

# Airport Boulevard

US 183 to  
North Lamar Boulevard

## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Airport Boulevard corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from North Lamar Boulevard to US 183.

Additionally, design work will begin on multimodal enhancements for the full length of the corridor for potential future construction. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.

### Design and Construction

Up to 21 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety

Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety at:

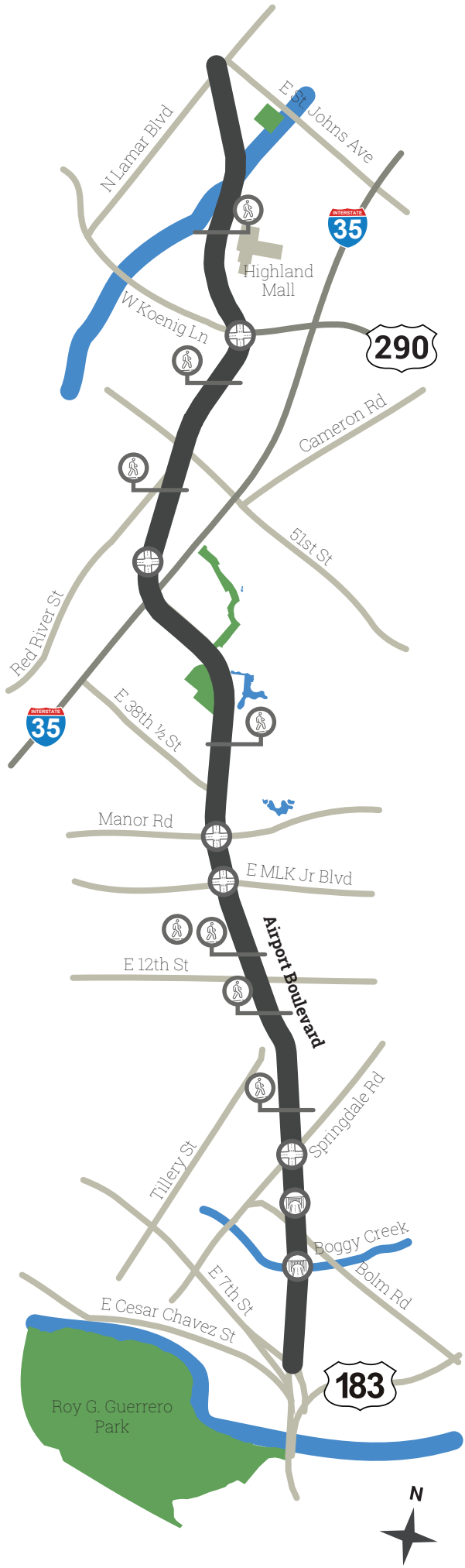
1. E MLK Jr Blvd
2. Manor Rd
3. E Koenig Ln
4. E 45th St
5. Springdale Rd

Up to 6.5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability

Bridge widenings in both directions to provide safer crossings for drivers, pedestrians, and bicyclists at:

1. Boggy Creek
2. Capital MetroRail line between Springdale Rd and Bolm Rd

Up to 13 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor



Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Gunter St
2. South of Oak Spring Dr
3. South of Harvey St
4. E 14th 1/2 St
5. E 40th St/Antone St
6. Fernwood Rd/Parkwood Rd
7. E 49th St
8. E 55th St
9. Highland Mall Entrance

A single improvement may benefit multiple transportation modes.

Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits

### Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Up to 6.5 miles of full street reconstruction between US 183 and North Lamar Boulevard:

• Wider sidewalks

• Protected bicycle lanes

• Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc.

• Street lighting

• On-corridor stormwater drainage upgrades

NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility)



# Airport Boulevard

US 183 to  
North Lamar Boulevard

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

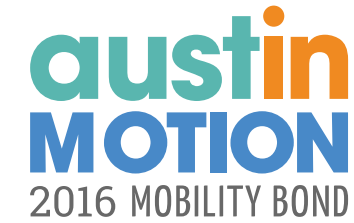
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Airport Boulevard between US 183 and North Lamar Boulevard as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from the Airport Boulevard Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at [AustinTexas.gov/AirportBlvd](http://AustinTexas.gov/AirportBlvd). Funding from the 2016 Mobility Bond will go to improvements on Airport Boulevard.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



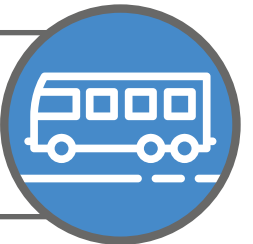
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.

MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Burnet Road corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from MoPac Expressway to Koenig Lane.

Design and Construction



Up to 19 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety



Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:  
1. W Koenig Ln  
2. W Braker Ln  
3. Kramer Ln  
4. Esperanza Crossing  
5. Gault Ln



Up to 10 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor



Up to 5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability



Intermittent median islands from W Koenig Ln to W Anderson Ln to improve vehicular and transit efficiency, and safety for everyone



On-corridor stormwater drainage upgrades from US 183 to MoPac to support mobility improvements



Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:  
1. Allandale Rd/W Koenig Ln and White Rock Dr  
2. Twin Oaks Dr  
3. Northcross Mall  
4. Ashdale Dr  
5. Penny Ln/Doris Dr  
6. South of US 183

A single improvement may benefit multiple transportation modes.



Vehicular



Bicycle



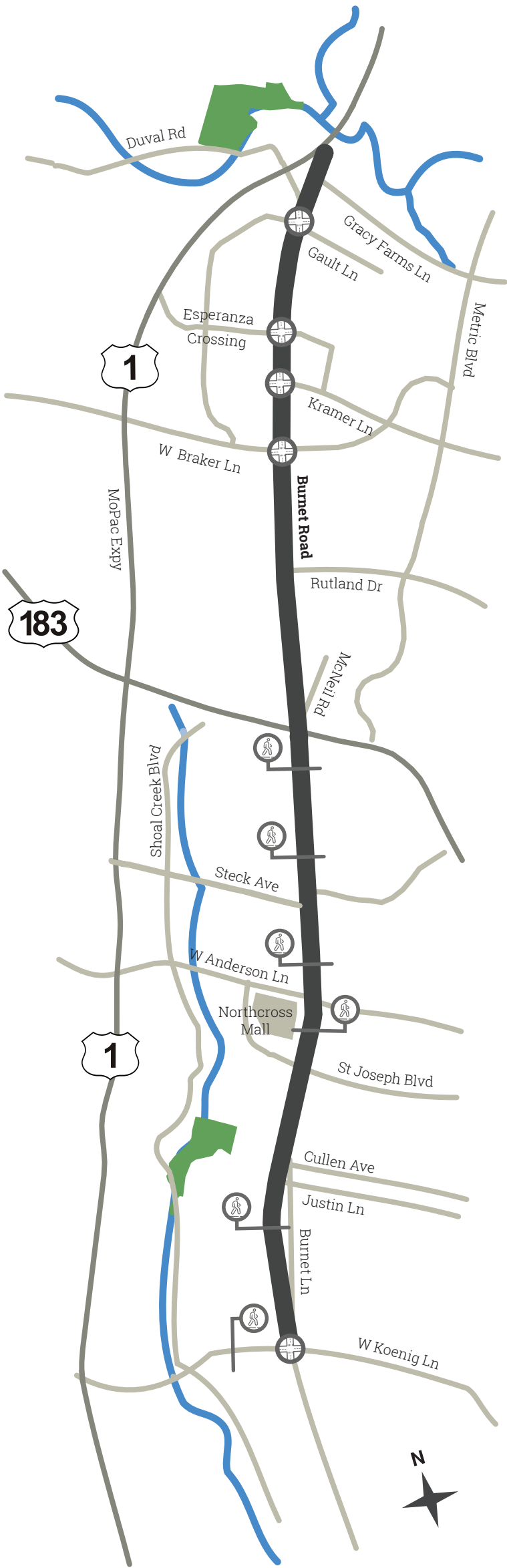
Pedestrian



Transit



Corridor Limits



NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility)

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# Burnet Road

West Koenig Lane to  
MoPac Expressway

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

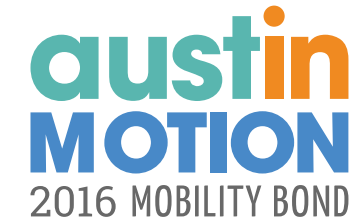
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Burnet Road between MoPac Expressway and West Koenig Lane as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

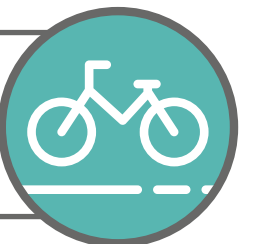
The recommendations came from the North Lamar Boulevard/Burnet Road Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at [AustinTexas.gov/Burnet](http://AustinTexas.gov/Burnet). Funding from the 2016 Mobility Bond will go to improvements on Burnet Road. Funds from the 2012 Bond Program will also be applied to the Burnet Road and North Lamar Boulevard corridors.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



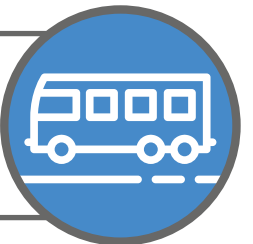
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.



# EAST MLK JR BLVD/FM 969

US 183 to Decker Lane

## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the East MLK Jr. Boulevard/FM 969 corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from US 183 to Decker Lane.

### Design and Construction

- 

Up to 3 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety
- 

Intersection improvements with turn lane modifications at Decker Ln to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety
- 

Up to 3.5 miles of new shared-use paths to create continuous ADA-compliant sidewalks along length of corridor
- 

Sidewalks across the bridge over Walnut Creek will be expanded in both directions to provide safer crossings for drivers, pedestrians, and bicyclists
- 

Widening the existing at-grade Capital MetroRail crossing near Sendero Hills Pkwy to enhance pedestrian and bicyclist safety
- 

New street lighting at Decker Ln to improve visibility and enhance safety
- 

New connections to Walnut Creek Trail for bicyclists and pedestrians
- 

New speed ramps at Walnut Creek bridge to enhance bicyclist safety
- 

New signalized crosswalk in the vicinity of Sendero Hills Pkwy to enhance safety for pedestrians and bicyclists
- A single improvement may benefit multiple transportation modes.

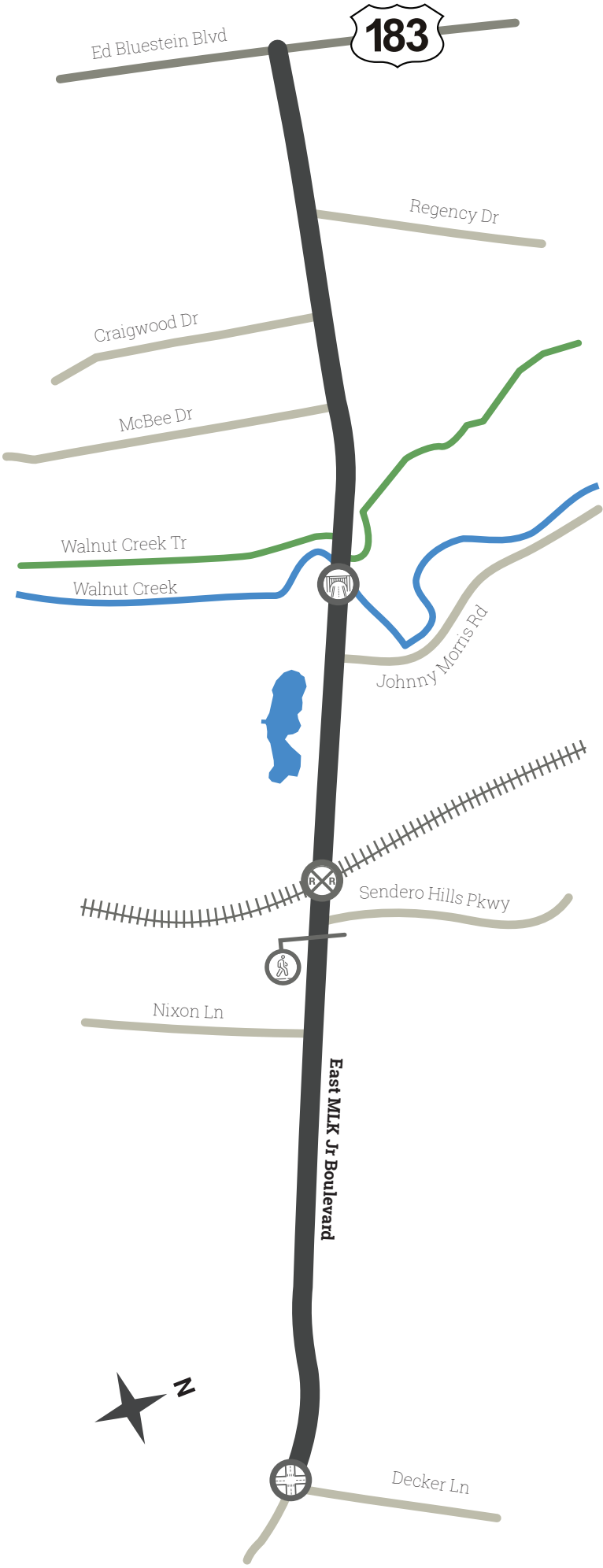
Vehicular

Bicycle

Pedestrian

Transit

Corridor Limits





# EAST MLK JR BLVD/FM 969

US 183 to Decker Lane

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on East Martin Luther King Jr. Boulevard/FM 969 between US 183 and Decker Lane as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

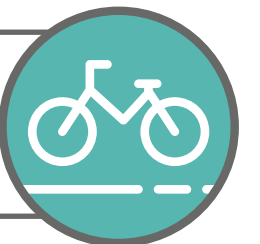
The recommendations came from the East MLK Jr. Boulevard/FM 969 Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at [AustinTexas.gov/MLK969](http://AustinTexas.gov/MLK969). Funding from the 2016 Mobility Bond will go to improvements on East MLK Jr. Boulevard/FM 969.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters

Here's what you'll get:



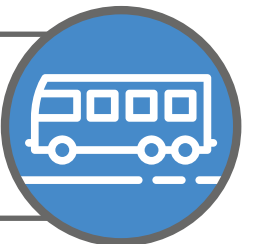
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.

# East Riverside Drive

I-35 to  
SH 71

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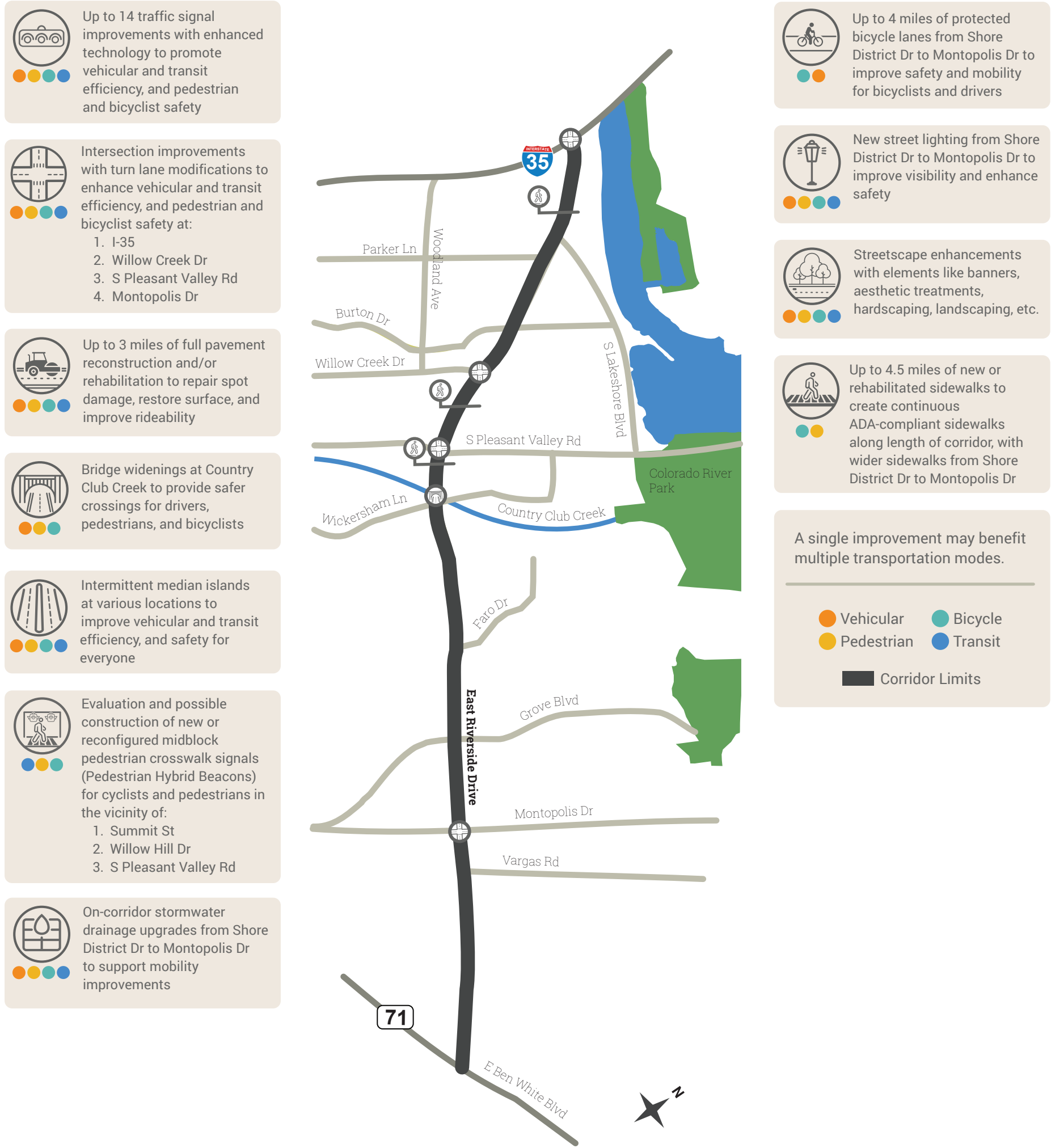
## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the East Riverside Drive corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from I-35 to SH 71.

Additionally, design and construction will occur on multimodal enhancements between Shore District Drive and Montopolis Drive. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.

### Design and Construction

Volume III: Corridor Construction Program





# East Riverside Drive I-35 to SH 71

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

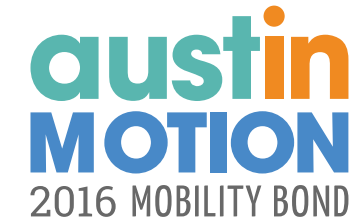
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on East Riverside Drive between SH 71 and I-35 as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from the East Riverside Drive Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at [AustinTexas.gov/Riverside](http://AustinTexas.gov/Riverside). Funding from the 2016 Mobility Bond will go to improvements on East Riverside Drive.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.



# Guadalupe Street

18th Street to 29th Street;  
Includes West 24th Street from  
North Lamar Boulevard to Guadalupe Street

## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Guadalupe Street corridor using 2016 Mobility Bond funds. The Guadalupe Street corridor includes Guadalupe Street from 18th Street to 29th Street, and some adjacent street segments. The City will design and construct improvements that will enhance mobility, safety, and connectivity.

### Design and Construction

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Up to 3 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety along Guadalupe St:

  - MLK Jr Blvd
  - 24th St
  - Dean Keeton St
- 

●●

Up to 4.5 miles of new or rehabilitated sidewalks to fill in gaps and create continuous ADA-compliant sidewalks:

  - Along Guadalupe St from MLK Jr Blvd to W 29th St
  - Along Nueces St from 24th St to Guadalupe St
  - Between Guadalupe St and San Antonio St/ Nueces St on 21st St, 22nd St, 23rd St, 24th St, 25th St, 26th St, 27th St and 28th St
- 

●●●●

Up to 1.5 miles of pavement rehabilitation along 24th St and Nueces St to repair spot damage, restore surface, and improve rideability
- 

●

Addition of transit operational enhancements on Guadalupe St from 18th St to MLK Jr Blvd
- 

●●●●

New street lighting to improve visibility and enhance safety:

  - Guadalupe St from 18th St to 29th St
  - 24th St from Guadalupe St to North Lamar Blvd
- 

●●●●

Along 24th St between Lamar Blvd and Guadalupe St:

  - A new continuous, dedicated center turning lane to improve traffic flow and enhance safety for drivers, bicyclists, and pedestrians
  - A dedicated bicycle lane to improve safety and mobility for bicyclists and drivers
  - These additions are made possible by repurposing one travel lane in each direction
- 

●●

Restripe Nueces St from one way to two-way traffic to enhance traffic flow in and around Guadalupe St



A single improvement may benefit multiple transportation modes.

● Vehicular

● Bicycle

● Pedestrian

● Transit

█ Corridor Limits

/ATXTRANSPORTATION

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@AUSTINTEXASGOV



# Guadalupe Street

18th Street to 29th Street;  
Includes West 24th Street from  
North Lamar Boulevard to Guadalupe Street

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

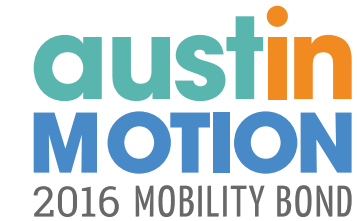
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Guadalupe Street between 18th Street and 29th Street, including West 24th Street, as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from the Guadalupe Street Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at [AustinTexas.gov/Guadalupe](http://AustinTexas.gov/Guadalupe). Funding from the 2016 Mobility Bond will go to improvements for the Guadalupe Street corridor.

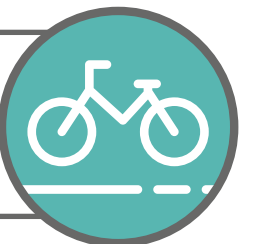
Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



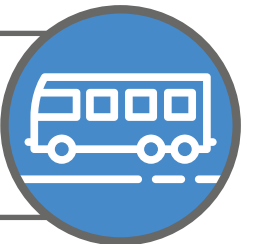
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.

Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.

Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.



The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.

# North Lamar Boulevard

US 183 to I-35/Howard Lane

## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the North Lamar Boulevard corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from US 183 to I-35/Howard Lane. Design work will also begin on additional multimodal enhancements between Parmer Lane and Howard Lane for potential future construction. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.

### Design and Construction

Up to 13 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety

Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety at:  
1. Rundberg Ln  
2. W Braker Ln  
3. W Parmer Ln

Up to 11.5 miles of new or rehabilitated sidewalks and shared-use paths to create continuous ADA-compliant sidewalks along length of corridor

Up to 10 miles of new dedicated bicycle lanes to improve safety and mobility for bicyclists and drivers

Up to 5.5 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability

New bridge construction and/or widenings to provide safer crossings for drivers, pedestrians, and bicyclists:  
1. US 183 northbound  
2. Walnut Creek

Addition of a dedicated transit connection to Tech Ridge Park and Ride at W Howard Ln

Intermittent median islands at various locations to improve vehicular and transit efficiency, and safety for all users



On-corridor stormwater drainage upgrades from Rundberg Ln to W Howard Ln to support mobility improvements

Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:  
1. Meadowlark St  
2. Fairfield Dr  
3. Deen Ave  
4. Cooper Dr  
5. Grady Dr  
6. Ferguson Dr  
7. Little Oak Dr  
8. On The Green Apartments

A single improvement may benefit multiple transportation modes.

Vehicular

Bicycle

Pedestrian

Transit

Corridor Limits

### Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Up to 1 mile of full street reconstruction between Parmer Ln and Howard Ln:

Wider sidewalks

Protected bicycle lanes

Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc.

Street lighting

On-corridor stormwater drainage upgrades

Vehicular

Bicycle

Pedestrian

Transit

NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase, and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility)





# North Lamar Boulevard

US 183 to  
I-35/Howard Lane

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

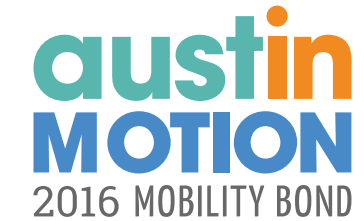
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on North Lamar Boulevard between US 183 and I-35/Howard Lane as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

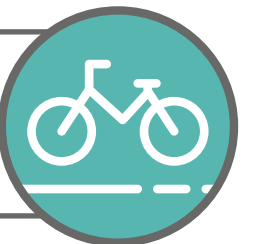
The recommendations came from the North Lamar Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at [AustinTexas.gov/NorthLamar](http://AustinTexas.gov/NorthLamar). Funding from the 2016 Mobility Bond will go to improvements on North Lamar. Funds from the 2012 Bond Program will also be applied to the Burnet Road and North Lamar Boulevard corridors.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



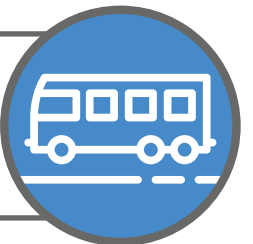
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.



## FM 1826 to Vertex Boulevard



## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the Slaughter Lane corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from FM 1826 to Vertex Boulevard.

## Design and Construction



Up to 28 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety



Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:

1. Escarpment Blvd
2. Brodie Ln
3. S Congress Ave/I-35



Up to 6 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor



Up to 14 miles of dedicated or protected bicycle lanes to improve safety and mobility for bicyclists and drivers

A protected bicycle lane will be added in each direction between I-35 and Brandt Rd by repurposing one travel lane in each direction



Up to 3 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability



Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Zuniga Dr
2. Briar Ridge Dr
3. Narrow Glen Pkwy
4. Orchard Ridge

A single improvement may benefit multiple transportation modes.

- Vehicular
- Pedestrian
- Bicycle
- Transit

Corridor Limits



NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit **[AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility)**

/ATXTRANSPORTATION

@AUSTINMOBILITY

@AUSTINTEXASGOV



# Slaughter Lane

FM 1826 to  
Vertex Boulevard

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

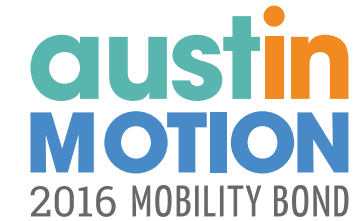
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on Slaughter Lane between FM 1826 and Vertex Boulevard, as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

The recommendations came from development of the Slaughter Lane Corridor Mobility Plan, which will be finalized in early 2018. More information about the Slaughter Lane Corridor Mobility Plan is available at [AustinTexas.gov/SlaughterLane](http://AustinTexas.gov/SlaughterLane). Funding from the 2016 Mobility Bond will go to improvements on Slaughter Lane.

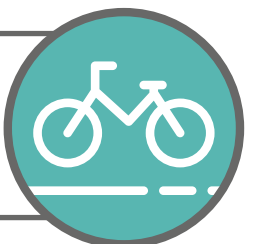
Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



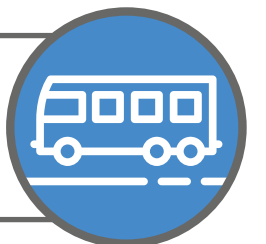
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.

Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.

Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.



The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.


# South Lamar Boulevard

Riverside Drive to  
Ben White Boulevard/US 290 West


## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the South Lamar Boulevard corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from Riverside Drive to Ben White Boulevard/US 290 West. Additionally, design work will begin on multimodal enhancements between Panther Trail and US 290 for potential future construction. This includes elements like full street reconstruction to extend the life of the roadway; bike lanes that are protected from vehicular traffic; intermittent median islands for safety; and streetscape enhancements.

### Design and Construction




Up to 15 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety




Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety at:

1. Barton Springs Rd
2. Hether St
3. Oltorf St
4. Mary St
5. Bluebonnet Ln
6. Barton Skyway
7. Manchaca Rd




Up to 3 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability




Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. West Oak Dr
2. Dickson Dr
3. Oxford Ave/Kinney Ave
4. Post Apartments




New roundabouts to increase safety and improve traffic at intersections:

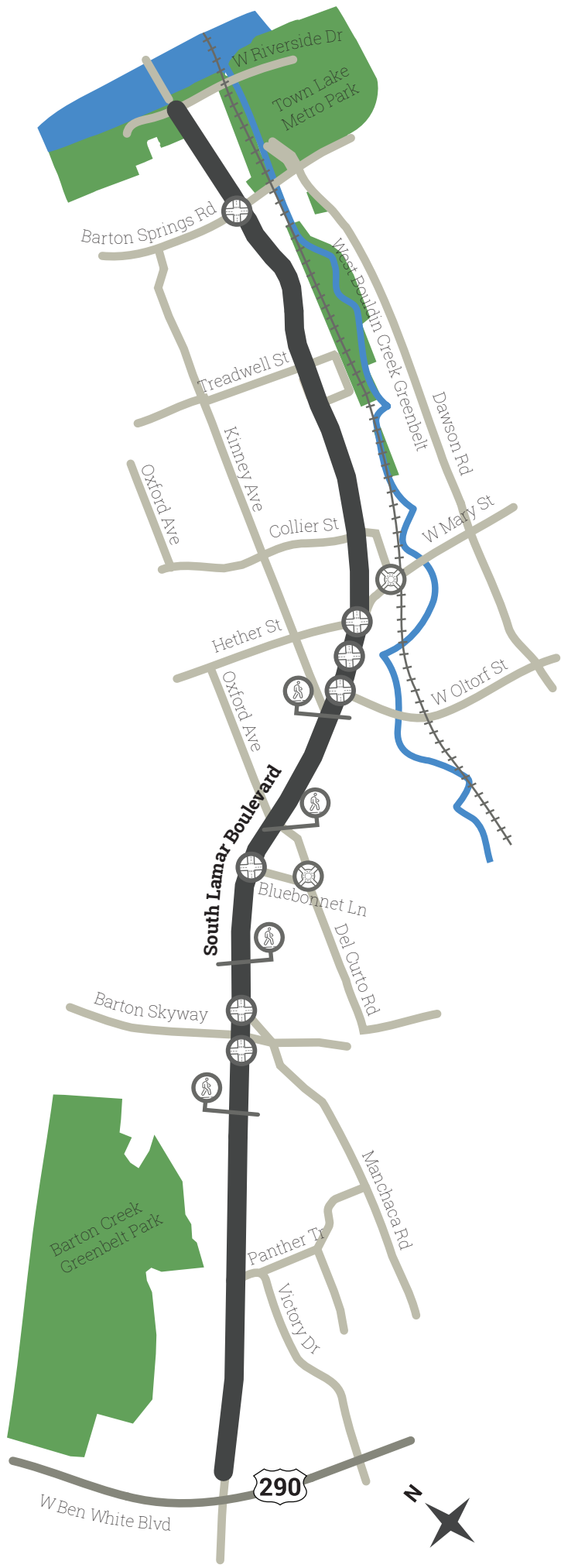
- Mary St/Evergreen Ave
- Bluebonnet Ln/Del Curto Rd



New bicyclist and pedestrian railroad crossing at Treadwell St to provide a safer connection to West Bouldin Creek Greenbelt



Up to 6 miles of new or rehabilitated sidewalks and shared-use paths to create continuous ADA-compliant sidewalks along length of corridor





New transit operational enhancements at:

1. Manchaca Rd
2. Lightsey Rd
3. Bluebonnet Ln
4. Oltorf St
5. Barton Springs Rd



Intermittent median islands at various locations to improve vehicular and transit efficiency, and safety for all users



On-corridor stormwater drainage upgrades from Oxford Ave to Panther Tr to support mobility improvements



Up to 6 miles of new or improved dedicated bicycle lanes to enhance safety and mobility for bicyclists and drivers

A single improvement may benefit multiple transportation modes.

Vehicular

Pedestrian

Bicycle

Transit

Corridor Limits

### Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Up to half a mile of full street reconstruction between Panther Tr and US 290:

- Wider sidewalks
- Protected bicycle lanes
- Enhanced streetscapes with elements like banners, aesthetic treatments, hardscaping, landscaping, trees, etc
- Street lighting
- On-corridor stormwater drainage upgrades

NOTE: All recommendations are approximate, proposed, and subject to change. The exact locations of improvements will be determined in the Project Design Phase and the City will work with the community prior to project construction.

For more information and a complete list of proposed enhancements, visit [AustinTexas.gov/CorridorMobility](https://AustinTexas.gov/CorridorMobility)





# South Lamar Boulevard

Riverside Drive to  
Ben White Boulevard/  
US 290 West

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

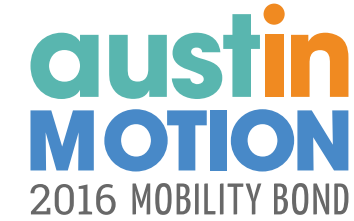
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on South Lamar Boulevard between West Riverside Drive and West Ben White Boulevard as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

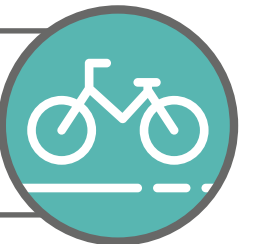
The recommendations came from the South Lamar Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at [AustinTexas.gov/SouthLamar](http://AustinTexas.gov/SouthLamar). Funding from the 2016 Mobility Bond will go to improvements on South Lamar.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.



# William Cannon Drive

Southwest Parkway to McKinney Falls Parkway

## MOBILITY, SAFETY, AND CONNECTIVITY IMPROVEMENTS

The list below is what is proposed for the William Cannon Drive corridor using 2016 Mobility Bond funds. The City will design and construct improvements that will enhance mobility, safety, and connectivity from Southwest Parkway to McKinney Falls Parkway.

Design work will also begin on additional enhancements between Brodie Lane and Manchaca Road, and between Running Water Drive and McKinney Falls Parkway, for potential future construction. This includes elements like road widening to add more travel lanes, enhanced landscaping with trees, additional stormwater drainage improvements, and additional traffic signal and intersection improvements.

### Design and Construction

Up to 7 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety

Up to 18 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor

Up to 5 miles of dedicated or protected bicycle lanes to improve safety and mobility for bicyclists and drivers

A protected bike lane will be added in each direction between US 290 and Southwest Pkwy by repurposing one travel lane in each direction

Up to 2 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability

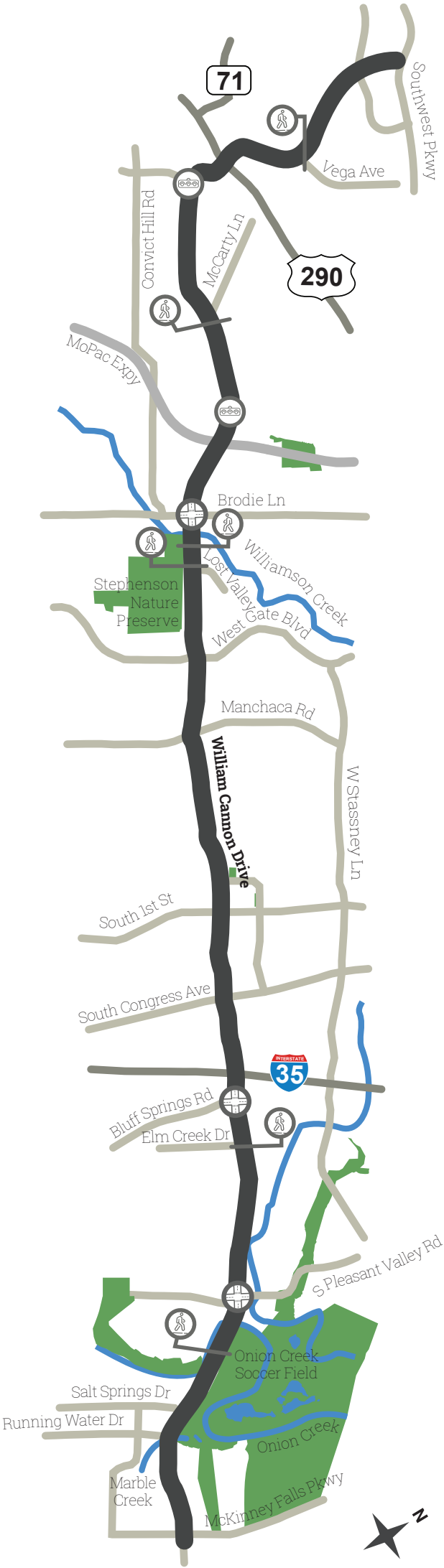
A new bridge over Marble Creek to provide two additional travel lanes for drivers and bicyclists, and sidewalks for pedestrians

Landscaping enhancements including new trees from Running Water Dr to McKinney Falls Pkwy

Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:

1. Brodie Ln
2. S Pleasant Valley Rd
3. Bluff Springs Rd

On-corridor stormwater drainage upgrades from Running Water Dr to McKinney Falls Pkwy to support mobility improvements



Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Vega Ave
2. McCarty Ln
3. Lost Valley
4. Stephenson Nature Preserve
5. Elm Creek Dr
6. Rockridge Dr
7. Onion Creek Soccer Fields

A single improvement may benefit multiple transportation modes.

Vehicular

Bicycle

Pedestrian

Transit

Corridor Limits

### Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Additional multimodal enhancements in some areas include:

- Roadway widening (from four lanes to six lanes) from Brodie Ln to Manchaca Rd, and from Running Water Dr to McKinney Falls Pkwy
- Enhanced landscaping, including trees
- Additional traffic signal and intersection improvements:
  1. Southwest Pkwy
  2. Rialto Blvd
  3. US 290
  4. Escarpment Blvd
  5. Beckett Rd
  6. Brush Country Rd
  7. MoPac Expy
  8. West Gate Blvd
  9. Manchaca Rd
  10. Emerald Forest Dr
  11. S 1st St
  12. S Congress Ave
  13. I-35
  14. Salt Springs Rd
- Additional on-corridor stormwater drainage upgrades from Brodie Ln to Manchaca Rd

# William Cannon Drive

Southwest Parkway to  
McKinney Falls Parkway

## Program Phases

City staff anticipates bringing the Proposed Corridor Construction Program to City Council for consideration and approval in spring 2018. Once a Corridor Construction Program is approved, work will begin on the Project Design Phase. If modifications to the approved Corridor Construction Program become necessary, those changes will be communicated to City Council and the community.

### DEVELOPMENT OF CORRIDOR MOBILITY PLANS

- Data collection and analysis, including crashes, traffic counts, and anticipated future transportation demand
- Development of mobility recommendations, like continuous sidewalks, bike lanes, and intersection improvements
- Public input through meetings and online
- Conceptual level design
- Corridor Mobility Plans are finalized

### CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE

- Develop model to prioritize Corridor Mobility Plan recommendations as per the Contract With Voters
- Update Corridor Mobility Plan data to reflect current corridor conditions, plans, and policies
- Coordinate with various City of Austin departments and local agencies
- Conduct public outreach to inform community about existing Corridor Mobility Plans and prioritization process (pop-in meetings, online information, briefings to City Boards and Commissions, and civic groups)
- Conduct cost risk assessment and develop mitigation strategies
- Begin analyzing realities of implementation, like utility impacts, agency coordination, and geographic dispersion
- Prepare Proposed Corridor Construction Program

**We are here: February 2018**

### CITY COUNCIL CONSIDERS PROPOSED CORRIDOR CONSTRUCTION PROGRAM

#### PROJECT DESIGN PHASE

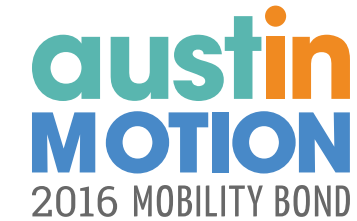
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination with business and property owners to develop strategies to minimize construction impacts
- Finalize design
- Refine cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Permitting for the projects
- Seek leveraging/other funding opportunities

#### BID/AWARD/EXECUTION PHASE

- Develop and announce bid/procurement opportunities for construction services
- City Council considers and approves construction contract awards

#### CONSTRUCTION PHASE

- Construction of corridor improvement projects to enhance mobility, safety, and connectivity
- Ongoing communication with affected stakeholders using multiple methods
- Mitigation of construction impacts



**CORRIDOR  
MOBILITY  
PROGRAM**



This spring, Austin City Council will consider a Proposed Corridor Construction Program for approval. It will include recommendations for mobility, safety, and connectivity improvements on William Cannon Drive between Southwest Parkway and McKinney Falls Parkway as well as improvements on eight other corridors. Corridors are primary roadways in Austin's transportation network.

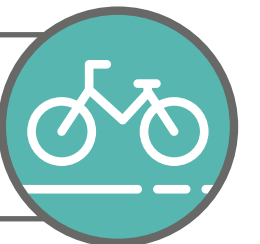
The recommendations came from development of the William Cannon Drive Corridor Mobility Plan, which will be finalized in early 2018. More information about the William Cannon Drive Corridor Mobility Plan is available at [AustinTexas.gov/WilliamCannon](http://AustinTexas.gov/WilliamCannon). Funding from the 2016 Mobility Bond will go to improvements on William Cannon Drive.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



Continuous bicycle lanes or shared-use paths along the full length of the corridor to improve safety and traffic flow.



Continuous ADA-compliant sidewalks along the full length of the corridor, with additional mid-block signalized pedestrian crossings.



Better traffic flow, reduced delay and enhanced connectivity through transit signal priority, and coordination with Capital Metro on strategic placement of transit stops.

The timing and delivery of improvements may be modified after Corridor Construction Program approval, as a variety of factors are being considered, such as geographic dispersion, potential leveraging opportunities, utility conflicts, and scheduling or construction risks. This is to ensure taxpayer dollars are used wisely and in a manner that achieves the desired outcomes expressed in the Contract With Voters.

All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected. If you have questions about the Proposed Corridor Construction Program, contact Sara Behunek at [corridors@austintexas.gov](mailto:corridors@austintexas.gov) and (512) 974-7840.