drive, including improved connectivity to existing trail between Davis Lane and Allerton Avenue	5,350	8
<b>Harris Elementary:</b> Berkman Drive Safe Crossing Improvement*	This project will entail the installation of a refuge island to assist students crossing Berkman Dr. at Glenvalley Dr. This safety improvement was requested by the Harris Campus Advisory Council.	N/A	1
<b>Highland Park:</b> Fairview Drive and Hancock Safe Crossing Improvements	This project includes pedestrian crossing improvements across Hancock Drive at Fairview Drive	N/A	10
<b>Hillcrest Elementary:</b> William Cannon Safe Crossing Improvements	New Pedestrian Hybrid Beacon (PHB) across William Cannon Drive at Springfield Drive	N/A	2

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
<b>Hill Elementary:</b> Sidewalk and Safe Crossing Improvements <sup>o</sup>	New sidewalk on Hyridge Drive from Mesa Drive to Tallwood Drive and on Tallwood Drive from Hyridge Drive to Austin Woods Drive. Safe crossing improvements across Tallwood Drive at Austin Woods Drive. Sidewalk on Austin Woods from Mesa Drive to Tallwood Drive is currently being analyzed for funding, feasibility and impact.	2,700	10
<b>Houston Elementary:</b> Safe Crossing Improvements	Pedestrian and bicycle crossing improvements, including a PHB across East Stassney Lane at Tallow Tree Drive, improved bicycle and pedestrian crossings at East Stassney Lane and Jacaranda Drive, Lemon Drive and Jacaranda Drive and Tallow Tree Drive and Jacaranda Drive. Signal timing improvements at Teri Road and Freidrich Lane	N/A	2
<b>Kathy Caraway Elementary:</b> Fireoak Drive Bicycle Lanes	A public engagement period will begin for protected bike lanes on Fireoak Drive	5,300	10
<b>Kealing Middle:</b> Safe Crossing Improvements	Pedestrian crossing improvements at the intersection of Salina Street and Rosewood Avenue and at Chicon Street and S L Davis Avenue	N/A	1
<b>Kiker Elementary:</b> Escarpment Boulevard Safe Crossing Improvements	Pedestrian crossing improvements at the intersection of Escarpment Boulevard and La Crosse Avenue	N/A	8
<b>Lamar Middle:</b> Shoal Creek Protected Bike Lane <sup>*</sup>	Protected bike lane on Shoal Creek Boulevard between West 38th Street and West Anderson Lane	20,500	7, 10
<b>Laurel Mountain Elementary:</b> Yaupon Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Yaupon Drive and Cassia Drive	N/A	10

<sup>o</sup> QCF (Quarter Cent Funding) - This project is being implemented with the leveraging of Quarter Cent funding.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
<b>Lee Elementary:</b> Hampton Drive and Harris Avenue Sidewalks	New sidewalks on Hampton Drive between Harris Avenue and 37th Street and on Harris Avenue between Liberty Street and Red River Street	2,450	9
<b>Maplewood Elementary:</b> Cherrywood Sidewalk	New sidewalk on Cherrywood between East 32nd Street and East 38th ½ Street	2,100	9
<b>Maplewood Elementary:</b> Alexander Avenue, Clarkson Avenue, East 34th Street*	Shared Use Path on Clarkson Avenue between Randolph Road and Cherrywood Road	1,300	9
<b>Mathews Elementary:</b> West 9th Street Sidewalk and Safe Crossing Improvements	New sidewalk on West 9th Street between West Lynn Street and Blanco Street and crossing improvements at the intersections of 9th ½ Street and West Lynn Street, West 10th Street and West Lynn Street (two intersections)	1,800	9
<b>Mills Elementary:</b> Safe Crossing Improvements and Trail	Pedestrian crossing improvements at the intersections of Davis Lane and Lantana Way and a trail connection from the intersection of Taylorcrest Drive and Mills Elementary	600	8
<b>Norman Elementary:</b> Techni Center Drive Safe Crossing Improvement	Pedestrian crossing improvements across Techni Center Drive	N/A	1
<b>O Henry Middle:</b> Bridle Path Safe Crossing Improvement <sup>o</sup>	Pedestrian crossing improvement across Exposition Boulevard at Bridle Path	N/A	10
<b>Oak Hill Elementary:</b> School Road Safe Crossing Improvement	Pedestrian crossing improvement across School Road	N/A	8

<sup>o</sup> QCF (Quarter Cent Funding) - This project is being implemented with the leveraging of Quarter Cent funding.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
<b>Oak Springs Elementary:</b> Webberville Road Protected Bike Lanes and Safe Crossing Improvements*	Protected bicycle lanes and pedestrian crossing improvements on Webberville Road between North Pleasant Valley Road and Oak Springs Drive	2,900	1, 3
<b>Odom Elementary:</b> Sahara Avenue Sidewalks and Safe Crossing Improvements	Filling sidewalk gaps on Sahara Avenue and intersection improvements along Sahara Avenue between Libyan Drive and Turtle Creek Boulevard as well as intersection improvements at Turtle Creek Boulevard and Emerald Forest Drive	500	2
<b>Overton Elementary:</b> Trail and Colony Loop Drive Safe Crossing Improvements	New trail connection between Overton Elementary and Colony Loop Drive and a new crosswalk across Colony Loop Drive at Siepel Drive	730	1
<b>Palm Elementary:</b> Improved Bike Lanes and Sidewalk Connectivity	This project includes adding physical protection along the bicycle lanes on Salt Springs Drive leading to Palm Elementary, intersection improvements across Salt Springs Drive at Tara Drive and at Asa Drive, and filling a small sidewalk gap on Dixie Drive	5,300	8
<b>Patton Elementary:</b> Westcreek Drive Safe Crossing Improvements	This project includes pedestrian crossing improvements at the intersection of Westcreek Drive and Morning Dew Drive as well as Westcreek Drive and Hill Forest Drive	N/A	8
<b>Pecan Springs Elementary:</b> Safe Crossing Improvements	Pedestrian crossing improvements at the intersections of Rogge Lane and Preswyck Drive, Rogge Lane and Reicher Drive, and Edgedale Drive and Richer Drive	N/A	1

° QCF (Quarter Cent Funding) - This project is being implemented with the leveraging of Quarter Cent funding.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT (S)
<b>Pioneer Crossing Elementary:</b> Samsung Boulevard Safe Crossing Improvement	Pedestrian crossing improvement across Samsung Boulevard at Taebaek Drive	N/A	1
<b>Ridgetop Elementary:</b> 51st Street Safe Crossing Improvements	Pedestrian safety improvements across East 51st Street at the intersections of Caswell Avenue, Clarkson Avenue, and Airport Boulevard	N/A	9
<b>Rodriguez Elementary:</b> South Pleasant Valley Road Safe Crossing Improvement	New PHB across South Pleasant Valley Road at Franklin Park Drive and pedestrian crossing improvement across Teri Road at Spruce Lane	N/A	2
<b>Sims Elementary:</b> Safe Crossing Improvements	Pedestrian crossing improvements at the intersections of Springdale Road and Glomar Avenue, Springdale Road and East 12th Street, and Webberville Road and East 12th Street	N/A	1
<b>Travis Heights Elementary:</b> Live Oak Street Sidewalk	New sidewalk on East Live Oak Street between Travis Heights Boulevard and Schriber Street	1,100	9
<b>Uphaus Early Childhood Center:</b> Freidrich Lane Safe Crossing Improvements	Overhead lighting and pedestrian crossing improvements for Freidrich Lane crosswalk in front of the school	N/A	2
<b>Widen Elementary/ Mendez Middle:</b> Safe Crossing Improvements	Pedestrian crossing improvements at Nuckols Crossing Road and Village Square Drive, at Nuckols Crossing Road and South Pleasant Valley Drive, and across Village Square Drive in front of Mendez Middle School	N/A	2

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (FT)	COUNCIL DISTRICT(S)
<b>Williams Elementary:</b> Blue Valley Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Coldstream Drive and Blue Valley Drive as well as traffic calming improvements on Mairo Street including pedestrian islands at the intersections of Blue Valley Drive and Belclaire Lane	N/A	2
<b>Winn Elementary:</b> Manor Road Shared Use Path	Bicycle and pedestrian improvements along Manor Road between Northeast Drive and Susquehanna Lane including sidewalk and bikeway repairs, new ADA ramps and curb extensions	3,200	1
<b>District 3, 5, and 7:</b> Infrastructure Reports	Staff has hired a consultant, Toole Design Group, who has been developing the Safe Routes to School Infrastructure Reports over the past 2 years. Final reports for districts 3, 5, and 7 are expected December 2019. Projects identified for implementation in these districts will largely be a selection of highly prioritized projects from this list.	N/A	3, 5, 7
<b>Districts 4 and 6:</b> Infrastructure Reports	Staff has hired a consultant, Toole Design Group, who has been developing the Safe Routes to School Infrastructure Reports over the past 2 years. Final reports for districts 4 and 6 are expected December 2019. Projects identified for implementation in these districts will largely be a selection of highly prioritized projects from this list.	N/A	4, 6

# URBAN TRAILS

## OVERVIEW

The 2016 Mobility Bond dedicates \$26 million for the design and construction of various Tier I trails and trail connections identified in the City's Urban Trails Master Plan. Some of this funding will complete the next phase of projects that are currently in the Preliminary Engineering Report (PER) phase or design phase, while other projects will be undergoing the initial PER process and/or design phase. Construction of urban trails in the 2016 Mobility Bond Program will be completed within six years. Each project will begin as quickly as possible.

## PROJECT SELECTION

[The Urban Trails Master Plan \(UTMP\)](#) was adopted in 2014 and identifies 47 additional miles of high priority urban trails to be built at the time of the plan's adoption. Since 2014, several projects have been designed and/or constructed. The 2016 Mobility Bond program will build upon previous efforts to further implement the UTMP, providing funding for PERs, design and construction of urban trail projects.

The projects identified in the UTMP are divided into two rankings based on their prioritization score. Tier I includes high priority urban trails with potential for both transportation and recreational use, trails that serve significant surrounding populations, trails that enhance connections to the on-street bicycle, sidewalk and transit networks and trails that are sensitive to the existing environment along the corridors that are used. Tier II includes trails that also provide many of the same benefits, but are not considered as high of a priority.

The projects that have been identified for the 2016 Mobility Bond Program have been prioritized to either construct a project with some preliminary or design work already completed, or extend the urban trail network to provide critical connections between existing trails, routes to schools and transit.

There was a robust public input and community engagement effort with the development of the UTMP in 2014. The Urban Trails Program continues to engage community members and seek public input on a project-by-project basis as trails identified in the plan become trail projects for future development. Most urban trails will require a PER to evaluate alignment and all environmental constraints. During the PER process, City staff will engage the public, residents and other area stakeholders through neighborhood meetings and various communications, including project websites. The 2016 Mobility Bond project candidates include those with completed PERs, as well as candidates that will go through the PER and community engagement processes.

## PROJECT RISKS

Each urban trail project faces unique risks, however there are general risks associated with urban trail projects.

Right-of-way is an ongoing challenge for many trail projects. Urban trail projects can span multiple jurisdictions and require the appropriate coordination and agreements to carry out the work.

Environmental considerations also pose a unique challenge. Many of the projects are located on environmentally sensitive lands that have additional regulations. While these regulations are in place to help protect these areas, these regulations add time and cost to a project.

The City of Austin values the input of community members and wants to hear valuable feedback, and this process can also add time to a project schedule.

Increased construction costs are a concern, as construction costs fluctuate with the market. Construction cost is even more challenging when constructing an urban trail, as these projects often require specialized construction methods due to environmental considerations.

## URBAN TRAILS PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Austin to Manor Phase 2	This project is funded through construction with 2016 Bond and a CAMPO grant. The project connects to the existing Austin to Manor Phase 1 Trail at Decker Lane and extends to Ben East Fischer Park.	2.9	1
Bergstrom Spur	This project is funded for a Corridor Study with 2016 Bond and a CAMPO grant. This study will look at the cost and feasibility of a trail and transit along the abandoned railroad tracks between Vinson Drive and US Highway 183.	5	2, 3, 5
Boggy Creek Trail*	Design and construction of a Tier I Urban Trail from Rosewood Avenue to 12th Street	0.33	1

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Butler Trail to Pedernales Street Connector*	This project would connect the existing on-street protected bike lanes on Pedernales Street to the Butler Trail. Active Transportation and Urban Trails will work with the Parks and Recreation Department to identify possible improvements.	0.02	3
Alexander Avenue, Clarkson Avenue, East 34th Street*	This project would install a shared use path on Clarkson Avenue from East 34th Street and Cherrywood Road to Randolph Road	0.25	9
Copperfield Elementary Connector*	This project would connect Pegotty Place, Abbey Glen Lane and Shropshire Boulevard creating new, safe connections to Copperfield Elementary School	0.15	1
Country Club Creek Trail: East Riverside Drive to East Oltorf Street	This project includes the design and construction of an Urban Trails Master Plan Tier I trail along Country Club Creek from East Riverside Drive to East Oltorf Street	1	3
Mopac Bridge Over Gaines Creek*	The existing Mopac Mobility Bridges bicycle accommodations end at Gaines Creek. The Bikeway and Urban Trails programs will work with TxDOT to add protected bicycle lanes along Mopac connecting Gaines Creek to Southwest Parkway as well as to the adjacent neighborhoods, and to the YBC Trail.	0.5	8

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Northern Walnut Creek Trail Phase 2	This project includes the continued design and construction of a new Urban Trails Master Plan Tier I trail on the Walnut Creek Greenbelt from Walnut Creek Metro Park to Interstate Highway 35	1.8	7
Northgate Boulevard to Rutland Drive Connector	Urban Trails connector funding could be utilized to construct a trail from Northgate Boulevard to Rutland Drive, improving connectivity to East Rundberg Lane and to transit stops along this street	0.16	4
Red Line Trail: Walnut Creek Trail to Braker Lane	This project includes the PER, design and construction of an Urban Trails Master Plan Tier I trail along the Red Line, connecting Braker Lane and the Capital Metro Red Line Kramer Station to the existing Northern Walnut Creek trail system	0.75	4, 7
Shoal Creek Trail Improvements*	The Urban Trails program will work with Shoal Creek Conservancy, Active Transportation and the Parks and Recreation Department to identify high priority, low cost projects along Shoal Creek, a Tier I trail in the Urban Trails Master Plan	N/A	7, 9, 10
Southern Walnut Creek Renovation	Due to recent flood events, the stream bank of Boggy Creek needs to be stabilized to maintain the integrity of the trail, a Tier I trail in the Urban Trails Master Plan. This project will design and construct the bank stabilization.	0.1	1

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Violet Crown Trail - North	This project is funded through construction with 2016 Bond and a CAMPO grant. This trail project extends between Home Depot Boulevard to Mopac north of William Cannon Drive.	1	8
Woods of Century Park Connector	Urban Trails connector funding could be utilized to construct Urban Trails Master Plan Tier I trail connecting Lou John Street to Anarosa Loop	0.07	7
YBC Trail	This project will design and construct an urban trail from the end of the MoPac Bicycle Bridge project at Gaines Ranch Loop and will continue down Southwest Parkway to Industrial Oaks Boulevard. The project is identified as a Tier I trail in the Urban Trails Master Plan.	1	8

# BIKEWAYS

## OVERVIEW

The 2016 Mobility Bond dedicates \$20 million of Local Mobility funding “for bikeways for transportation and mobility purposes.” The target for substantial completion of the 2016 Mobility Bond Bikeways Program is six to eight years. This time frame balances demand for rapid implementation while allowing sufficient time for project development and public process, as well as identifying cost-saving leveraging and coordination opportunities.

## PROJECT DEVELOPMENT AND DELIVERY

Project prioritization is only the first step in the project development process. A number of factors could potentially affect the development and delivery of a project, including further feasibility study, the results of project delivery public processes, and coordination needs. For any project that triggers a public process, the process is used to determine the best balance of potential changes within the right-of-way, given potential competing interests. Through this process, the no build scenario is always an option.

The project development timeline for Bikeways projects varies significantly. Most projects take between six months to two years from start to end, including feasibility analysis, design, public process and implementation. Depending on complexity and coordination dependencies, this can take up to several years or as quick a few months. The project list below includes projects that are anticipated to be active in any phase of development in 2020. Some may take several years to implement, and some may not move forward depending on the results of public processes.

All projects take a complete streets approach and often make improvements to pedestrian safety, transit support and motor vehicle operations through a variety of tools and approaches.

## PROJECT PRIORITIZATION

The Council-adopted [2019 Austin Strategic Mobility Plan](#), [2014 Bicycle Plan](#), and other related plans include key high-level infrastructure priorities that provide the foundation for implementation of the 2016 Bikeways Bond funding. These priorities are as follows:

- Create an All Ages and Abilities Bicycle Network
- Remove existing top network barriers
- Continue implementing infrastructure through high value coordination opportunities
- Expand the existing bike share infrastructure
- Other infrastructure priorities: bicycle parking, wayfinding, lighting

While the Bicycle Plan gives guidance on high-level goals, objectives and infrastructure priorities, it does not prescribe a detailed project prioritization criteria, prioritized project list or project sequence. To address this, the City of Austin developed a Bicycle Implementation Framework over the spring and summer of 2017. The development of the Implementation Framework included a robust public process (branded “Walk + Bike Talks”, in coordination with public outreach for the Pedestrian Safety Action Plan). The Implementation Framework shaped the projects included in the 2018 Local Mobility Annual Plan and subsequent annual Mobility Annual Plans, including this one.

## BICYCLE PLAN IMPLEMENTATION FRAMEWORK

The Bicycle Plan Implementation Framework, shaped by Walk + Bike Talks public engagement, established project prioritization criteria and priority projects. Between Feb. 25 and May 1 of 2017, staff visited with community members in all 10 Council Districts in 11 meetings held citywide, in addition to hosting an online virtual open house. Feedback was collected on both the proposed prioritization criteria and the proposed priorities for projects.

Prioritization of projects within the Bicycle Implementation Framework are based on Bicycle Plan goals and additional prioritization factors. The Implementation Framework public process shaped the weight of the prioritization criteria and resulted in prioritized projects listed here. **Factors used to prioritize projects are as follows, with the highest-ranking factors from the public process numbered 1 (most support) to 9 (least support):**

		
Support Bike Plan Goals	Support Bike Plan Sub-goals	Other Prioritization Criteria
<ul style="list-style-type: none"> <li>• Increase ridership (4)</li> <li>• Improve safety (2)</li> <li>• Increase connectivity (1)</li> <li>• Support equity (9)</li> <li>• Support of Imagine Austin</li> </ul>	<ul style="list-style-type: none"> <li>• Create an All Ages and Abilities Network (6)</li> <li>• Remove barriers in Network (3)</li> <li>• Integrate and support transit (7)</li> <li>• Expand the bike share system</li> </ul>	<ul style="list-style-type: none"> <li>• Support affordability (8)</li> <li>• Degree of public support</li> <li>• Support of modal plans</li> <li>• Support of other programs</li> <li>• Opportunity to coordinate</li> <li>• Competitive cost-benefit</li> <li>• Policy directives</li> <li>• Network buildout (5)</li> </ul>

## PROJECT SELECTION

Prioritization and project selection is handled differently for prioritized and coordination projects. The mix of project types will be balanced depending on the degree of opportunities in each category and resources available to implement each year.

### Prioritized Projects

Prioritized project selection and sequence was based on the Bicycle Implementation Framework. Per the Bicycle Plan, particular focus will be given to developing the All Ages and Abilities Network and removing network barriers. Examples of barriers include gaps in the network caused by freeways, intersections and disconnected facilities, as well as a lack of awareness and acceptance of people riding bicycles.

### Coordinated Projects

Projects that have a coordinated implementation opportunity often capture synergies, broaden project outcomes, streamline delivery and result in reduced implementation cost, and thus will often be prioritized for implementation. Selection of these projects is based on the prioritization factors while accounting for the value of the coordination opportunity. Coordination projects often leverage street resurfacing work, named projects and other program partners' efforts. Coordinated projects are identified in the project list below to the degree that they are known at this time. Generally, there is a fairly clear one-year horizon, although changes are common (resulting in added or dropped projects) due to this dynamic coordination environment. All coordination projects (both those identified at this time and those yet to be identified) are considered candidates for capital funding infusions.

There are other top priorities for the bicycle infrastructure network set in the Bicycle Plan and Urban Trails Plan that are priorities for 2016 Bikeways Bond funding.

- The Bicycle Plan calls for a significant expansion of the City's bike share system. A portion of 2016 Bikeways funding, in addition to other sources, is planned to be used to expand the existing bike share system. Efforts are underway to extend local bond dollars for B-Cycle expansion through either local, federal or private match.
- The Bicycle Plan also calls for a robust approach to increasing bicycle parking supply so that bicycle parking is secure, convenient and meets demand. A portion of 2016 Bikeways funding dollars is planned to be used to address deficient bicycle parking supply with a particular focus on addressing connections to transit and other intermodal integration, commercial areas and civic destinations.
- The Bicycle Plan calls for high quality wayfinding to help people understand the destinations served and improve the comfort and ease of traveling along routes. A portion of the 2016 Bikeways funding is planned to be used to implement system wide wayfinding.

- The Urban Trail plan calls for lighting to be located along Urban Trails and high-quality Shared Use Paths. The recent Shared Use Path along TxDOT-maintained Highway 71 project provides an excellent example of the value of Shared Use Path-oriented lighting. A portion of 2016 Bikeways funding will be potentially used to upgrade Shared Use Path and Urban Trail lighting.

## PROJECT RISKS

While not a risk to the success of the program as noted above, a number of factors could potentially affect the development and delivery of a project, including further feasibility study, the results of project delivery public processes, and coordination needs. For any project that triggers a public process, the process is used to determine the best balance of potential changes within the right-of-way, given potential competing interests. Through this process, the no build scenario is always an option. While this approach could be perceived to create a risk to the delivery of a particular project, this flexible approach is at the heart of delivering a large-scale program of projects that are successful at building out a connected bicycle network while balancing local or other mobility needs.

## PROGRAM ACCOMPLISHMENTS

The focus of 2017 for the 2016 Bond Bikeways Program was about developing a framework for prioritization and implementation. The Walk + Bike Talks public engagement occurred in spring 2017 and the subsequent Bicycle Plan Implementation Framework was developed later that year. A few early out projects were developed in 2017. In 2018, capacities to deliver the scale of the bond commitment were brought online, including flexible contracts for project development and design and also for implementation through flexible Indefinite Delivery Indefinite Quantity contracts for concrete, signals, markings, and bolt-down devices. Additional program staff and in-house contractors were brought on between December 2017 and May 2018, and training has continued through the remainder of 2018. Project development has significantly ramped up in 2018 and 2019. While these figures are quickly changing as the projects continue to progress, the following summarizes the 133 projects in the 2017 - 2019 Mobility Annual Plans by development phase:

- **41** completed
- **7** in construction
- **5** with public process complete
- **50** in active development



## ALL AGES AND ABILITIES PRIORITY PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
12th Street	Trinity Street to Springdale Road	3.3	1
14th Street / 14th 1/2 Street / Tillery Street / 17th Street / Loreto Drive	Boggy Creek Trail to Martin Luther King Jr. Boulevard / Pershing Trail	0.8	1
US Highway 183 South Bergstrom Expressway	US Highway 290 to Techni Center Drive	3.7	1, 2, 3
US Highway 183 South Bergstrom Expressway	Techni Center Trail to State Highway 71	2.6	1, 2, 3
South First Street	Riverside Drive to Cesar Chavez Street	1.2	9
3rd Street	5th Street to Shoal Creek Trail	0.4	9
3rd Street	Shoal Creek Bridge to West Avenue	0.1	9
46-47th and Bennett-Clarkson- Middle Fiskville Neighborhood Bikeways	TBD	3.2	9
4th Street	at Interstate Highway 35	0	3, 9

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
51st Street	Berkman Drive to Manor Road	0.9	1, 4, 9
51st Street	Cameron Road to Berkman Drive	0.7	4, 9
51st Street	Manor Road to Springdale Lane	0.6	1, 9
5th Street	Chicon Street to Pedernales Street	0.7	3
5th Street	San Saba Street to Shady Lane	1	3
South 5th Street / Bouldin Avenue / Cumberland Road / Raywood Drive / Garden Villa Lane	Barton Springs Road to Banister Lane	4.3	3, 5, 9
6th Street	Blanco Street to Patterson Avenue	0.6	9
6th Street	Henderson Street to Blanco Street	0.2	9
Aldrich Street	at Mueller Boulevard	0.1	9
Alexander Avenue	Martin Luther King Jr. Station to Manor Road	0.4	1, 9

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Anderson Mill Road*	Pond Springs Road to Parmer Lane	2.3	6
Ann and Roy Butler Hike and Bike Trail*	Robert T. Martinez Street to Pedernales Street	0.7	3
Avenue F	46th Street to North Loop Boulevard	0.6	4, 9
Banister Lane	Morgan Lane to Casey Street	0.2	5
Barton Springs Road	MoPac Expressway to Lou Neff Road	0.6	8
Barton Springs Road	Union Pacific Railroad Tracks to South 1st Street	0.5	5, 9
Baylor Street	5th Street to 6th Street	0.1	9
Berkman Drive*	51st Street to US Highway 290	1.3	1, 4, 9
Berkman Drive	51st Street to US Highway 290	1.3	1, 4, 9
Berkman Drive	Manor Road to 51st Street	1.1	1, 4, 9
Bluebonnet Lane	South Lamar Boulevard to Ashby Avenue	0.8	5

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Boggy Creek Trail*	Rosewood Avenue to 12th Street	0.4	1
Bull Creek Road / West 38th Street	38th Street to 39th Street and 45th Street to Hancock Drive	1	10
Bull Creek Road	39th Street to 45th Street	0.6	7, 10
Burleson Road	Oltorf Street to State Highway 71	1.1	2, 3
Burleson Road / Todd Lane	at State Highway 71	0.1	2, 3
Cameron Road	51st Street to US Highway 290	1.3	1, 4
Cameron Road / Dessau Road	US Highway 290 to Braker Lane	2.8	1, 4
Cesar Chavez Street	Interstate Highway 35 to Linden Street	1.6	3
Cherrywood Neighborhood Bikeways	TBD	1.4	9
Clarkson Avenue, Alexander Avenue, East 34th Street*	Randolph Road to Cherrywood Road	0.5	9
Clayton Lane	Airport Boulevard to Middle Fiskville Road	0.3	4

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Comal Street	Rosewood Avenue to Manor Road	1	1, 9
South Congress Avenue*	Live Oak Street to Williamson Creek	2.3	3, 9
Country Club Creek Trail - Ventura Drive / Catalina Drive / Madera Drive	2400 Block of Ventura Drive to Mabel Davis Park	0.3	3
Dean Keeton Street	Red River Street to Manor Road	0.5	1, 9
Dean Keeton Street	San Jacinto Boulevard to Red River Street	0.5	1, 9
Dessau Road	Childress Drive to Parmer Lane	2.7	1, 4, 7
Duval Street	San Jacinto Boulevard to 53rd Street	2.1	4, 9
Escarpment Boulevard	William Cannon Drive to State Highway 45	4.3	8
Far West Boulevard	Chimney Corners to MoPac Expressway	0.8	10
Far West Trail	Shoal Creek Boulevard to MoPac Expressway	0.1	7

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Far West Trail	Shoal Creek Boulevard to MoPac Expressway	0.3	7, 10
Gracy Farms Lane	Burnet Lane to Metric Boulevard	0.9	7
Grove Boulevard	Fairway Street to Riverside Drive	0.2	3
Grove Boulevard	Riverside Drive to Montopolis Drive	0.5	3
Grove Boulevard	Roy G. Guerrero Park to Fairway Street	1.1	3
Guadalupe Street / Lavaca Street	Cesar Chavez Street to Martin Luther King Jr. Boulevard	2.6	9
Highland Mall Boulevard	Airport Boulevard to Middle Fiskville Road	0.5	4
State Highway 71	Thornsberry Road to Spirit of Texas Drive	0.4	2
Interstate Highway 35	Holly Street to Woodland Avenue	1.2	3, 9

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Interstate Highway 35	Highway 71 to US Highway 290	0.5	1, 3, 4, 9
Industrial Oaks Boulevard	US Highway 290 to future YBC Trail	0.2	8
Jones Road*	West Gate Boulevard to Pillow Road	0.3	5
Justin Lane / Pegram Avenue / Ardath Street / Far West Trail	Burnet Road to MoPac Expressway	0.5	7
Koenig Lane at Burnet Road	White Rock Drive to Romeria Drive	0.2	7
Kramer Lane*	Burnet Road to North Lamar Boulevard	2.3	4, 7
Lake Austin Boulevard at Exposition Boulevard and at MoPac Expressway	TBD	0.3	10
Lake Austin Boulevard	MoPac Expressway to Enfield Road	1.6	10
Longhorn Boulevard	Neils Thompson Drive to Burnet Road	0.8	7
Loyola Lane	Johnny Morris Road to Decker Lane	1.4	1
Loyola Lane	US Highway 183 to Johnny Morris Road	0.8	1

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Manor Road	Dean Keeton Street to Tilley Street	4.4	1, 9
McNeil Drive	Avery Island Avenue to McNeil Road	1.9	6, 7
Mearns Meadow Boulevard	Parkfield Drive to Rutland Drive	1.2	4
Metric Boulevard	Kramer Lane to Parmer Lane	2.7	4, 7
Monterey Oaks Boulevard	US Highway 290 to MoPac Expressway	0.9	8
MoPac Expressway / US Highway 290*	Barton Creek Bridge to Brodie Lane	0.8	8
Mullen Drive / Teakwood Drive / Shadow Lane	Wooten Park Drive to Olhen Road	0.6	7
North Loop Boulevard	Huisache Street to Avenue F	0.5	4, 9
North Loop Boulevard / 53rd Street / Hancock Drive	Bull Creek Road to Harmon Avenue	2.1	7, 9, 10
North University-Heritage-Rosedale Neighborhood Bikeways	TBD	3.1	9
Oak Springs Drive*	Webberville Road to Springdale Road	0.9	1, 3

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Oltorf Street	Willow Creek Drive to Montopolis Drive	1.7	3
Parkfield Drive	Payton Gin Road to Mearns Meadow Boulevard	0.8	4
Parmer Lane	Yager Lane to Harris Branch Parkway	2.7	1
Pedernales Street	2nd Street to 6th Street and Webberville Road to Pleasant Valley Road	0.6	1, 3
Pleasant Valley Road	7th Street to Webberville Road	0.4	1, 3
Pleasant Valley Road*	Lakeshore Drive to Cesar Chavez Street	0.8	3
Pleasant Valley Road*	St. Elmo Road to Onion Creek Park	2.8	2
Pleasant Valley Road	Webberville Road to 12th Street	0.8	1, 3
Red Line Trail	34th Street to Middle Fiskville Road	2.2	4, 9
Red River Street	10th Street to 14th Street	0.3	1, 9

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Red River Street	7th Street to 10th Street	0.2	1, 9
Red River Street	Davis Street to 7th Street	0.5	9
Red River Street / Trinity Street	11th Street to San Jacinto Boulevard	0.5	1, 9
Rio Grande Street	4th Street to Martin Luther King Jr. Boulevard	1	9
Romeria Drive	Burnet Road to Lamar Boulevard	1.1	4, 7
Rosewood Avenue	11th Street to Webberville Road	1.4	1, 3
Route 31 - Casey Street / Saint Elmo Road / Vinson Drive / South 3rd Street / Englewood Drive	Banister Lane to Vinson Drive	1.1	3, 5
Rutland Drive	North Lamar Boulevard to Burnet Road	2.4	4, 7
Shady Lane	5th Street to Bolm Road	0.6	3
Shoal Creek Boulevard*	38th Street to Foster Lane	4.1	7, 10

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Shoal Creek Boulevard	Foster Lane to US Highway 183	1.4	7
Shoal Creek Trail	31st Street to 38th Street	0.6	10
Shoal Creek Trail*	at 29th Street	0	9, 10
Spicewood Springs Road	Chancellroy Drive to Talleyran Drive	1.8	6, 10
Spicewood Springs Road	Chancellroy Drive to US Highway 183	0.6	6, 10
Springdale Road*	Cesar Chavez Street to Hycreek Drive	4.2	1, 3
Springdale Road	Hycreek Drive to Manor Road	0.2	1
St. Johns Avenue	North Lamar Boulevard to Berkman Drive	2	1, 4, 7
Stassney Lane	South Congress Avenue to Menchaca Road	1.6	2, 3, 5
Stassney Lane	West Gate Boulevard to Menchaca Road	0.6	5
Tech Ridge Boulevard / Harris Ridge Boulevard	Interstate Highway 35 to Howard Lane	1.8	1, 7
Teri Road*	Interstate Highway 35 to Nuckols Crossing Road	1.4	2

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Trinity Street	12th Street to 15th Street	0.3	1
Trinity Street	6th Street to 12th Street	0.4	9, 1
Trinity Street	Butler Trail to 3rd Street	0.2	9
University of Texas J.J. Pickle Research Campus	US Highway 183 to Feathergrass Court	1.1	7
Webberville Road*	Pleasant Valley Road to Oak Springs Drive	0.6	1, 3
Western Trails Boulevard	West Gate Boulevard to Pack Saddle Pass	0.6	5
White Rock Drive	Great Northern Boulevard to Allandale Road	0.8	7, 10
Wickersham Lane	Riverside Drive to Oltorf Street	0.7	3
Woodhue Drive	Speer Lane to William Cannon Drive	0.4	2, 5
Woodrow Avenue	49th Street to Koenig Lane	0.9	7
Woodward Street	Congress Avenue to Interstate Highway 35	0.9	3

\* Denotes a coordination project.

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## BARRIER PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
11th Street	Sabine Street to Interstate Highway 35 Northbound Frontage Road	0.1	1
East 51st Street	Interstate Highway 35 to Airport Boulevard	0.2	9
7th Street	Chicon Street to Pleasant Valley Road	0.8	1, 3
South Congress Avenue	at US Highway 290	0.1	3
Holly Street	at Interstate Highway 35	0.1	3, 9
Howard Lane	at MoPac Expressway	0.1	7
Rundberg Lane	North Lamar Boulevard to Cameron Road	1.5	1, 4
Vinson Drive*	Emerald Forest Drive to Saint Elmo Road	0.5	3, 5

\* Denotes a coordination project.

Projects shown are anticipated to be in active development in 2020. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

## MULTIMODAL COORDINATION PROJECTS

These projects include some funding sources other than the 2016 Mobility Bond. Coordination projects often leverage street resurfacing work, named projects and other program partners' efforts to implement higher quality projects at a reduced cost.

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
21st Street / 22nd Street	Guadalupe Street to Longview Street	0.7	9
West 34th Street / West 35th Street	Kerbey Lane to North Lamar Boulevard	0.5	9, 10
35th Street	3800 35th Street to MoPac Expressway	1.0	10
South 5th Street	Cumberland Road to Cardinal Lane	0.5	3
Airport Boulevard Trail	Levander Loop to US Highway 183	0.3	3
Boulder Lane	Farm to Market 620 to Farm to Market 620	2.3	6
Burton Drive / Tinnin Ford Road*	Oltorf Street to Lakeshore Drive	1.3	3, 9
Cesar Chavez Street	Interstate Highway 35 to Linden Street	1.6	3
Comal Street	Pennsylvania Avenue to 13th Street	0.2	1
Exposition Boulevard	Lake Austin Boulevard to Westover Road	1.8	10
Howard Lane	MoPac Expressway to 4329 West Howard Lane	0.5	7

\* Denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
North Lamar Boulevard	45th Street to Guadalupe Street	0.4	9, 10
McNeil Drive / Spicewood Springs Road*	Parmer Lane to US Highway 183	1.8	6
North Hills Drive	Hart Lane to MoPac Expressway	0.6	10
Nueces Street	3rd Street to Martin Luther King Jr. Boulevard	1.3	9
Pleasant Valley Road	Cesar Chavez Street to 7th Street	0.5	3
Republic of Texas Boulevard	Southwest Parkway to Travis Country Road	1.6	8
Riverside Drive	Highway 71 to US Highway 183	0.6	2, 3
Silk Oak Drive	Silkgrass Bend to Bradner Drive	0.1	5
Stonehollow Drive*	Metric Boulevard to Metric Boulevard	0.9	7
Travis County Circle	Republic of Texas Boulevard to Foster Ranch Road	2.8	8
Webberville Road	Pedernales Street to Pleasant Valley Road	0.3	1, 3
Westover Road	MoPac Expressway to Exposition Boulevard	0.4	10
Wood Hollow Drive	North Hills Drive to Spicewood Springs Road	1.0	10

\* Denotes a coordination project.

Projects shown are anticipated to be in active development in 2020. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

# INTERSECTION SAFETY/VISION ZERO

## OVERVIEW

The 2016 Mobility Bond dedicates \$15 million of Local Mobility funding for “implementation of fatality reduction strategies, including projects listed on the [Top Crash Location Intersection Priorities Improvements List](#).” This list of 28 intersections was formulated based on safety performance parameters such as crash frequency, crash rates, and severity levels of crashes for all modes of transit. The \$15 million dedicated to fatality reduction strategies in the 2016 Mobility Bond will be used to implement Intersection Safety Projects at the Top Crash Location Intersections as identified in June 2016. We anticipate completing at least 15 Intersection Safety Projects with this funding. Out of the list of 28 intersections, a total of 10 intersections overlap with the Corridor Program. By leveraging with the Corridor Program, we expect to implement critical safety improvements at almost all 28 intersections on the list.

## PROJECT SELECTION

Project selection will follow a well-established prioritization process that utilizes historical crash data to analyze crash frequency and crash rates in conjunction with fatalities and severity of injuries. Considering crash frequency, crash rate, severity level of crashes and cluster and patterns of crashes at different locations, a list of 28 top crash and high priority locations/intersections was identified in June 2016 for the 2016 Local Mobility Program. Other factors e.g. current or near-term projects at the location(s) and any existing infrastructure constraints (bridge, pier, etc.) that might make the project(s) cost prohibitive, will also be considered in the selection process of these high priority locations.

Each of these 28 intersections will receive a comprehensive safety study that will consider crash rates, types and severity of injuries and fatalities and discernable crash clusters/patterns to recommend engineering improvements to mitigate for safety. Using the \$15 million in allocated funding, it is anticipated that at least 15 intersections will advance through to preliminary engineering, final design, and construction phases. In addition, the Intersection Safety/Vision Zero team is coordinating with the Corridor Program team and providing crash analyses and safety improvement recommendations for all 10 overlapping intersections.

Safety improvements could include intersection reconfiguration and reconstruction, construction of new or modification of existing medians, improvements to pedestrian and bicycle facilities and/or construction of traffic and pedestrian signals. The proposed improvements will be highly coordinated with other Local Mobility programs where possible and appropriate, such as Sidewalks, Bikeways, and Safe Routes to School, to deliver the most comprehensive, cost-effective safety and mobility benefits to the community.

## PROJECT RISKS

We project that at least 15 intersections may be delivered with the \$15 million budget.

Until a safety study is completed at each intersection/location and a set of safety improvement recommendations is generated, the actual projected costs per location cannot be determined. Some intersections may have greater safety deficiencies and therefore will require larger scale improvements with higher costs. Utility relocations, drainage, and right-of-way constraints can also drive up costs and cannot be predicted until a preliminary feasibility assessment is made (and after the safety study is completed).

Although it is to be expected that costs among the intersections would vary within a certain range, in some cases, decisions may need to be made to deliver only the most critical safety improvements while leaving out some of the lesser improvements/enhancements in order to conserve budget for other intersections. The goal of the Major Safety Projects component of the Safety Improvement Program is to deliver engineering improvements to an optimal number of intersections in the most comprehensive and cost-effective manner. It is important to note that, while all 28 intersections will receive a comprehensive safety study, the project budget will not allow design and/or construction of improvements for all locations.

Project phasing represents an ambitious and accelerated schedule that assumes fast track procurement and permitting. Any delays in contracting and permitting can significantly impact the schedules. Since inception of the 2016 Bond Projects, there has been documented increases in construction contract prices as a result of a strong construction market in the Austin area. Some of the future price increases may also be attributable to impacts of recent natural disasters, such as hurricanes Harvey and Irma.

## PROGRAM ACCOMPLISHMENTS

We have completed construction of safety improvements at six intersections, these are:

- 1. Pleasant Valley Road/Elmont Drive** *(completed in May 2018):*  
Improvements include exclusive left turn lanes northbound and southbound on Pleasant Valley Road, higher-quality, off-street, shared use pedestrian and bicycle paths along Pleasant Valley Road, medians on Pleasant Valley Road and Elmont Drive for access management, driveway consolidation, ADA-compliant pedestrian ramps, continental crosswalks, signal phasing changes, striping, signing, and new pavement overlay. This project also leveraged funds from private development dollars.
- 2. South Congress Avenue/Oltorf Street** *(completed in July 2018):*  
Improvements include medians on South Congress Avenue for access management, driveway closures and consolidation, higher-quality, off-street, shared use pedestrian and bicycle paths along Congress Avenue with new state-of-the-art bicycle signals using a protected style intersection concept, ADA-compliant pedestrian ramps, signal phasing changes, striping, signing, and new pavement overlay.
- 3. 45th Street/Red River Street** *(completed in September 2018):*  
Improvements include lane assignment changes through the addition of an exclusive eastbound and westbound left turn lane along 45th Street in order to mitigate for crashes associated with vehicles turning left across the path of through vehicles; a new signal pole and mast arm for eastbound traffic on

45th Street to improve visibility; yellow back plates for all signal heads for enhanced visibility; double-sided signal heads for eastbound traffic for better visibility; reconstructed curb and ADA-compliant ramps at the southeast corner to facilitate right turning Capital Metro buses; new striping and signing, and new pavement overlay. This is a coordinated project completed in partnership with Capital Metro.

**4. Slaughter Lane/Cullen Lane** *(completed in December 2018):*

Improvements include increased storage space for cars waiting to turn left on Slaughter Lane, upgraded signals on Slaughter Lane to exclusive left-turn arrows, upgraded pedestrian infrastructure, including high-visibility crosswalks across Cullen Lane, and enhanced bicycle pavement markings crossing Cullen Lane.

**5. Interstate Highway 35/Braker Lane** *(completed in June 2019):*

Improvements include modifications to the median on Braker Lane for access management, new pedestrian sidewalks along Interstate Highway 35 frontage road, ADA-compliant pedestrian ramps, continental crosswalks, signal pole relocation and phasing changes, striping, signing, and new pavement overlay.

**6. Slaughter Lane/South 1st Street** *(completed in September 2019):*

Improvements include modifications to medians on Slaughter Lane and South 1st Street for access management, addition of dual left-turn lanes eastbound and westbound on Slaughter Lane, addition of higher quality, off-street, shared-use pedestrian and bicycle paths along Slaughter Lane, ADA-compliant pedestrian ramps, signal phasing changes, striping, signing, and new pavement overlay. A new traffic signal was constructed at the intersection of Slaughter Lane/Alice Mae Lane, which was recommended as part of the safety improvements at Slaughter Lane/South 1st Street.

We completed final design, bidding, and construction contract award for the next four projects, slated for construction in 2020:

1. Braker Lane/Stonelake Boulevard
2. North Lamar Boulevard/Payton Gin Road
3. North Lamar Boulevard/West St. Johns Avenue
4. East Oltorf Street/Parker Lane

## INTERSECTION SAFETY / VISION ZERO PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Braker Lane / Stonelake Boulevard	This project includes modification to median on Braker Lane for access management, addition of a second left turn lane on westbound Braker Lane, new shared use bicycle and pedestrian paths, signal infrastructure, phasing and timing upgrades, a new Capital Metro bus stop for improved transit access, signing, striping, and associated pavement treatments	N/A	7
North Lamar Boulevard / Payton Gin Road	This project includes construction of a raised median on North Lamar Boulevard for access management, improved pedestrian infrastructure including new ADA-compliant ramps, shared use bicycle and pedestrian paths, signal reconfiguration, consolidation of driveways, relocation of Capital Metro bus stop closer to the signal for enhanced access, signing, striping, and associated pavement treatments	N/A	4
North Lamar Boulevard / West St. Johns Avenue	This project includes construction of raised median on North Lamar Boulevard for access management, new shared use bicycle paths along St. Johns Avenue, ADA-compliant pedestrian ramps, consolidation of driveways, overhead signage, striping, relocated Capital Metro bus stops for improved access to transit, and associated pavement treatments	N/A	4, 7
East Oltorf Street / Parker Lane	This project includes construction of a raised median for access management, relocation and/or reconfiguration of driveways, reconstruction and realignment of pedestrian and bicycle paths, intersection reconfiguration and associated signal phasing changes, signing, striping, and associated pavement treatments	N/A	3, 9

# SUBSTANDARD STREETS/ CAPITAL RENEWAL

## OVERVIEW

The 2016 Mobility Bond dedicates \$11 million to Substandard Street/Capital Renewal Projects. Substandard streets are publicly owned roadways within the City of Austin Full Purpose Jurisdiction that do not meet current City of Austin requirements because they have pavement widths less than 24 feet across and typically lack some curb and gutter, drainage, bicycle facilities, and adjacent sidewalk infrastructure. Capital Renewal refers to the rehabilitation of existing City of Austin assets to maintain and/or upgrade to current standards and designs. Per [Council Resolution 20160818-074](#), Council's "Contract with the Voters," 2016 Mobility Bond funding is to be invested in the following roadways: Fallwell Lane, William Cannon Railroad Overpass, FM 1626, Cooper Lane, Ross Road, Circle S Road, Rutledge Spur, Davis Lane, Latta Drive/Brush Country Road, Johnny Morris Road, and Brodie Lane.

## PROGRAM DELIVERY

### Substandard Streets

Work on the Substandard Street projects included the development of Preliminary Engineering Reports. Preliminary engineering focuses on recommendations to increase capacity, raise streets up to current City standards, and improve connectivity for all modes of transportation through the identification of required infrastructure (i.e. storm drainage, roadway cross-sections, sidewalks, etc.). The substandard street projects were assigned to consultants from a Preliminary Engineering Rotation List (CLMP218) that was evaluated and went to Council for recommendation on May 18, 2017. Preliminary engineering for the eight projects assigned from the rotation list began in August, September, and October 2017, with Preliminary Engineering Reports completed in summer 2019.

### Capital Renewal

The Fallwell Lane and William Cannon Railroad Overpass Projects were solicited as stand-alone procurements. Preliminary Engineering Reports for Falwell Lane and William Cannon Railroad Overpass were completed in August 2018. Falwell Lane began the design phase in August 2019.

## PROGRAM ACCOMPLISHMENTS

The City completed [all nine Substandard Street Preliminary Engineering Reports](#) in 2019.

Both Capital Renewal Preliminary Engineering Reports were completed in August 2018. Work is underway to initiate design for the next phase of the William Cannon Railroad Overpass with potential funding from the 2016 Mobility Bond. Falwell Lane began the design phase in August 2019.

## SUBSTANDARD STREET PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Brodie Lane	Creation of a Preliminary Engineering Report for Brodie Lane between Slaughter Lane and Farm to Market 1626	3.4	5, 8, Travis County
Circle S Road	Creation of a Preliminary Engineering Report for Circle S Road between Eberhart Lane and Foremost Drive	1.3	2
Cooper Lane	Creation of a Preliminary Engineering Report for Cooper Lane between Dittmar Road and Matthews Lane	0.6	2, 5
Davis Lane	Creation of a Preliminary Engineering Report for two segments of Davis Lane: from Brodie Lane to West Gate Boulevard and from Leo Street to Menchaca Road	1.2	5
Farm to Market 1626	Creation of a Preliminary Engineering Report for Farm to Market 1626 between Menchaca Road and Interstate Highway 35	2.4	5, Travis County
Johnny Morris Road	Creation of a Preliminary Engineering Report for Johnny Morris Road between Loyola Lane and Farm to Market 969	1.3	1
Latta Drive / Brush Country Road	Creation of a Preliminary Engineering Report for Latta Drive / Brush Country Road between William Cannon Drive and Tiffany Drive	1.1	8
Ross Road	Creation of a Preliminary Engineering Report for Ross Road between Highway 71 and Heine Farm Road	2.3	2, Travis County
Rutledge Spur	Creation of a Preliminary Engineering Report for Rutledge Spur between Lakeline Mall Drive and Ranch Road 620	0.3	6

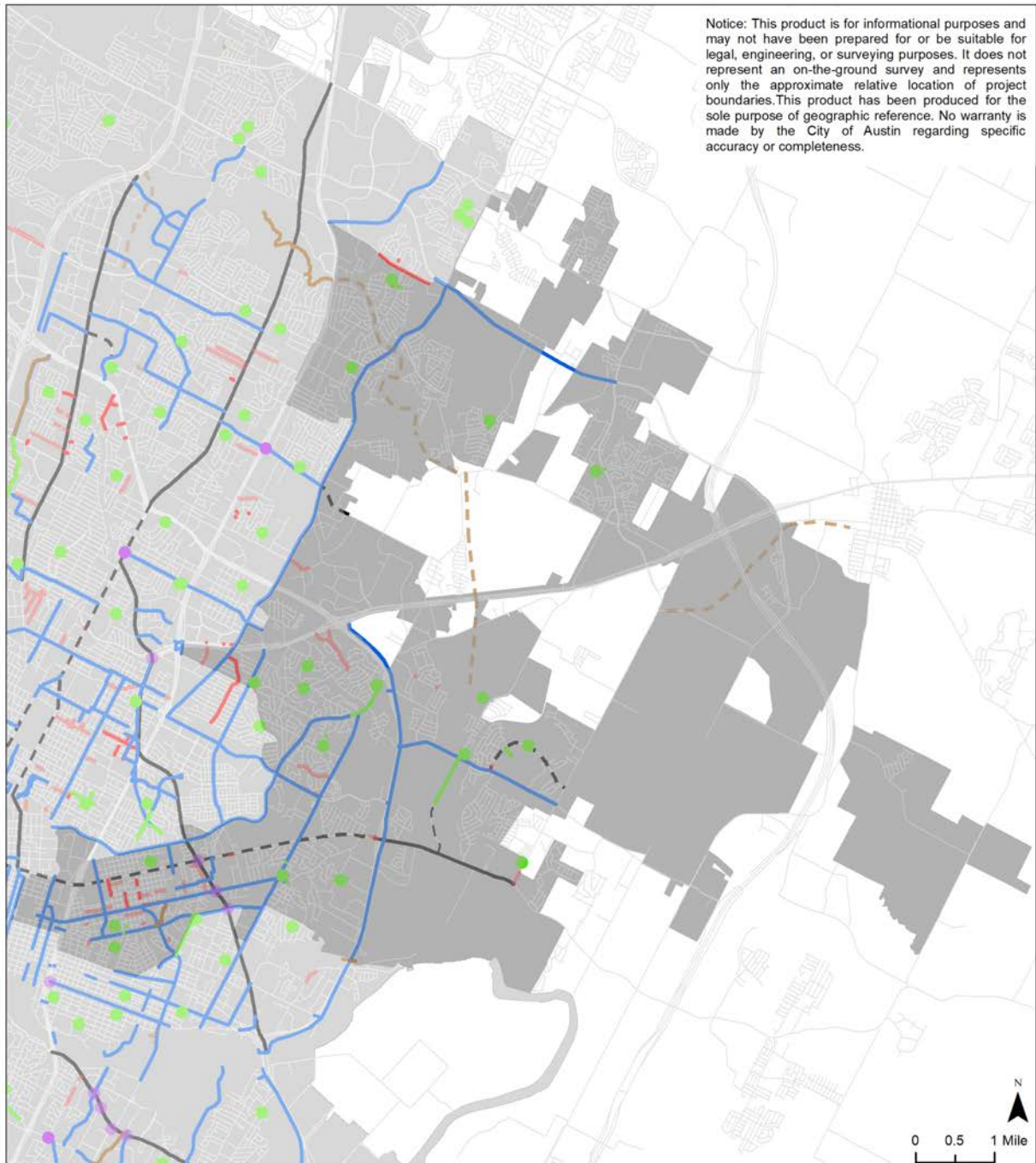


## CAPITAL RENEWAL PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Fallwell Lane	Fallwell Lane is an existing county type roadway that serves private housing as well as two critical City facilities. The existing roadway experienced significant damage due to flooding events in 2013 and 2015, requiring permanent restoration or replacement. This Capital Renewal project is to construct new access to the South Austin Regional Wastewater Treatment Plant and the Sand Hill Energy Center. This will relocate the existing access road and repair stream bank damage from the 2013 and 2015 Halloween floods.	0.9	2
William Cannon Railroad Overpass	This Capital Renewal project includes reconstruction of the William Cannon Bridge Extension over the Union Pacific Railroad between Cannonleague Drive and Woodhue Drive. This project will replace existing mechanically stabilized earthen walls approximately 300 feet east of the eastern abutment with a bridge structure that will support the 6-lane bridge over the Union Pacific Railroad. Extended design timeline is due to the need for an existing condition assessment, determination/evaluation of repair alternatives, and coordination with the Union Pacific Railroad.	N/A	2, 5

# COUNCIL DISTRICT MAPS

## 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 1



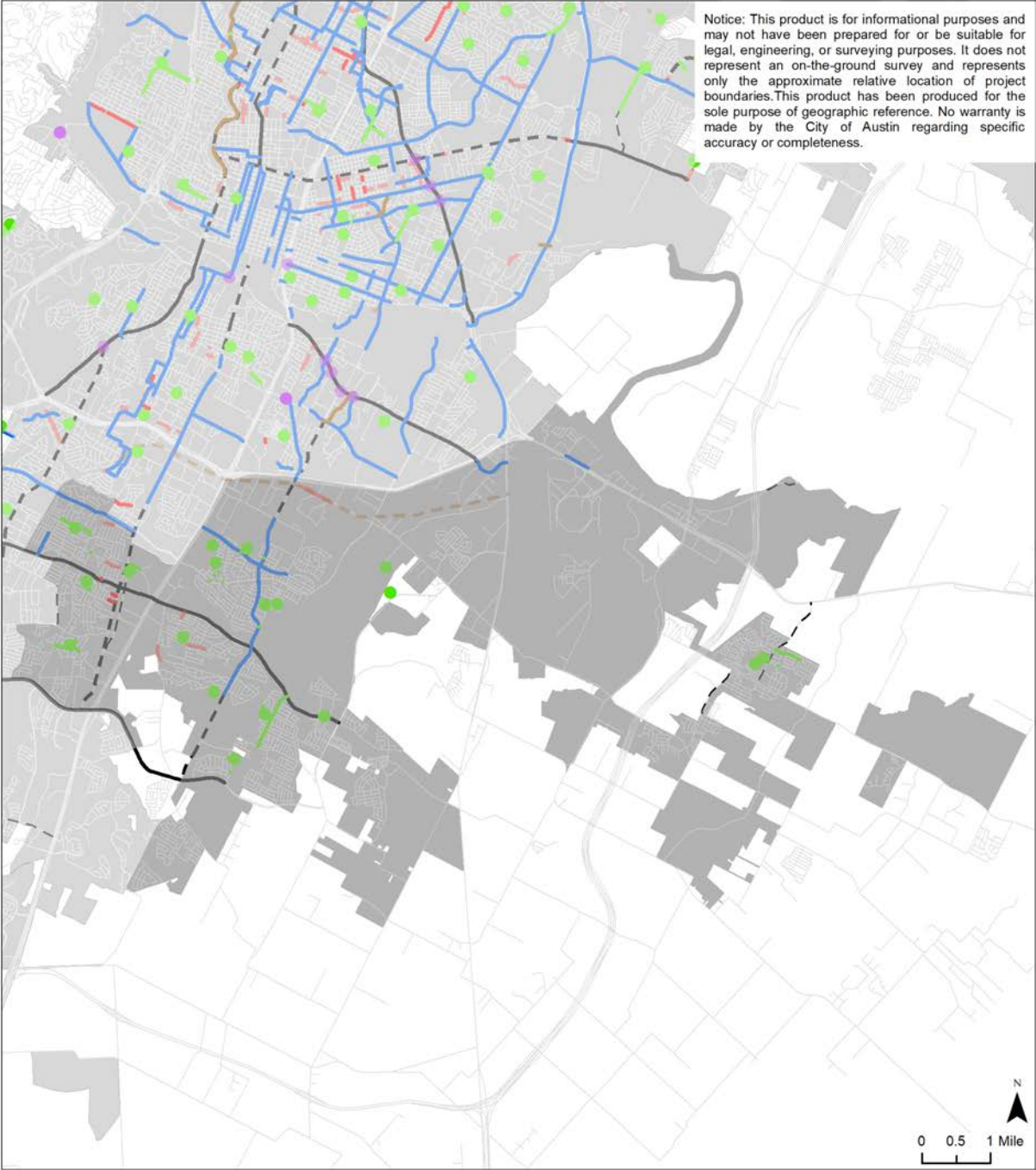
### Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2020 Construction
- Safety/Vision Zero - Potential 2021-2024
- Safe Routes to School
- Safe Routes to School Walk-Audit Schools
- Bikeways - Active in 2020
- Sidewalk - Potential 2020 Construction Start
- Sidewalk - Potential 2021-2024 Construction Start
- Urban Trails - Potential 2020 Construction Start
- Urban Trails - Potential 2020 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2020

### Corridor and Regional Mobility Projects

- Corridor Mobility
- Regional Mobility
- - Corridor Mobility
- Regional Mobility (City Led)
- - Substandard Streets
- DOTTED LINES = Preliminary Engineering and Design
- SOLID LINES = Eligible for Project Construction

# 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 2



### Local Mobility Bond Projects

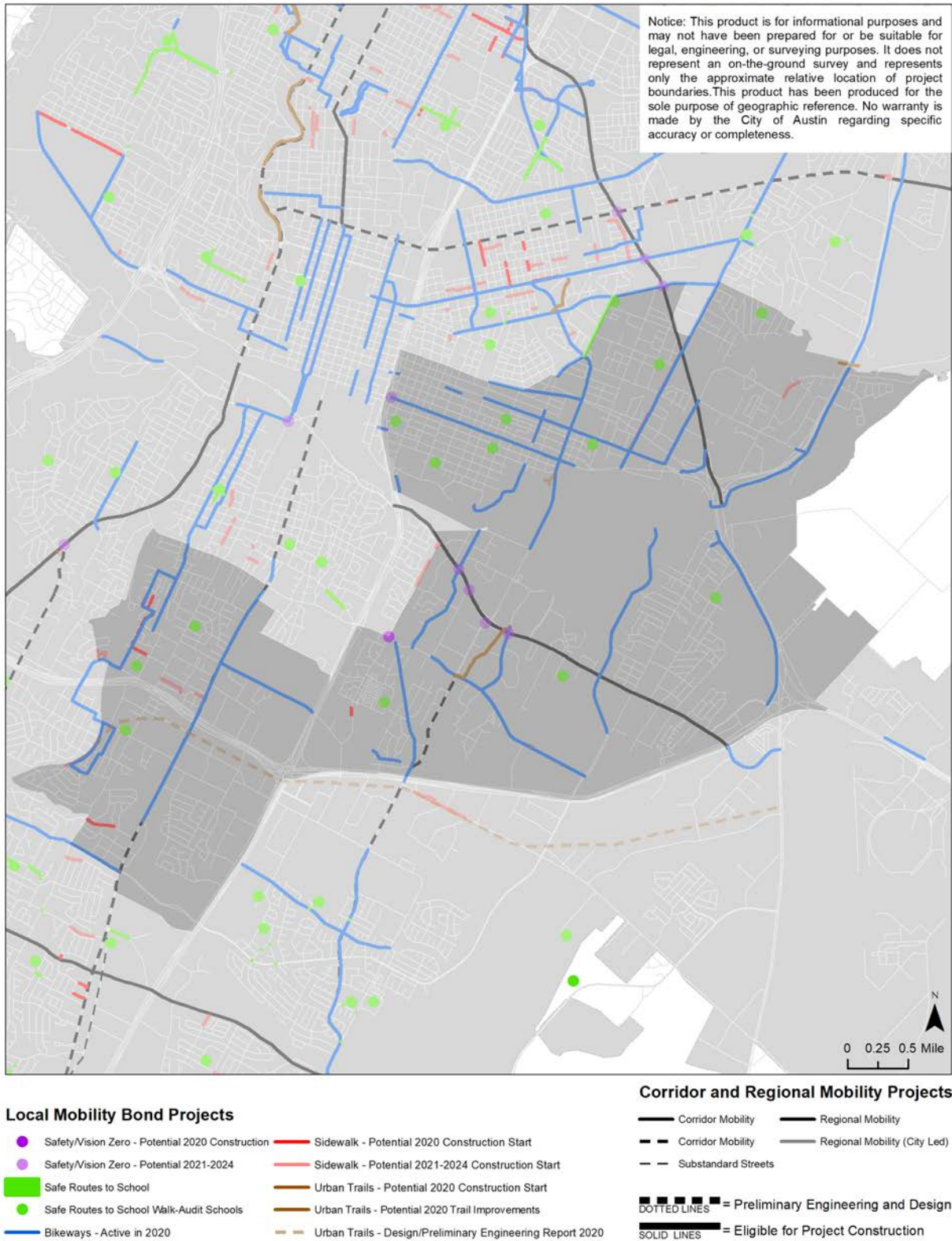
- Safety/Vision Zero - Potential 2020 Construction
- Safety/Vision Zero - Potential 2021-2024
- Safe Routes to School
- Safe Routes to School Walk-Audit Schools
- Bikeways - Active in 2020
- Sidewalk - Potential 2020 Construction Start
- Sidewalk - Potential 2021-2024 Construction Start
- Urban Trails - Potential 2020 Construction Start
- Urban Trails - Potential 2020 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2020

### Corridor and Regional Mobility Projects

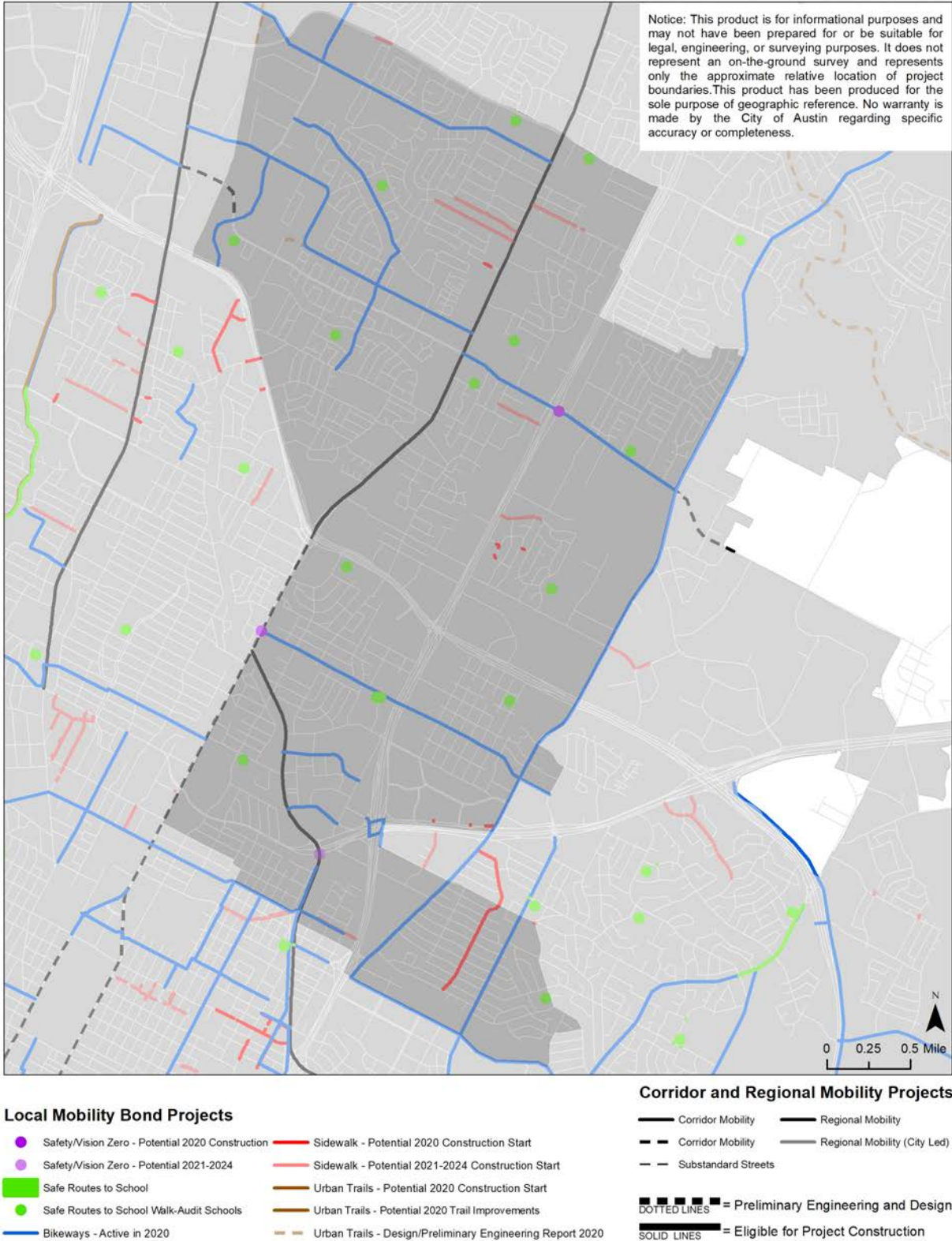
- Corridor Mobility
- Corridor Mobility
- Substandard Streets
- Regional Mobility
- Regional Mobility (City Led)
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# 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 3

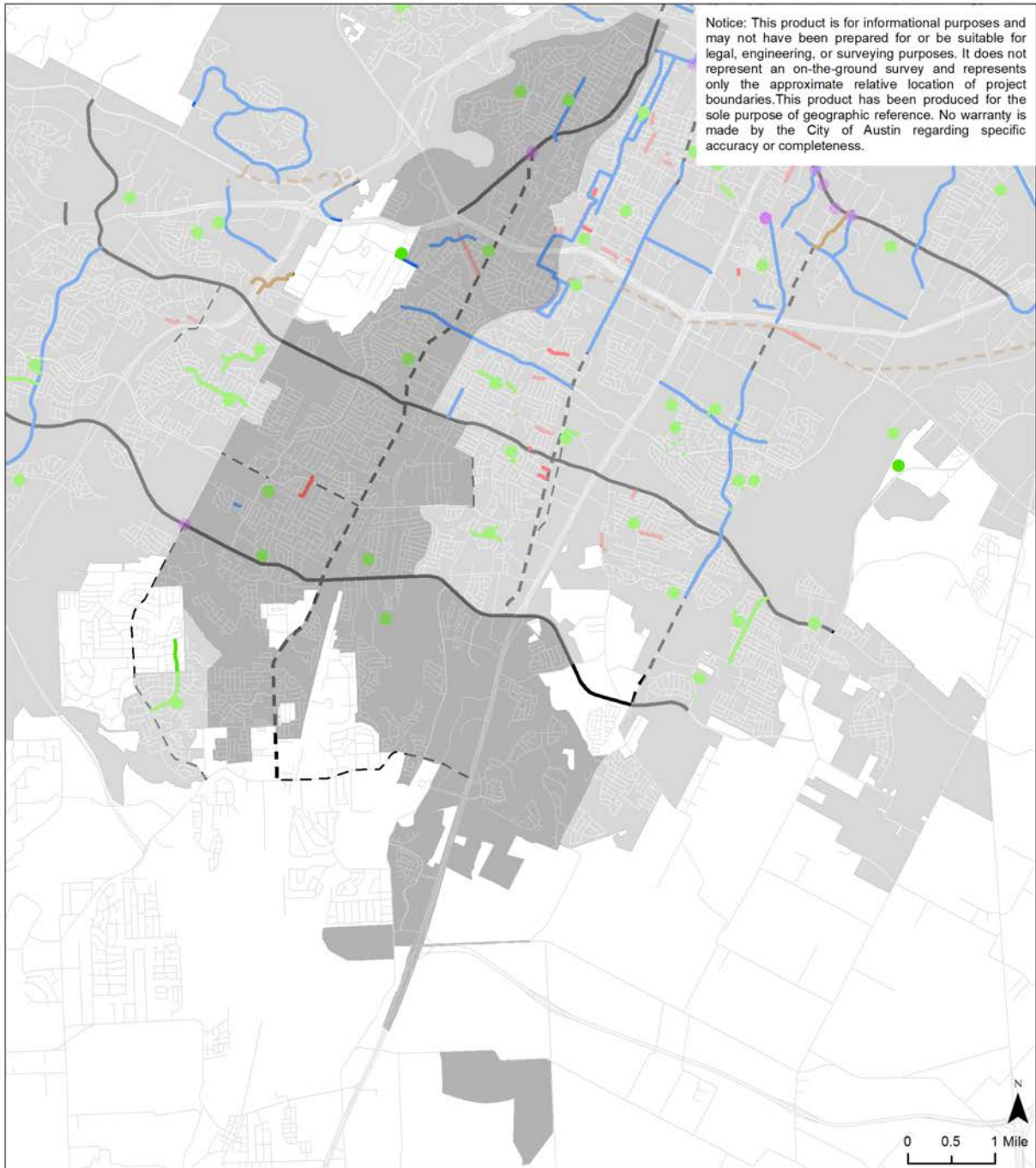


2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 4





# 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 5



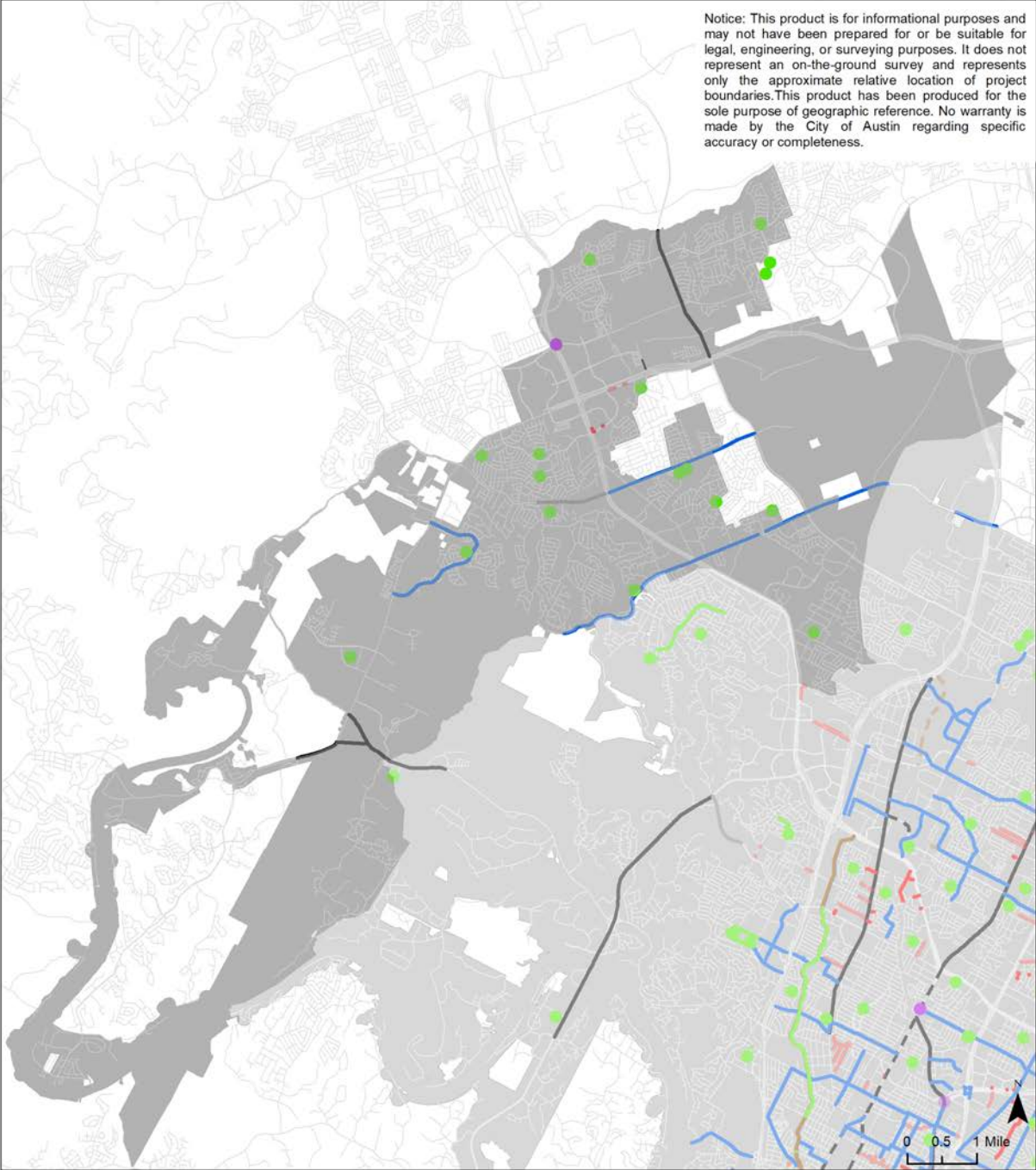
## Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2020 Construction
- Safety/Vision Zero - Potential 2021-2024
- Safe Routes to School
- Safe Routes to School Walk-Audit Schools
- Bikeways - Active in 2020
- Sidewalk - Potential 2020 Construction Start
- Sidewalk - Potential 2021-2024 Construction Start
- Urban Trails - Potential 2020 Construction Start
- Urban Trails - Potential 2020 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2020

## Corridor and Regional Mobility Projects

- Corridor Mobility
- Regional Mobility
- - - Corridor Mobility
- Regional Mobility (City Led)
- - - Substandard Streets
- DOTTED LINES = Preliminary Engineering and Design
- SOLID LINES = Eligible for Project Construction

# 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 6



### Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2020 Construction
- Safety/Vision Zero - Potential 2021-2024
- Safe Routes to School
- Safe Routes to School Walk-Audit Schools
- Bikeways - Active in 2020
- Sidewalk - Potential 2020 Construction Start
- Sidewalk - Potential 2021-2024 Construction Start
- Urban Trails - Potential 2020 Construction Start
- Urban Trails - Potential 2020 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2020

### Corridor and Regional Mobility Projects

- Corridor Mobility
- Corridor Mobility
- Substandard Streets
- Regional Mobility
- Regional Mobility (City Led)
- ■ ■ ■ ■ = Preliminary Engineering and Design
- = Eligible for Project Construction



Notice: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of project boundaries. This product has been produced for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

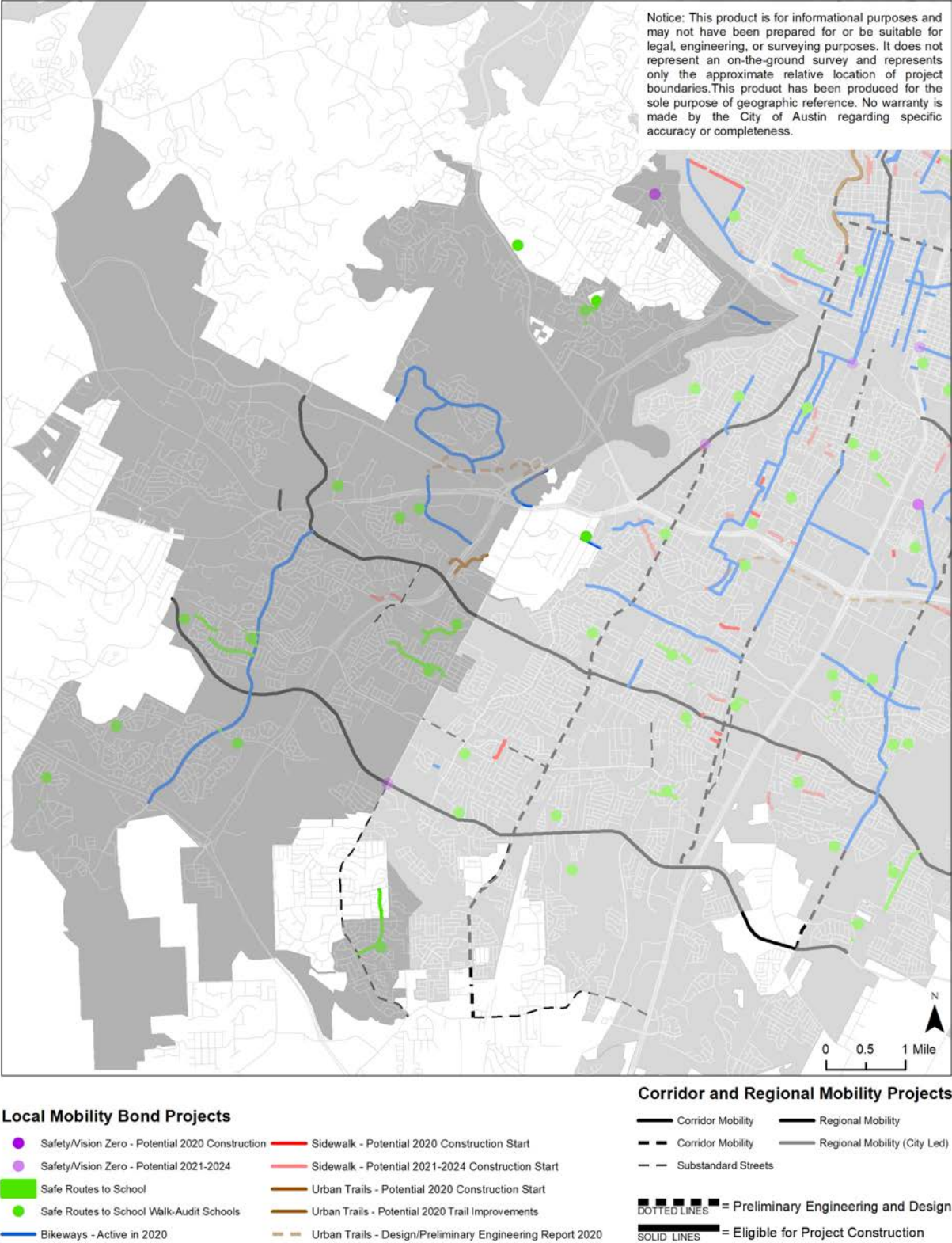
**Local Mobility Bond Projects**

- Safety/Vision Zero - Potential 2020 Construction
- Safety/Vision Zero - Potential 2021-2024
- Safe Routes to School
- Safe Routes to School Walk-Audit Schools
- Bikeways - Active in 2020
- Sidewalk - Potential 2020 Construction Start
- Sidewalk - Potential 2021-2024 Construction Start
- Urban Trails - Potential 2020 Construction Start
- Urban Trails - Potential 2020 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2020

**Corridor and Regional Mobility Projects**

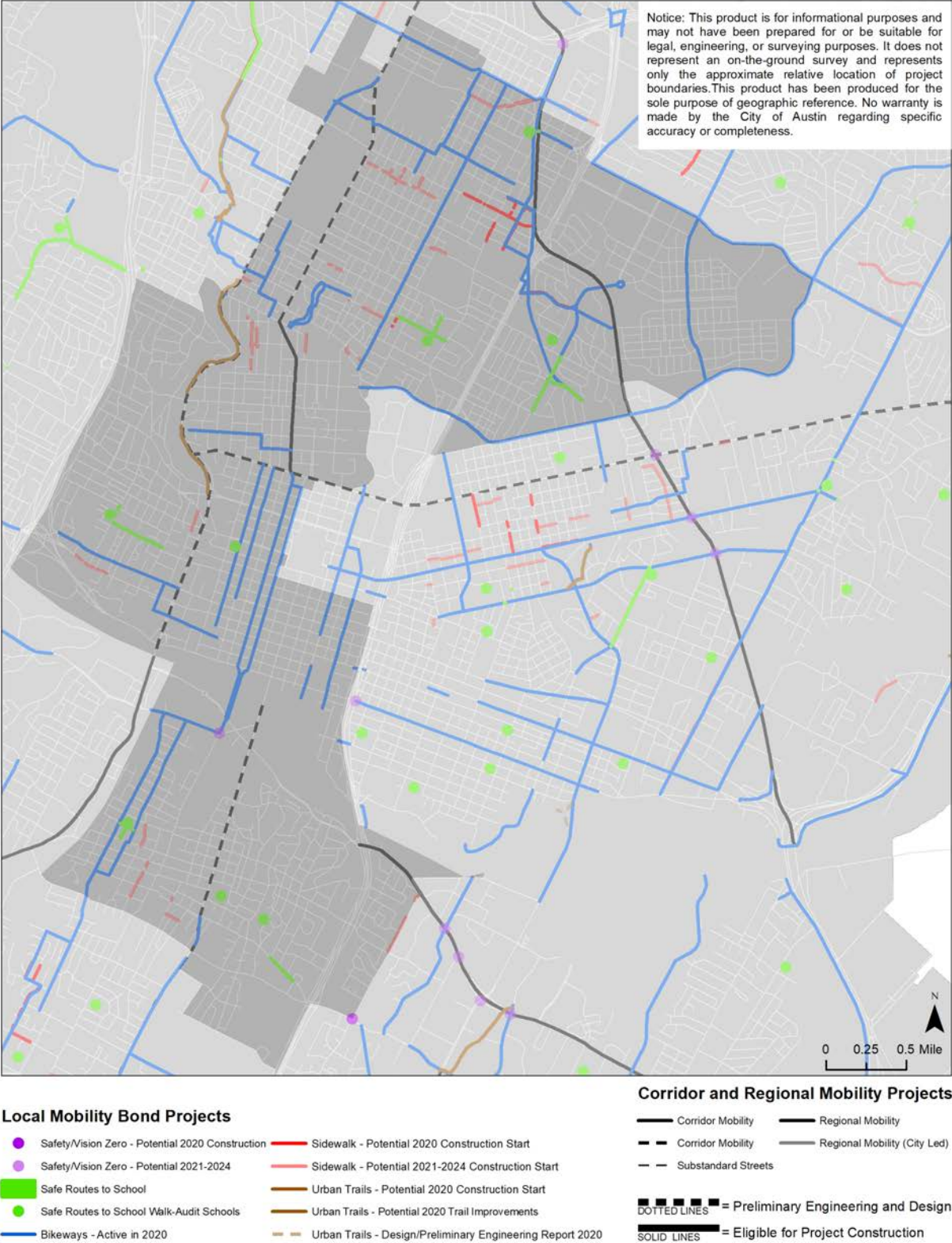
- Corridor Mobility
- Corridor Mobility
- Substandard Streets
- Regional Mobility
- Regional Mobility (City Led)
- Preliminary Engineering and Design
- Eligible for Project Construction

# 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 8

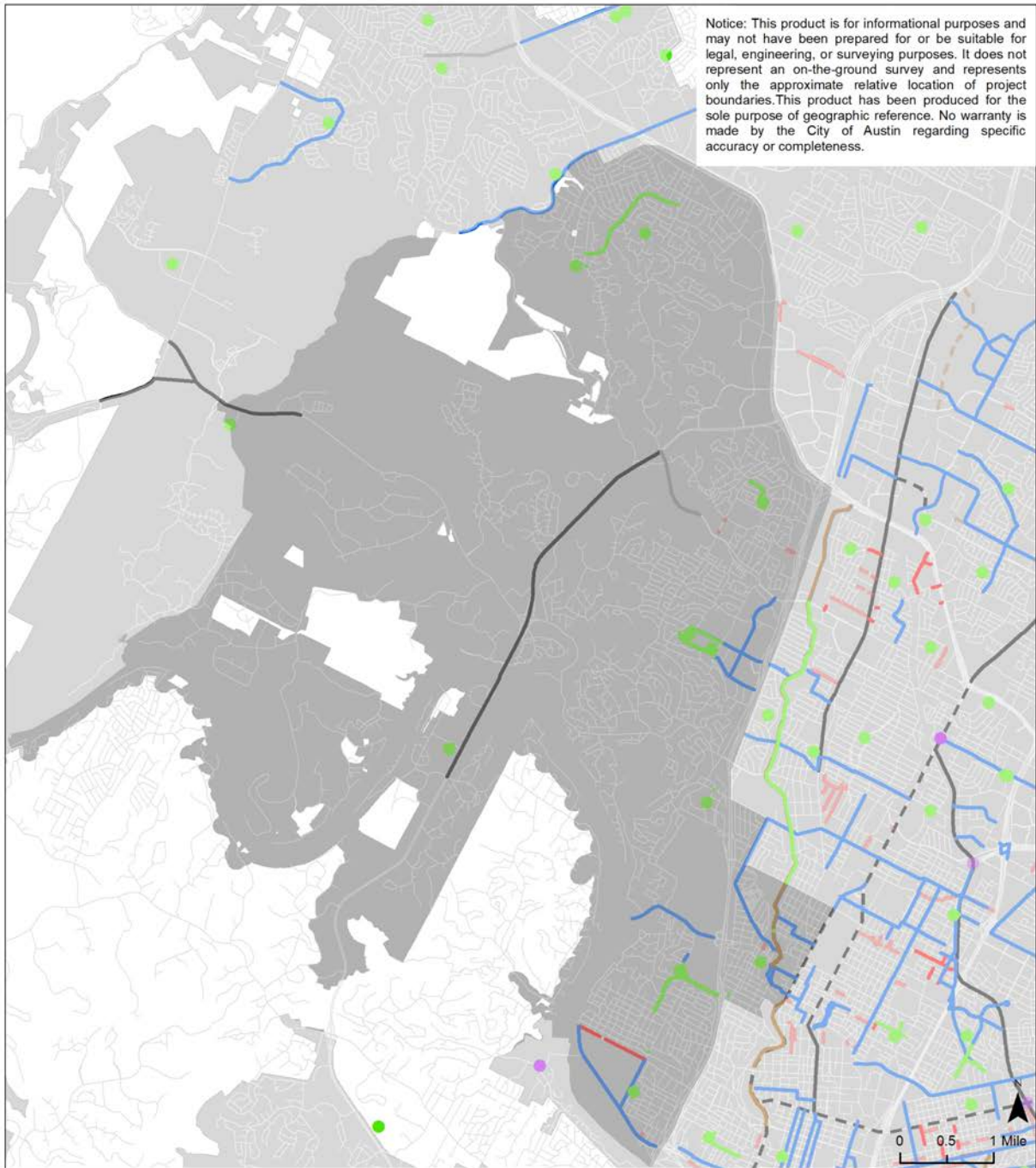




# 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 9



# 2020 MOBILITY CONSTRUCTION PROJECTS - COUNCIL DISTRICT 10



## Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2020 Construction
- Safety/Vision Zero - Potential 2021-2024
- Safe Routes to School
- Safe Routes to School Walk-Audit Schools
- Bikeways - Active in 2020
- Sidewalk - Potential 2020 Construction Start
- Sidewalk - Potential 2021-2024 Construction Start
- Urban Trails - Potential 2020 Construction Start
- Urban Trails - Potential 2020 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2020

## Corridor and Regional Mobility Projects

- Corridor Mobility
- Regional Mobility
- Corridor Mobility
- Regional Mobility (City Led)
- Substandard Streets
- DOTTED LINES = Preliminary Engineering and Design
- SOLID LINES = Eligible for Project Construction