

RESOLUTION NO. 20180426-028

WHEREAS, City Council adopted Resolution No. 20160818-074 (“contract with voters” – Exhibit A to this Resolution) on August 18, 2016, contemporaneous with Ordinance No. 20160818-023 ordering the election that included the General Obligation bonds for Transportation and Mobility; and

WHEREAS, Resolution No. 20160818-074 stated Council’s intent to form a contract with the voters to allocate an estimated \$482,000,000 for the following corridor improvement projects: (a) implementation of corridor plans for North Lamar Boulevard, Burnet Road, Airport Boulevard, East Martin Luther King Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive and Guadalupe Street (b) implementation of corridor plans for Slaughter Lane and/or William Cannon Drive, and (c) preliminary engineering and design of improvements for the following additional critical arterials and corridors: William Cannon Drive, Slaughter Lane, North Lamar/Guadalupe Street, Rundberg West, Rundberg East, East Colony Park Loop Road, East Martin Luther King Jr. Boulevard/FM 969, South Congress Avenue, Manchaca, and South Pleasant Valley; and

WHEREAS, The contract with voters directed staff to prioritize reduction in congestion, improved level-of-service for all modes, connectivity, and improved effectiveness of transit operations, and staff was to further consider preservation of affordable housing; preservation of existing local business; opportunities for development of new affordable housing; opportunities to facilitate mixed-income housing; emphasize

livable, walkable, safe and transit-supportive corridors; and promote healthy, equitable, and complete communities (See, Exhibit B); and

WHEREAS, the contract with the voters directed staff to consider leveraging and partnership opportunities, and geographic dispersion of funding; and

WHEREAS, staff has utilized the contract with the voters to develop a proposed Corridor Construction Program which addresses mobility and safety for all users and has translated Corridor Mobility Plan recommendations into a set of design standards with an estimated overall impact as outlined in Exhibit D; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The Council, by this official action, adopts the Corridor Construction Program (Exhibit C) and directs staff to proceed with further development, design, and implementation of the Corridor Construction Program, including use of design standards pertaining to achieving outcomes on the corridors and compliance with the contract with the voters, and further directs staff to update the Corridor Construction Program's oversight plan to keep Council up to date on activities.

BE IT FURTHER RESOLVED:

Council, by this official action directs staff to actively seek leveraging and other funding opportunities and partnerships with other partnering departments, outside agencies, and the private sector to further the implementation of the Corridor Construction Program.

BE IT FURTHER RESOLVED:

That the City Manager is directed by City Council to return to Council at the completion of the preliminary engineering phase of the Corridor Construction Program (CCP) for approval to proceed with further design and implementation of the CCP; and

BE IT FURTHER RESOLVED:

That the City Manager is directed to continue coordination with Capital Metro staff and the Austin Strategic Mobility Plan to advance projects and programs to improve transit performance and availability through transit priority treatments, ensuring that the CCP planning does not preclude options for further transit investments along the corridors, and that the CCP preliminary engineering phase include studying transit supportive corridor improvements recommended by Capital Metro in a memo dated June 13, 2016 titled "assessment of City of Austin Corridor Improvement Proposals" to maximize transit opportunities.

ADOPTED: April 26, 2018

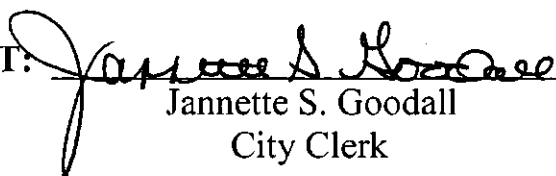
ATTEST: 
Jannette S. Goodall
City Clerk

EXHIBIT A - PROPOSED CORRIDOR CONSTRUCTION PROGRAM

RESOLUTION NO. 20160818-074

WHEREAS, City staff estimates that \$500 million in bond capacity for an eight year bond program is available under Austin's current debt tax rate; and

WHEREAS, City Council desires to preserve \$250 million of bond capacity for a future bond referendum in 2017 or 2018; and

WHEREAS, City Council is ordering a Special Election to be held on November 8, 2016 for the purpose of asking the voters to authorize \$720 million in general obligation bonds comprised of \$250 million of the City's \$500 million of bond capacity under its existing debt tax rate, and an additional \$470 million associated with an estimated debt tax rate increase of approximately 2.25 cents per \$100 worth of property valuation; and

WHEREAS, City Council desires to allocate the \$720 million as follows:

- (i) \$101,000,000 for the following Regional Mobility projects to address congestion and enhance safety: (a) \$46,000,000 for improvements to the Loop 360 corridor intersections at Westlake Drive, Courtyard Drive, RM 2222, Lakewood Drive and Spicewood Springs Road/Bluff Stone Lane, (b) \$17,000,000 for improvements to Spicewood Springs Road east of Loop 360, (c) \$30,000,000 for improvements to Anderson Mill Road, intersection

of RM 620 and RM 2222, and Parmer Lane between SH45 and Brushy Creek, and (d) \$8,000,000 for improvements to Old Bee Caves Road Bridge;

(ii) \$482,000,000 for the following Corridor Improvement Projects: (a) implementation of corridor plans for North Lamar Boulevard, Burnet Road, Airport Boulevard, East Martin Luther King Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive and Guadalupe Street (b) implementation of corridor plans for Slaughter Lane and/or William Cannon Drive, and (c) preliminary engineering and design of improvements for the following additional critical arterials and corridors: William Cannon Drive, Slaughter Lane, North Lamar/Guadalupe Street, Rundberg West, Rundberg East, East Colony Park Loop Road, East Martin Luther King Jr. Boulevard/FM 969, South Congress Avenue, Manchaca, and South Pleasant Valley; and

(iii) \$137,000,000 for the following Local Mobility Projects: (a) \$37,500,000 for sidewalks, (b) \$27,500,000 for implementation of Safe Routes to School, to be divided evenly among each Council District, (c) \$26,000,000 for urban trails for transportation and mobility purposes, (d) \$20,000,000 for bikeways for transportation and mobility purposes, (e) \$15,000,000 for implementation of fatality reduction strategies including

projects listed on the Top Crash Location Intersection Priorities Improvements List, and (f) \$11,000,000 for the following sub-standard streets/capital renewal: Falwell Lane, William Cannon Overpass Bridge, FM 1626, Cooper Lane, Ross Road, Circle S. Road, Rutledge Spur, Davis Lane, Latta Drive/Brush Country, Johnny Morris Road, and Brodie Lane; and

WHEREAS, City Council desires that the \$720 million bond program be completed within eight years from voter approval and in accordance with the guidance and procedures set forth in this resolution; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The Council, by this official action, reaffirms its commitment to the voters regarding the conditions contained in the ordinance calling the November 2016 Mobility Bond election. Further, Council, by this official action, clarifies and declares its intent and commitment to the voters to create a contract with the voters that specifies that the proceeds from the \$720,000,000 in bonds and notes shall only be used for the projects identified in the ordinance calling the November 2016 Mobility Bond election.

BE IT FURTHER RESOLVED:

Council, by this official action declares its intent to contract with the voters as to the following permissible purposes for which bond proceeds must be

expended and the processes that must be followed in determining and prioritizing those expenditures:

(A) Upon voter approval of the November 2016 Mobility Bond Program, the City Manager shall begin coordination, design, and engineering activities as soon as possible for all projects listed under subsection (ii), parts (a) and (b) above associated with the \$482,000,000 allocated for Corridor Improvement Projects in order to develop recommendations for a construction program for City Council consideration. When City staff has gathered sufficient data to develop potential construction elements for the Corridor Improvement Projects, and before any construction funding is appropriated or construction initiated for these projects, the City Manager is directed to bring forth recommendations supported by identifiable metrics for implementation of a "Corridor Construction Program" in ways that prioritize: a) reduction in congestion; b) improved level of service and reduced delay at intersections for all modes of travel; c) connectivity, and improved effectiveness of transit operations within these corridors and throughout the system; and subject to the foregoing, also makes allowances for: i) preservation of existing affordable housing and local businesses on the corridors, and opportunities for development of new affordable housing along the corridors, including, but not limited to, the use of community land trusts, tax increment finance zones along corridors, homestead preservation zone tools, revisions to the S.M.A.R.T. Housing

Program, and targeted investments on the corridors utilizing affordable housing bonds and the Housing Trust Fund; ii) geographic dispersion of funding; and iii) opportunities to facilitate increased supply of mixed-income housing;

(B) Subject to subsection (A) above, the "Corridor Construction Program" developed by the City Manager for City Council consideration shall recommend implementation timelines in accordance with need, as established by the Imagine Austin Comprehensive Plan, the Critical Arterials List, Top Crash Location Intersection Priorities List, and other policy plans as identified in this resolution;

(C) Subject to subsection (A) above, in implementing the "Corridor Construction Program," the City Manager shall further emphasize making corridors livable, walkable, safe, and transit-supportive, and aligned with the principles and metrics in the Imagine Austin Comprehensive Plan, with goals of reducing vehicle miles traveled, increasing transit ridership and non-vehicular trips, and promoting healthy, equitable, and complete communities as growth occurs on these corridors;

(D) In reviewing and approving the Corridor Construction Program, the City Council shall be guided by the same priorities and consideration as apply to the City Manager as set out in Sub Sections (A), (B), and (C) above;

(E) The City Manager shall revisit and update existing corridor plans as needed to ensure that final design and implementation conforms to the region's

most recently adopted transportation plans and recently adopted policies and standards for transportation infrastructure design, including, but not limited to:

- Capital Metro Connections 2025;
- Capital Metro Service Guidelines and Standards;
- Project Connect Regional High Capacity Transit Plan;
- City of Austin Strategic Housing Plan;
- City of Austin Transit Priority Policy;
- City of Austin Strategic Mobility Plan;
- City of Austin Complete Streets Policy;
- City of Austin Sidewalk Master Plan;
- City of Austin Urban Trails Master Plan;
- City of Austin Bicycle Master Plan;
- Vision Zero Plan;
- applicable National Association of City Transportation Officials standards;
and
- Imagine Austin Comprehensive Plan;

(F) The City Manager is directed to coordinate with other local taxing entities and identify and pursue potential opportunities for grants and other collaborative funding from federal, state, local, as well as private sources. If additional funding is required to complete specified improvements, the City

Manager is directed to identify available funding within existing capital budgets and other sources described above (provided that neither the identification, commitment nor receipt of such additional funding shall limit Council's authority to proceed with the issuance of bonds or notes authorized by the November 2016 Mobility Bond Election). If the cost of improvements associated with an identified Regional Mobility project is less than the amount designated for that specific project, the excess funds shall be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented; and

(G) The City Manager is directed to analyze existing capital project delivery systems and processes in order to recommend potential changes and resource requirements to complete the proposed bond program within eight years from initiation (provided that bonds and notes authorized by the November 2016 Mobility Bond Election shall be issued to provide funding for the bond program at the appropriate time, as determined by Council, which may be more than eight years after initiation of the bond program). Further, the City Manager shall bring forth recommendations to City Council within 90 days of voter approval, outlining a process for City Council oversight, including a report to the Mobility Committee, a report to the full Council, and a timeline and process for reporting to the Citizen Bond Oversight Committee.

(H) City Manager is directed to include in bond informational materials that educate the voters about the bond election, in addition to the typical voter information about projects and programs that are included in the bond program as described above, as well as the typical tax rate and tax bill impact information that has been included in previous bond information, tax impact information for a median-valued house and houses of various appraised values in a Bond Voter Information Brochure and a tax bill impact calculator to be included on a Bond Program Informational Website.

ADOPTED: August 18, 2016

ATTEST:

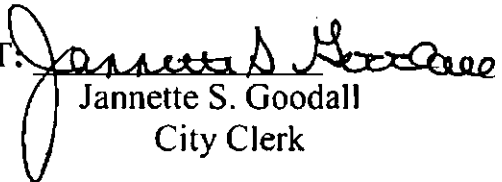
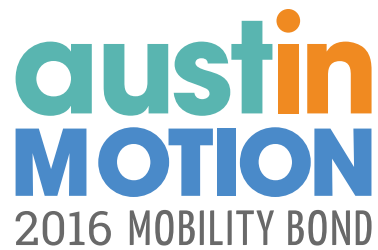

Jannette S. Goodall
City Clerk

EXHIBIT B - PROPOSED CORRIDOR CONSTRUCTION PROGRAM



CORRIDOR MOBILITY PROGRAM **PRIORITIZATION METHODOLOGY**

October 4, 2017
Updated January 24, 2018



IMPROVING SAFETY, MOBILITY AND CONNECTIVITY FOR PEOPLE WHO DRIVE, WALK, BIKE AND USE TRANSIT

CORRIDOR MOBILITY PROGRAM

Between 2011 and 2016, the City of Austin Transportation Department completed five Corridor Mobility Plans for six roadways. Three more Corridor Mobility Plans are nearing completion.

The plans recommend short-, medium-, and long-term improvements to enhance safety and mobility for all users – whether they bike, walk, drive or take transit. These plans were developed to serve as a basis for project development along the corridors as funding becomes available.

In November 2016, Austin voters approved the 2016 Mobility Bond, authorizing \$482 million for Corridor Improvement Projects.

Based on Ordinance 20160818-023, which established the bond proposition language, funding from the 2016 Mobility Bond is intended for implementation of Corridor Plan recommendations as well as preliminary engineering and design on additional corridors and critical arterials.

The Austin Strategic Mobility Plan (ASMP) expands the vision of Imagine Austin into actionable mobility-related goals and objectives that serve to guide Austin's near- and long-term transportation improvements. The 2016 Bond Corridor Program will also align with ASMP on corridor-level improvements to be implemented and how those improvements support the system-level improvements strategy outlined in the ASMP.

IDENTIFIABLE METRICS

In addition to establishing the proposition language, Council also approved Resolution 20160818-074, which establishes a Contract With Voters. The Contract With Voters directs the City Manager to “bring forth recommendations supported by identifiable metrics” for “implementation of a Corridor Construction Program.” The Austin City Council must review and approve the Corridor Construction Program before “construction funding is appropriated or construction initiated for these projects.” The Contract With Voters is explicit in describing the priorities that the “identifiable metrics” should measure for the recommendations that are brought forth for the Corridor Construction Program.

The Corridor Mobility Program Project Team worked closely through multiple meetings to identify metrics that would be available, quantifiable, measurable, and adhere to the criteria specified in the Contract With Voters, thereby following the intentions of City Council. The metrics were developed with input from several City departments and stakeholders. These included:

- Austin Transportation Department
- Austin Public Health
- Economic Development Department
- Equity Office
- Financial Services Department
- Neighborhood Housing and Community Development
- Office of Sustainability
- Planning and Zoning Department
- Capital Metro Transportation Authority
- Law Department

Based on the Contract with Voters and the task at hand to prioritize potential corridor improvements, the Project Team identified four Mobility Priorities and six Community Considerations as guiding criteria to rank the recommendations in the Corridor Mobility Plans.

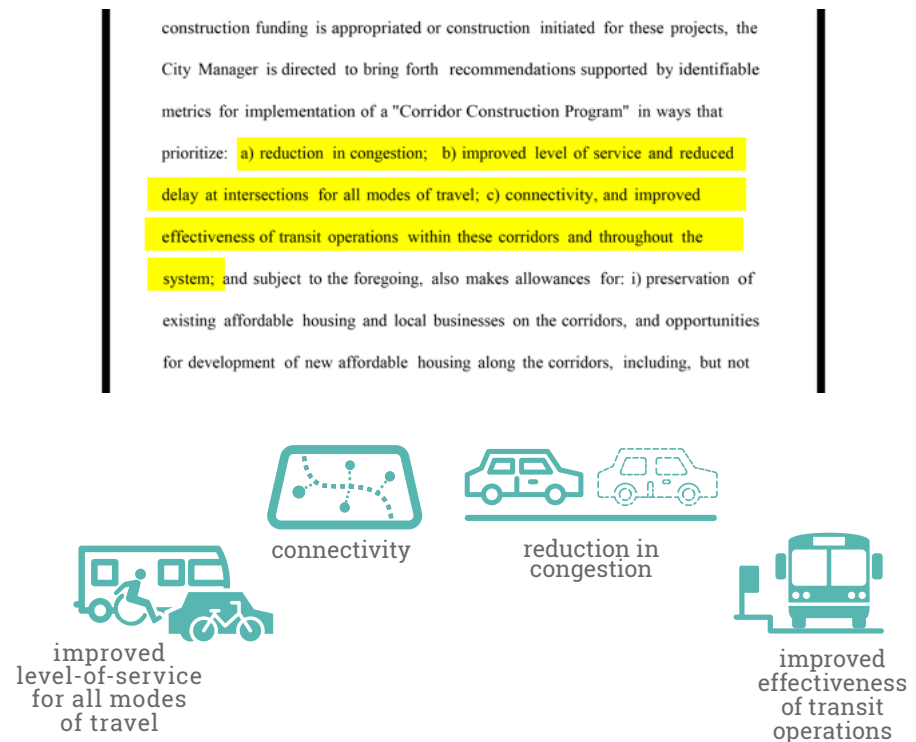
Each Mobility Priority and Community Consideration is comprised of an indicator or set of indicators to determine how well improvements are expected to affect mobility and/or quality of life.

Mobility Priorities

The Contract With Voters outlines four Mobility Priorities:

- Reduction in congestion;
- Improved level-of-service for all modes of travel;
- Connectivity; and
- Improved effectiveness of transit operations.

Figure 1: Mobility Priorities



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Metrics associated with the four Mobility Priorities, based on improvement-specific data, are used to determine how well that improvement meets the indicator.

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The relative costs of improvements are also estimated to determine the cost efficiency of each recommendation.

This cost-adjusted Mobility calculation is measured for each of the identified improvements.

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The Project Team identified quantifiable data from a variety of sources to use in ranking the mobility effects of each recommendation. Sources include VISSIM traffic modeling, geospatial data, functional classification of facilities, quantitative analysis and existing studies.

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Community Considerations

The 2016 Mobility Bond provides funding for mobility-focused infrastructure investments but emphasizes and makes allowances for Community Considerations.

While improved connectivity to transit, a Mobility Priority, is considered a positive impact, the availability of enhanced transportation options may lead to increased property values,

which can impact housing prices, residential rental rates, and business lease rates. The importance of considering this, and other trade-offs is reflected in the Contract With Voters through the allowed for and emphasized Community Considerations; for example, preservation of affordable housing and preservation of local businesses.

Because the Corridor Construction Program involves only mobility-related capital improvements as per the bond proposition approved by the voters, the Community Considerations.

Considerations are considered in relation to how mobility infrastructure potentially supports or impacts the consideration. Additional coordination with other City initiatives would be required to further explore how potential opportunities to support the community considerations could be realized.

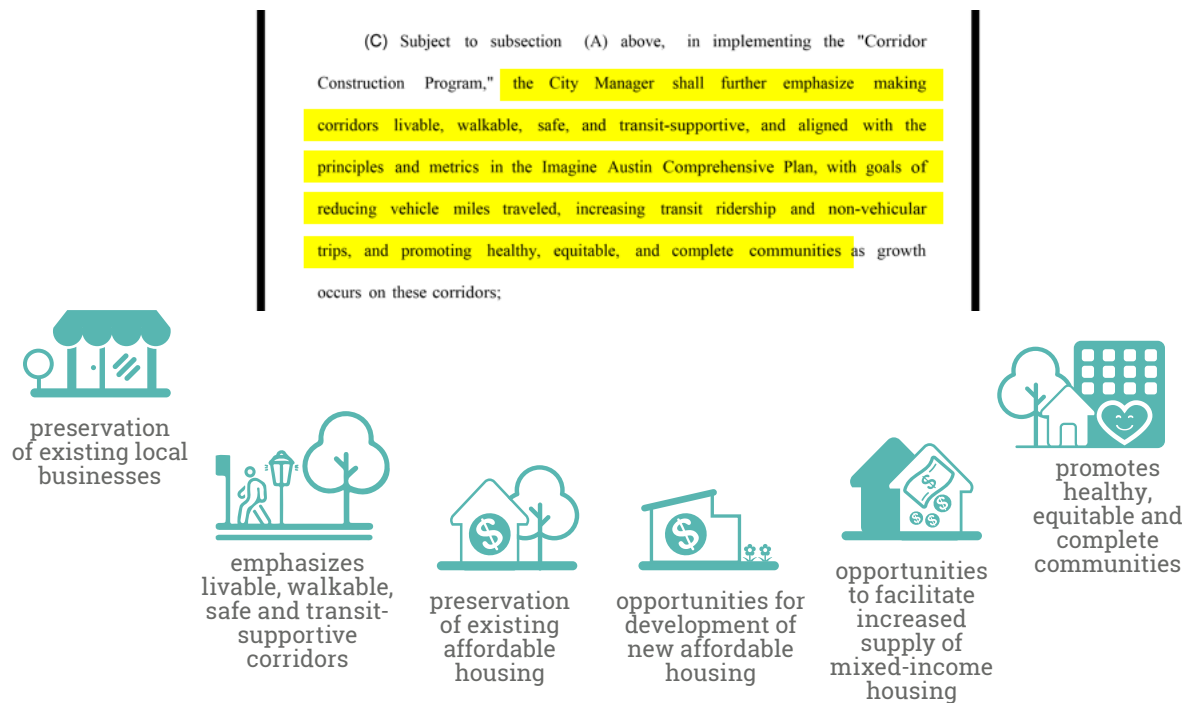
The Project Team created a Community Considerations Index (CCI) based on the findings of existing plans, available data, and other relevant information for each recommended improvement.

The Community Considerations Index measures improvements as low, medium, or high in terms of supporting the Community Considerations in the Contract With Voters.

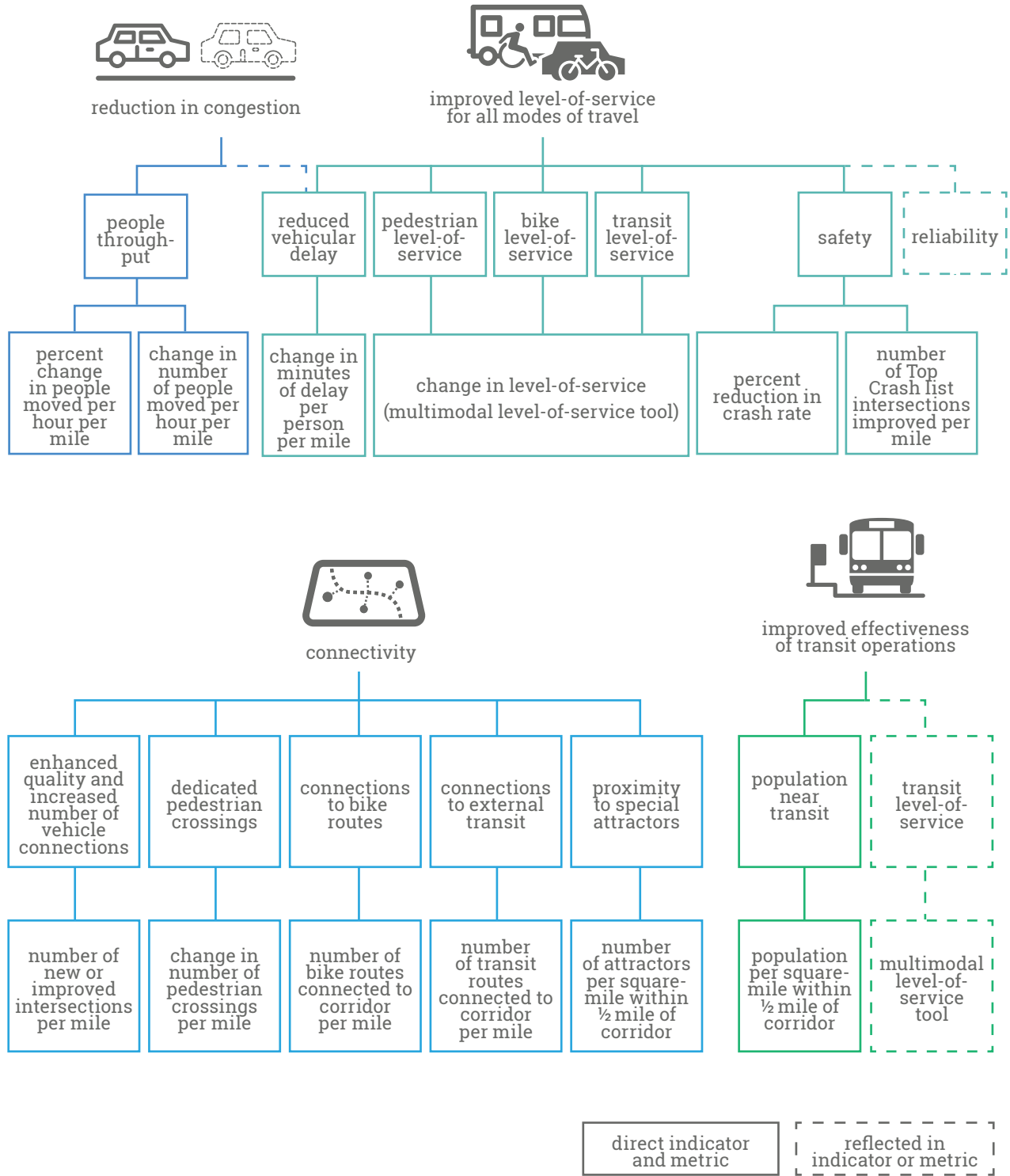
These Community Considerations below are interrelated because some of the indicators are used to evaluate multiple considerations.

- Preservation of existing affordable housing
- Preservation of existing local businesses
- Opportunities for development of new affordable housing
- Opportunities to facilitate increased supply of mixed-income housing
- Emphasizes livable, walkable, safe and transit-supportive corridors
- Promotes healthy, equitable and complete communities

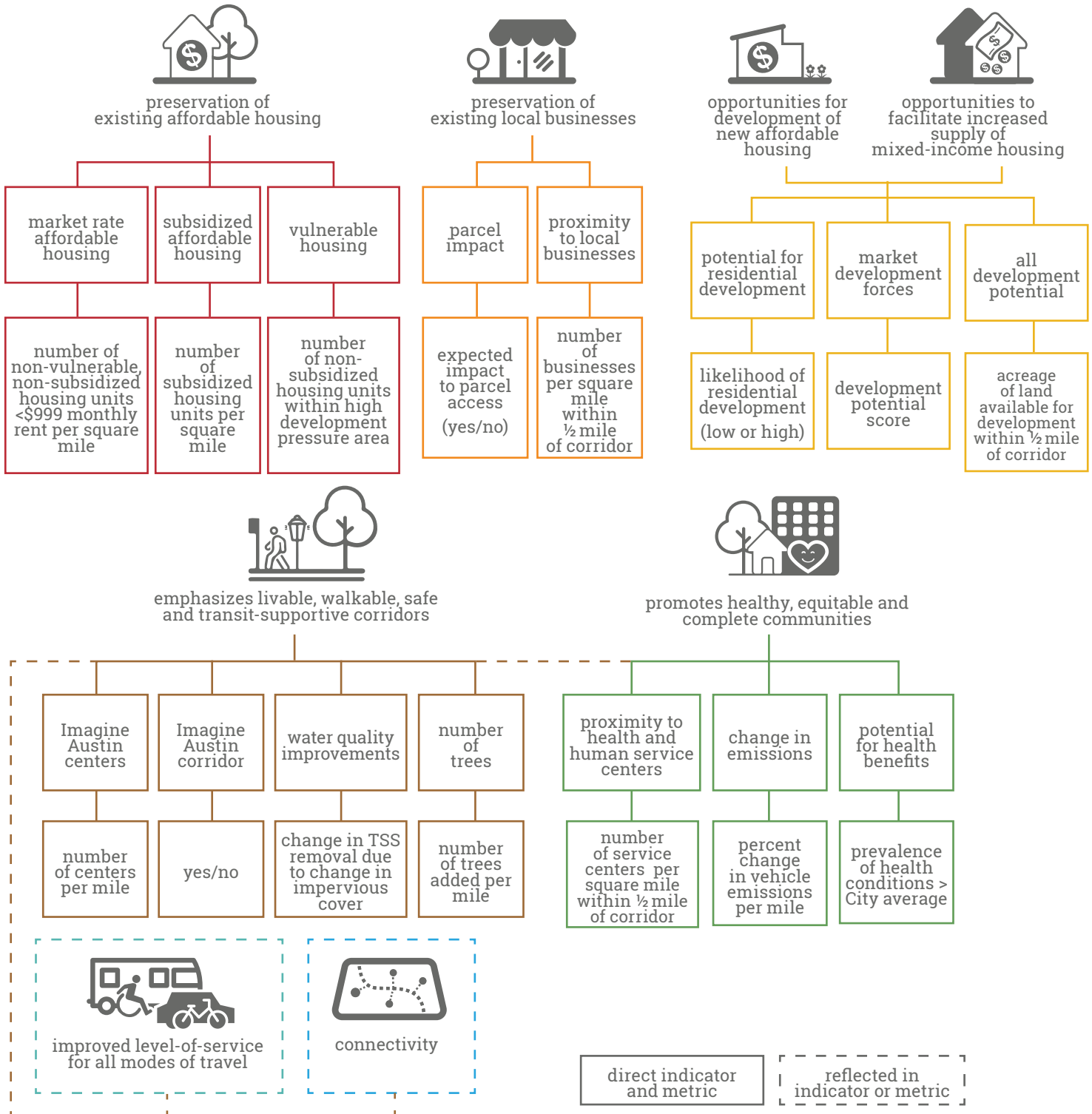
Figure 2: Community Considerations



MOBILITY PRIORITIES



COMMUNITY CONSIDERATIONS



CORRIDOR PRIORITIZATION MODEL

The Corridor Prioritization Model enables a comparative analysis of the recommendations in the Corridor Mobility Plans. This analysis started with an in-depth review of existing Corridor Mobility Plans.

To measure the mobility benefits of the mobility infrastructure recommended in the plans, the Project Team performed a technical review of the Corridor Mobility Plan recommendations to ensure they reflect existing conditions, current standards and policies. The Project Team also updated cost estimates to reflect today's market costs for construction, labor, and materials.

The next step in the process is that the Project Team will quantify the data in measurable units and program it into a dynamic model. Essentially an interactive computer application, the Prioritization Model specifically analyzes and ranks how well the recommendations align with the Mobility Priorities and Community Considerations.

To develop the proposed Corridor Construction Program, the recommendations are grouped into investments that are composed of a mix of improvement types. Investments may consist of operational improvements along a corridor while others may consist of Complete Streets improvements.

Figure 3: Corridor Prioritization Methodology Process

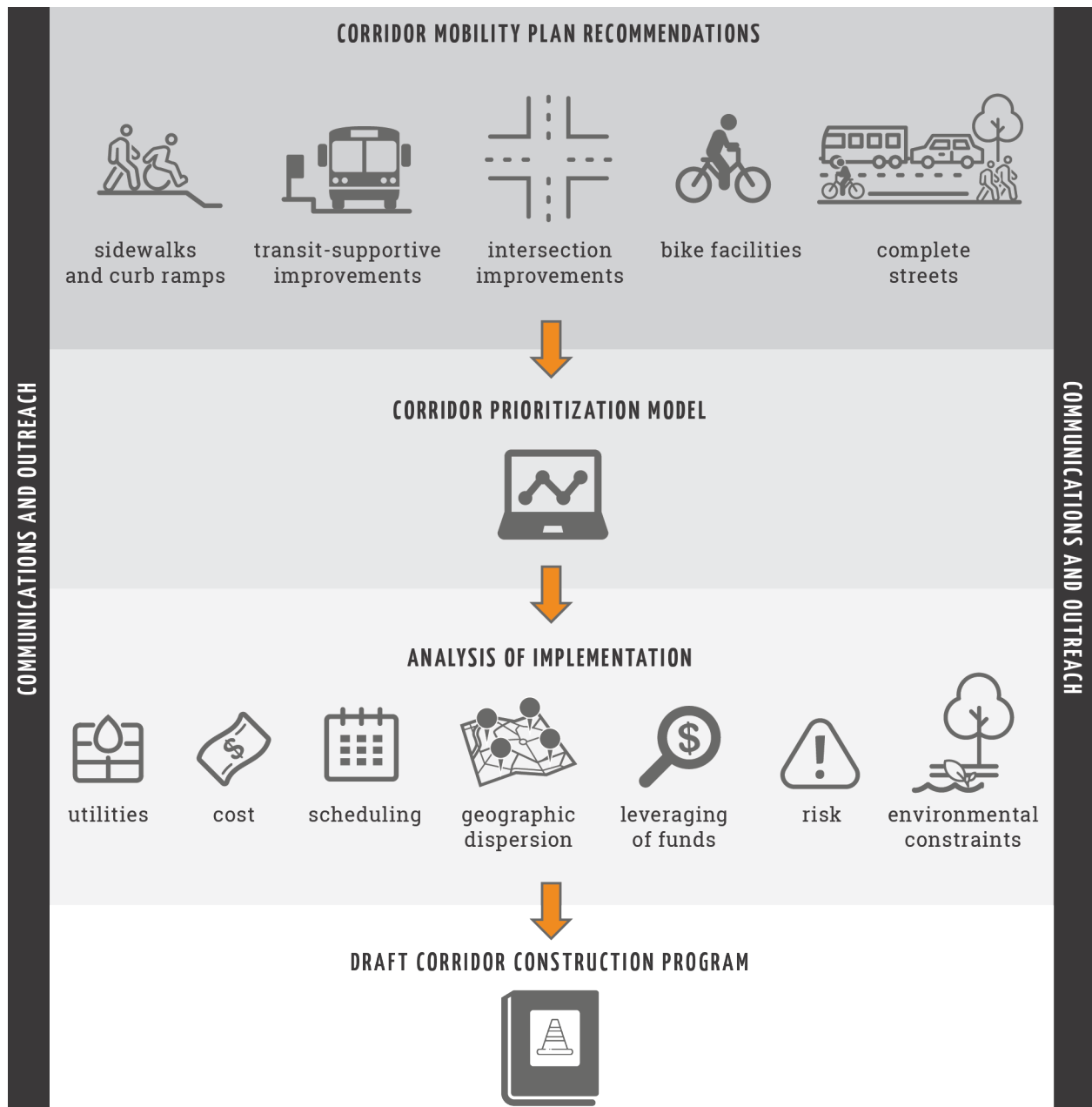


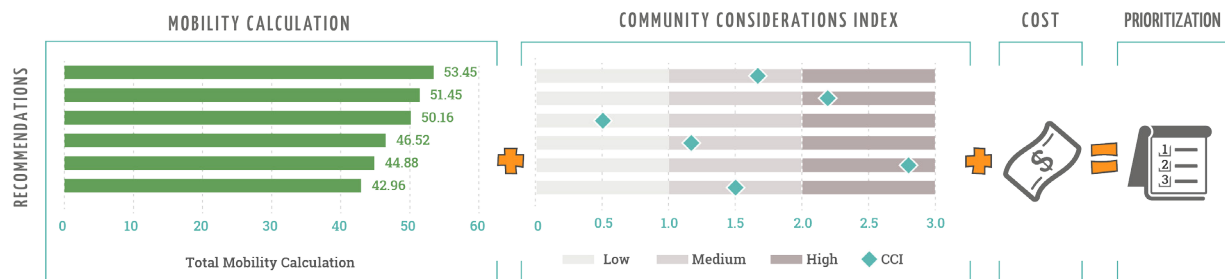
Figure 4: Mobility Benefit Per Bond Dollar



With these logical investment groupings, improvements in the Corridor Mobility Plans can be evaluated and measured to ascertain which investments provide the highest mobility benefit per bond dollar.

The combination of the Mobility Calculation and Community Considerations Index indicates which recommended improvements are most likely to achieve the priorities and considerations identified in the Mobility Bond.

Figure 5: Cumulative Ranking of Mobility Priorities and Community Considerations



Other factors included in the Contract with Voters, such as geographic dispersion of funding and potential to leverage other projects, are then used to determine the list of priority improvements that will be evaluated from an implementation perspective. The modeling process is designed to iteratively rank improvements by the degree to which they yield the most effective mobility benefit per bond dollar.

The results of the prioritization process will be shared with other City planning efforts such as the Austin Strategic Mobility Plan. The results will inform the Austin Strategic Mobility Plan by providing information about expected future conditions, thereby supporting planning efforts and future development of the city's transportation network.

The Austin Strategic Mobility Plan team, following the guidance of the Imagine Austin Comprehensive Plan, has developed performance outcome measures associated with improvements. The Corridor Mobility Program team will make recommendations for outcome metrics related to the Corridor Construction Program. These outcome metrics will be monitored during program implementation and used to track the success of the improvements. The outcome metrics, like the Corridor Prioritization Model results, will assist in the development of the Austin Strategic Mobility Plan as well as future planning efforts in Austin.

The Corridor Prioritization Model will inform the development of a prioritized Corridor Construction Program for City Council consideration. The proposed Corridor Construction Program will also reflect leveraging of other funds, geographic dispersion of funds, delivery methods, scheduling, and other factors such as utility relocations, right-of-way impacts, environmental constraints, and other "realities of implementation."

The result will be the identification of discrete projects and the draft Corridor Construction Program, within the confines of the existing Mobility Bond funding. The model is dynamic, however, and will be used to further consider investments as new funding/leveraging opportunities are available and as costs are further refined.

PROPOSED CORRIDOR CONSTRUCTION PROGRAM - INVESTMENT PACKAGES

The following 34 "investment packages" were derived from recommendations in Corridor Mobility Plans for the nine corridors eligible for 2016 Mobility Bond construction funding in accordance with the ballot language approved by voters in November 2016. Those corridors are: North Lamar Boulevard, Burnet Road, Airport Boulevard, East MLK Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive, Guadalupe Street, William Cannon Drive and Slaughter Lane. The investment packages below equal an estimated \$1.4 billion in mobility, safety, and connectivity improvements across the nine corridors. The packages underwent a comparative analysis to identify which improvements would result in the biggest bang for the buck.

The packages were divided into two improvement categories: Corridor-wide Mobility Improvements and Enhanced Multimodal Improvements. **Corridor-wide Mobility Improvements** generally include the 'short-term' recommendations from the Corridor Mobility Plans. These provide improvements for all modes along the entire length of the corridors, including pavement rehabilitation, intersection improvements, traffic signal upgrades, transit signal priority, better connections to transit stops, continuous ADA-compliant sidewalks along the length of the corridors, continuous bicycle lanes or shared-use paths along the length of the corridors, and in some cases intermittent median islands for safety. **Enhanced Multimodal Improvements** generally include the 'long-term' recommendations from the Corridor Mobility Plans. While each corridor is different, and the specific improvements may vary, the Enhanced Multimodal Improvements are intended to bring each corridor up to the ultimate vision established in the Corridor Mobility Plan. These improvements build upon the Corridor-wide Mobility Improvements and add full street reconstruction, wider sidewalks, protected bicycle lanes, intermittent median islands for safety, and streetscape improvements, such as landscaping and trees.

Each package has three estimated costs: low, most likely, and high. The low represents the cost with a 10% confidence level, the most likely a 70% confidence level, and the high a 90% confidence level. This range is due to the level of information we have right now, and is typical of infrastructure project development.

City of Austin staff is proposing three approaches to funding the estimated \$1.4 billion in projects: Full design and construction, Initiate Design and Possible Construction, Seek Additional Funding Opportunities. **Full design and construction:** Investment package will be fully funded through 2016 Mobility Bond funding and other partnership/coordination opportunities. **Initiate design and possible construction:** The City will start design of improvements in the investment package using 2016 Mobility Bond funds and the City will be seek funding and partnership opportunities to fund the project through completion. **Seek additional funding opportunities:** The City will seek to implement the improvements through partnership/coordination opportunities, and will seek additional funding opportunities.

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. **Text in red was added by Council action April 26, 2018.**

Improvement Category	Corridor	Limits		Estimated Cost			Proposed Projects included in Package	Recommended Funding Approach
		Limits	To	Low	Most Likely	High		
Corridor-wide Mobility Improvements	Airport Blvd.	N. Lamar Blvd.	US183	\$ 74,500,000	\$ 79,900,000	\$ 82,200,000	Up to 6.5 miles of corridor-wide system safety & mobility improvements including up to 21 traffic signal improvements, up to 9 Pedestrian Hybrid Beacons (PHBs), up to 13 miles of new shared-use paths, up to 6.5 miles of pavement rehabilitation, bridge widenings in both directions at Boggy Creek and the Capital Metro Rail line between Springdale Rd and Bolm Rd, and intersection improvements with turn lane modifications at E MLK Blvd, Manor Rd, E Koenig Ln, E 45th St, & Springdale Rd. and consideration and analysis as part of the Design Phase evaluation of intersection improvements with turn lane modifications at 12th St.	Full Design & Construction
Corridor-wide Mobility Improvements	Burnet Road	W. Koenig Ln.	Mopac	\$ 49,500,000	\$ 53,200,000	\$ 54,700,000	Up to 5 miles of corridor-wide system safety & mobility improvements including up to 19 traffic signal improvements, up to 6 Pedestrian Hybrid Beacons (PHBs), up to 10 miles of new shared-use paths, up to 5 miles of pavement rehabilitation, intersection improvements with turn lane modifications at W Koenig Ln, W Braker Ln, Kramer Ln, Esperanza Crossing, & Gault Ln, intermittent median islands from W Koenig Ln to W Anderson Ln, improved stormwater drainage from US 183 to Mopac.	Full Design & Construction
Corridor-wide Mobility Improvements	East Riverside Drive	IH35	SH71	\$ 13,400,000	\$ 14,400,000	\$ 14,800,000	Up to 3 miles of corridor-wide system safety & mobility improvements including up to 14 traffic signal improvements, up to 3 Pedestrian Hybrid Beacons (PHBs), up to 0.5 miles of new or rehabilitated sidewalks, up to 1 mile of pavement rehabilitation, bridge widenings at Country Club Creek, intersection improvements with turn lane modifications at IH35, Willow Creek Dr, Pleasant Valley Rd & Montopolis Dr, intermittent median islands, new street lighting from Shore District Dr to Montopolis.	Full Design & Construction
Enhanced Multimodal Improvements	East Riverside Drive	Shore District Dr.	Crossing Place	\$ 35,600,000	\$ 38,200,000	\$ 39,200,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Shore District Dr to Crossing Place.	Full Design & Construction
Enhanced Multimodal Improvements	East Riverside Drive	Crossing Place	Montopolis Dr.	\$ 30,000,000	\$ 32,200,000	\$ 33,100,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Crossing Place to Montopolis Dr.	Full Design & Construction
Corridor-wide Mobility Improvements	Guadalupe Street	24th St, San Antonio St & Guadalupe St. from 18th St to 29th St.		\$ 18,500,000	\$ 19,800,000	\$ 20,400,000	Up to 3 miles of corridor-wide system safety & mobility improvements including transit operational enhancements from 18th St. to MLK, up to 3 traffic signal improvements, up to 4.5 miles of new or rehabilitated sidewalks, up to 0.5 miles of dedicated bike lanes on 24th St., up to 1.5 miles of pavement rehabilitation, new street lighting from 18th St to 29th along Guadalupe St & from Guadalupe to N Lamar along 24th St.	Full Design & Construction
Corridor-wide Mobility Improvements	E. MLK Blvd.	US183	Decker Ln.	\$ 7,400,000	\$ 7,900,000	\$ 8,100,000	Up to 1.5 miles of corridor-wide system safety & mobility improvements including up to 4 traffic signal improvements, up to 1 Pedestrian Hybrid Beacon (PHB), up to 3.5 miles of new shared-use paths, bridge sidewalks will be expanded in both directions at Walnut Creek, intersection improvements with turn lane modifications at Decker Ln, new street lighting at Decker Ln.*	Full Design & Construction
Corridor-wide Mobility Improvements	North Lamar Blvd.	US183	Howard Ln.	\$ 62,200,000	\$ 66,800,000	\$ 68,600,000	Up to 5.5 miles of corridor-wide system safety & mobility improvements including up to 13 traffic signal improvements, up to 9 Pedestrian Hybrid Beacons (PHBs), up to 11.5 miles of new or rehabilitated sidewalks and shared-use paths, up to 10 miles of dedicated bike lanes, up to 5.5 miles of pavement rehabilitation, bridge widenings at US183 & Walnut Creek, intersection improvements with turn lane modifications at Rundberg Ln, Braker Ln & Parmer Ln, intermittent median islands, improved stormwater drainage from Rundberg Ln to Howard Ln.	Full Design & Construction

***For consideration and analysis as part of the Design Phase, preliminary engineering of Corridor-wide Mobility Improvements to include evaluation of partnership/coordination opportunities for sidewalk on Decker Lane to Austin city limit and feasibility of transit-priority improvements.**

PROPOSED CORRIDOR CONSTRUCTION PROGRAM - INVESTMENT PACKAGES

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The packages were divided into two improvement categories: Corridor-wide Mobility Improvements and Enhanced Multimodal Improvements. **Corridor-wide Mobility Improvements** generally include the ‘short-term’ recommendations from the Corridor Mobility Plans. These provide improvements for all modes along the entire length of the corridors, including pavement rehabilitation, intersection improvements, traffic signal upgrades, transit signal priority, better connections to transit stops, continuous ADA-compliant sidewalks along the length of the corridors, continuous bicycle lanes or shared-use paths along the length of the corridors, and in some cases intermittent median islands for safety. **Enhanced Multimodal Improvements** generally include the ‘long-term’ recommendations from the Corridor Mobility Plans. While each corridor is different, and the specific improvements may vary, the Enhanced Multimodal Improvements are intended to bring each corridor up to the ultimate vision established in the Corridor Mobility Plan. These improvements build upon the Corridor-wide Mobility Improvements and add full street reconstruction, wider sidewalks, protected bicycle lanes, intermittent median islands for safety, and streetscape improvements, such as landscaping and trees.

Each package has three estimated costs: low, most likely, and high. The low represents the cost with a 10% confidence level, the most likely a 70% confidence level, and the high a 90% confidence level. This range is due to the level of information we have right now, and is typical of infrastructure project development.

City of Austin staff is proposing three approaches to funding the estimated \$1.4 billion in projects: Full design and construction, Initiate Design and Possible Construction, Seek Additional Funding Opportunities. **Full design and construction:** Investment package will be fully funded through 2016 Mobility Bond funding and other partnership/coordination opportunities. **Initiate design and possible construction:** The City will start design of improvements in the investment package using 2016 Mobility Bond funds and the City will be seek funding and partnership opportunities to fund the project through completion. **Seek additional funding opportunities:** The City will seek to implement the improvements through partnership/coordination opportunities, and will seek additional funding opportunities.

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. **Text in red was added by Council action April 26, 2018.**

Corridor-wide Mobility Improvements	Slaughter Lane	FM1826	Vertex Blvd.	\$ 45,200,000	\$ 48,500,000	\$ 49,900,000	Up to 10 miles of corridor-wide system safety & mobility improvements including up to 25 traffic signal improvements, up to 4 Pedestrian Hybrid Beacons (PHBs), up to 6 miles of new or rehabilitated sidewalks, up to 14 miles of dedicated or protected bike lanes, up to 3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Escarpment Blvd, Brodie Ln & Congress/IH35.	Full Design & Construction
Corridor-wide Mobility Improvements	South Lamar Blvd.	Riverside Dr.	US290	\$ 33,700,000	\$ 36,200,000	\$ 37,200,000	Up to 3 miles of corridor-wide system safety & mobility improvements including up to 15 traffic signal improvements, up to 4 Pedestrian Hybrid Beacons (PHBs), up to 6 miles of new or rehabilitated sidewalks, up to 6 miles of dedicated bike lanes, up to 3 miles of pavement rehabilitation, intersection improvements with turn lane modifications at Barton Springs Rd, Hether St, Oltorf St, Mary St, Bluebonnet Ln & Barton Skyway/Manchaca, intermittent median islands at various locations along the corridor, improved stormwater drainage from Oxford Ave to Panther Trail. Enhanced Multimodal Improvements for South Lamar, Riverside to Barton Springs Road, for Full Design & Construction, including up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system for Riverside Drive to Barton Springs Road.*	Full Design & Construction
Corridor-wide Mobility Improvements	William Cannon Dr	Southwest Pkwy	McKinney Falls Pky	\$ 43,400,000	\$ 46,600,000	\$ 47,900,000	Up to 11.5 miles of corridor-wide system safety & mobility improvements including roadway widening from two lanes to four lanes from Running Water Dr to McKinney Falls Pkwy, up to 7 traffic signal improvements, up to 7 Pedestrian Hybrid Beacons (PHBs), up to 18 miles of new or rehabilitated sidewalks, up to 5 miles of dedicated or protected bike lanes, up to 2 miles of pavement rehabilitation, bridge construction at Marble Creek, intersection improvements with turn lane modifications at Brodie Ln, S Pleasant Valley Rd, & Bluff Springs Rd, improved stormwater drainage from Running Water Dr to McKinney Falls Pkwy.	Full Design & Construction
Enhanced Multimodal Improvements	Airport Blvd.	N. Lamar Blvd.	45th St.	\$ 55,700,000	\$ 59,800,000	\$ 61,400,000	Up to 2.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from N Lamar Blvd to 45th St.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Airport Blvd.	Manor Rd.	US183	\$ 60,700,000	\$ 65,200,000	\$ 67,000,000	Up to 1.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from 45th St to Manor Rd.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Airport Blvd.	45th St.	Manor Rd.	\$ 36,500,000	\$ 39,200,000	\$ 40,300,000	Up to 2.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Manor Rd to US183.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	North Lamar Blvd.	Parmer Ln.	Howard Ln.	\$ 28,300,000	\$ 30,400,000	\$ 31,300,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Parmer Ln to Howard Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Panther Trail	US290	\$ 14,400,000	\$ 15,400,000	\$ 15,900,000	Up to 0.5 miles of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Panther Trail to US290.	Initiate Design & Possible Construction

***Funding for additional enhanced multimodal improvements for South Lamar to come from the South Lamar Corridor-wide funding as well as a portion from Slaughter Lane Corridor-wide Mobility Improvement package (western portion), by refining estimates after Preliminary Engineering and potential cost reductions via reallocations or scope reduction as necessary.**

Enhanced Multimodal Improvements	William Cannon Drive	Southwest Parkway	Mopac	\$ 15,100,000	\$ 16,300,000	\$ 16,700,000	Proposed improvements at up to 7 intersections: Southwest Pkwy; Rialto Blvd; US 290; Escarpment Blvd; Beckett Rd; Brush Rd; Mopac.	Initiate Design & Possible Construction
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PROPOSED CORRIDOR CONSTRUCTION PROGRAM - INVESTMENT PACKAGES

The following 34 "investment packages" were derived from recommendations in Corridor Mobility Plans for the nine corridors eligible for 2016 Mobility Bond construction funding in accordance with the ballot language approved by voters in November 2016. Those corridors are: North Lamar Boulevard, Burnet Road, Airport Boulevard, East MLK Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive, Guadalupe Street, William Cannon Drive and Slaughter Lane. The investment packages below equal an estimated \$1.4 billion in mobility, safety, and connectivity improvements across the nine corridors. The packages underwent a comparative analysis to identify which improvements would result in the biggest bang for the buck.

The packages were divided into two improvement categories: Corridor-wide Mobility Improvements and Enhanced Multimodal Improvements. **Corridor-wide Mobility Improvements** generally include the ‘short-term’ recommendations from the Corridor Mobility Plans. These provide improvements for all modes along the entire length of the corridors, including pavement rehabilitation, intersection improvements, traffic signal upgrades, transit signal priority, better connections to transit stops, continuous ADA-compliant sidewalks along the length of the corridors, continuous bicycle lanes or shared-use paths along the length of the corridors, and in some cases intermittent median islands for safety. **Enhanced Multimodal Improvements** generally include the ‘long-term’ recommendations from the Corridor Mobility Plans. While each corridor is different, and the specific improvements may vary, the Enhanced Multimodal Improvements are intended to bring each corridor up to the ultimate vision established in the Corridor Mobility Plan. These improvements build upon the Corridor-wide Mobility Improvements and add full street reconstruction, wider sidewalks, protected bicycle lanes, intermittent median islands for safety, and streetscape improvements, such as landscaping and trees.

Each package has three estimated costs: low, most likely, and high. The low represents the cost with a 10% confidence level, the most likely a 70% confidence level, and the high a 90% confidence level. This range is due to the level of information we have right now, and is typical of infrastructure project development.

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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. **Text in red was added by Council action April 26, 2018.**

Enhanced Multimodal Improvements	William Cannon Drive	Mopac	IH35	\$ 22,400,000	\$ 24,100,000	\$ 24,700,000	Up to 3.5 miles of roadway widening from four lanes to six lanes from Brodie Ln to Manchaca & proposed improvements at up to 5 intersections: West Gate Blvd; Manchaca Rd; Emerald Forest Dr; S 1st St; S Congress.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	William Cannon Drive	IH35	McKinney Falls Pky	\$ 20,000,000	\$ 21,400,000	\$ 22,000,000	Up to 3.5 miles of roadway widening from four lanes to six lanes from IH35 to McKinney Falls Parkway & proposed improvements at up to 2 intersections: IH35 & Salt Springs Rd.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Burnet Road	W. Koenig Ln.	Anderson Ln.	\$ 42,900,000	\$ 46,100,000	\$ 47,400,000	Up to 1.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from W Koenig Ln to W Anderson Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	Anderson Ln.	US183	\$ 33,400,000	\$ 35,900,000	\$ 36,900,000	Up to 1 mile of full street reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Anderson Ln to US183.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	US183	Braker Ln.	\$ 39,800,000	\$ 42,700,000	\$ 43,900,000	Up to 1 mile of full street reconstruction to widen from four lanes to six lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from US183 to Braker Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Burnet Road	Braker Ln.	Mopac	\$ 34,900,000	\$ 37,400,000	\$ 38,500,000	Up to 1 mile of full street reconstruction to widen from four lanes to six lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Braker Ln to Mopac.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	East Riverside Drive	IH35	Shore District Dr.	\$ 13,800,000	\$ 14,800,000	\$ 15,200,000	Up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from IH35 to Shore District Dr.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	East Riverside Drive	Montopolis Dr.	SH71	\$ 32,800,000	\$ 35,200,000	\$ 36,200,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Montopolis Dr to SH71.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	Guadalupe Street	W. MLK Blvd.	29th St.	\$ 42,300,000	\$ 45,400,000	\$ 46,700,000	Up to 1 mile of full reconstruction to add transit only lanes with enhanced pedestrian and bicycle facilities, streetscape, trees and new drainage system from MLK to 29th St..	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	E. MLK Blvd.	US183	Decker Ln.	\$ 49,700,000	\$ 53,300,000	\$ 54,800,000	Up to 2 miles of full reconstruction to widen from 4-lanes to 6-lanes with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from US183 to Decker Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	North Lamar Blvd.	US183	Braker Ln.	\$ 62,200,000	\$ 66,700,000	\$ 68,600,000	Up to 2 miles of full reconstruction from US183 to Thurmond St and Rundberg Ln to Braker Ln with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	North Lamar Blvd.	Braker Ln.	Parmer Ln.	\$ 55,400,000	\$ 59,500,000	\$ 61,200,000	Up to 2 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Braker Ln to Parmer Ln.	Seek Additional Funding Opportunities

PROPOSED CORRIDOR CONSTRUCTION PROGRAM - INVESTMENT PACKAGES

The following 34 "investment packages" were derived from recommendations in Corridor Mobility Plans for the nine corridors eligible for 2016 Mobility Bond construction funding in accordance with the ballot language approved by voters in November 2016. Those corridors are: North Lamar Boulevard, Burnet Road, Airport Boulevard, East MLK Jr. Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive, Guadalupe Street, William Cannon Drive and Slaughter Lane. The investment packages below equal an estimated \$1.4 billion in mobility, safety, and connectivity improvements across the nine corridors. The packages underwent a comparative analysis to identify which improvements would result in the biggest bang for the buck.

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Each package has three estimated costs: low, most likely, and high. The low represents the cost with a 10% confidence level, the most likely a 70% confidence level, and the high a 90% confidence level. This range is due to the level of information we have right now, and is typical of infrastructure project development.

City of Austin staff is proposing three approaches to funding the estimated \$1.4 billion in projects: Full design and construction, Initiate Design and Possible Construction, Seek Additional Funding Opportunities. **Full design and construction:** Investment package will be fully funded through 2016 Mobility Bond funding and other partnership/coordination opportunities. **Initiate design and possible construction:** The City will start design of improvements in the investment package using 2016 Mobility Bond funds and the City will be seek funding and partnership opportunities to fund the project through completion. **Seek additional funding opportunities:** The City will seek to implement the improvements through partnership/coordination opportunities, and will seek additional funding opportunities.

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. Text in red was added by Council action April 26, 2018.

Enhanced Multimodal Improvements	North Lamar Blvd.	Thurmond St.	Rundberg Ln.	\$ 25,500,000	\$ 27,300,000	\$ 28,100,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Thurmond St to Rundberg Ln.	Initiate Design & Possible Construction
Enhanced Multimodal Improvements	Slaughter Lane	Mopac	Brodie Lane	\$ 35,500,000	\$ 38,100,000	\$ 39,200,000	Up to 2 miles of roadway widening to widen from 4-lanes to 6-lanes from Mopac to Brodie Ln.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Barton Springs	Treadwell St.	\$ 36,700,000	\$ 39,400,000	\$ 40,400,000	Up to 0.5 miles of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Riverside Dr to Treadwell St.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Treadwell St.	Oxford Ave.	\$ 45,600,000	\$ 48,900,000	\$ 50,300,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Treadwell St to Oxford Ave.	Seek Additional Funding Opportunities
Enhanced Multimodal Improvements	South Lamar Blvd.	Oxford Ave.	Panther Trail	\$ 52,200,000	\$ 56,100,000	\$ 57,600,000	Up to 1 mile of full reconstruction with enhanced pedestrian and bicycle facilities, streetscape, trees, medians, street lighting and new drainage system from Oxford Ave to Panther Trail.	Seek Additional Funding Opportunities

EXHIBIT D - PROPOSED CORRIDOR CONSTRUCTION PROGRAM



The Proposed Corridor Construction Program is composed of all recommendations in Corridor Mobility Plans for nine corridors throughout Austin. The estimated cost to design and construct all of these recommendations is approximately \$1.4 billion. The 2016 Mobility Bond can fund a portion of those improvements, and the City of Austin will pursue partnerships, leveraging opportunities, and other funding strategies to fully implement the entire Corridor Construction Program.

Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction with 2016 Mobility Bond funding 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:

Reduced Vehicular Delay

- Anticipated 25% average reduction in delay time
- 30 intersections improved, 50 new intersection turn lanes
- 120 signal improvements with new technology
- 30 miles of pavement rehabilitation

Increased Safety

- Anticipated 15% reduction in crash rate
- 13 of Austin's Top 28 crash intersections improved
- Intermittent median islands to reduce crashes
- 40 new mid-block pedestrian crosswalk signals (Pedestrian Hybrid Beacons)

Better Connectivity and Travel Options

- 75 miles of sidewalks or shared-use paths creating a complete network along the length of all nine corridors
- 40 miles of bicycle lanes creating a complete network along the length of all nine corridors
- 100 bicycle route connections
- Coordinated transit improvements (Capital Metro Connections 2025)

All numbers are approximate and based on the best available data at this time. 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, including a complete list of improvements in the Proposed Corridor Construction Program for each corridor, visit AustinTexas.gov/CorridorMobility. If you have questions, call the Corridor Program Office at (512) 974-7840 or email corridors@austintexas.gov.

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:

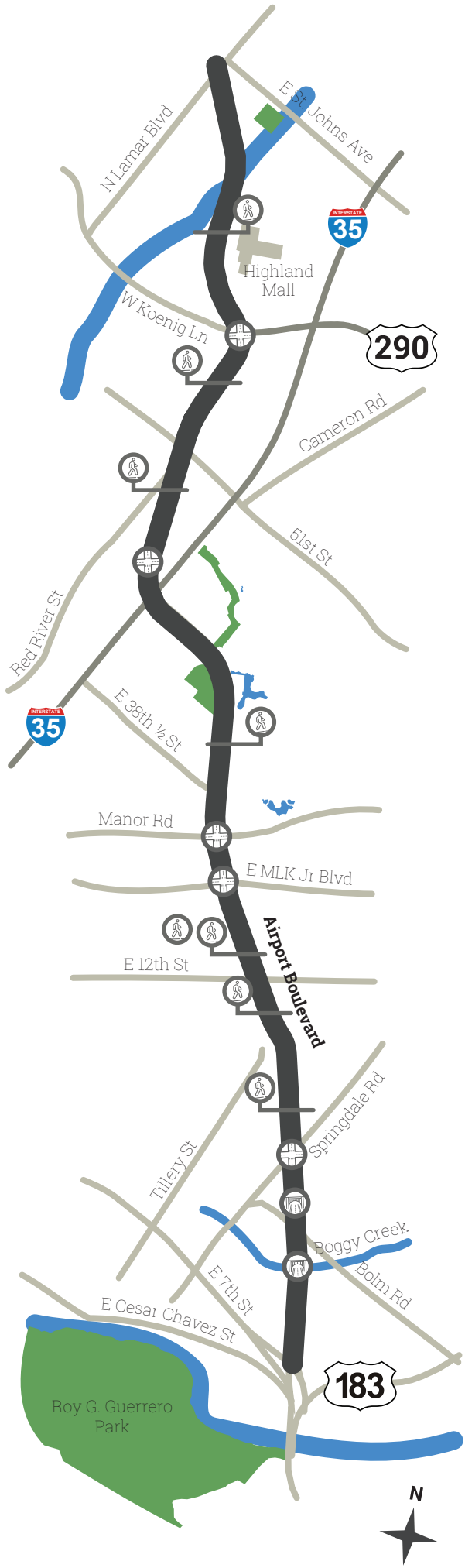
1. E MLK Jr Blvd
2. Manor Rd
3. E Koenig Ln
4. E 45th St
5. Springdale Rd

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

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 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



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

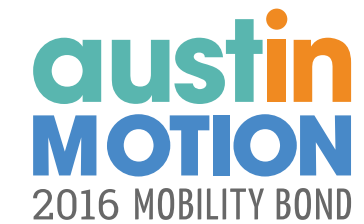
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination 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. 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:



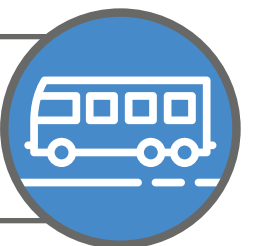
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



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 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

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

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@AUSTINTEXASGOV



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

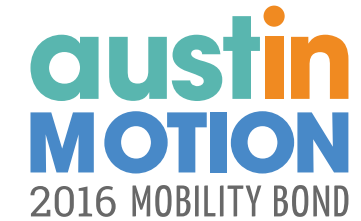
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination 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.

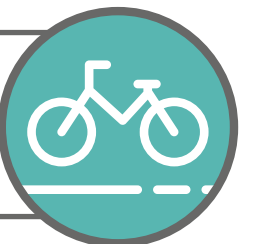
The recommendations came from the North Lamar Boulevard/Burnet Road Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/Burnet. Funding from the 2016 Mobility Bond will go to improvements on Burnet Road. Funds from the 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 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.

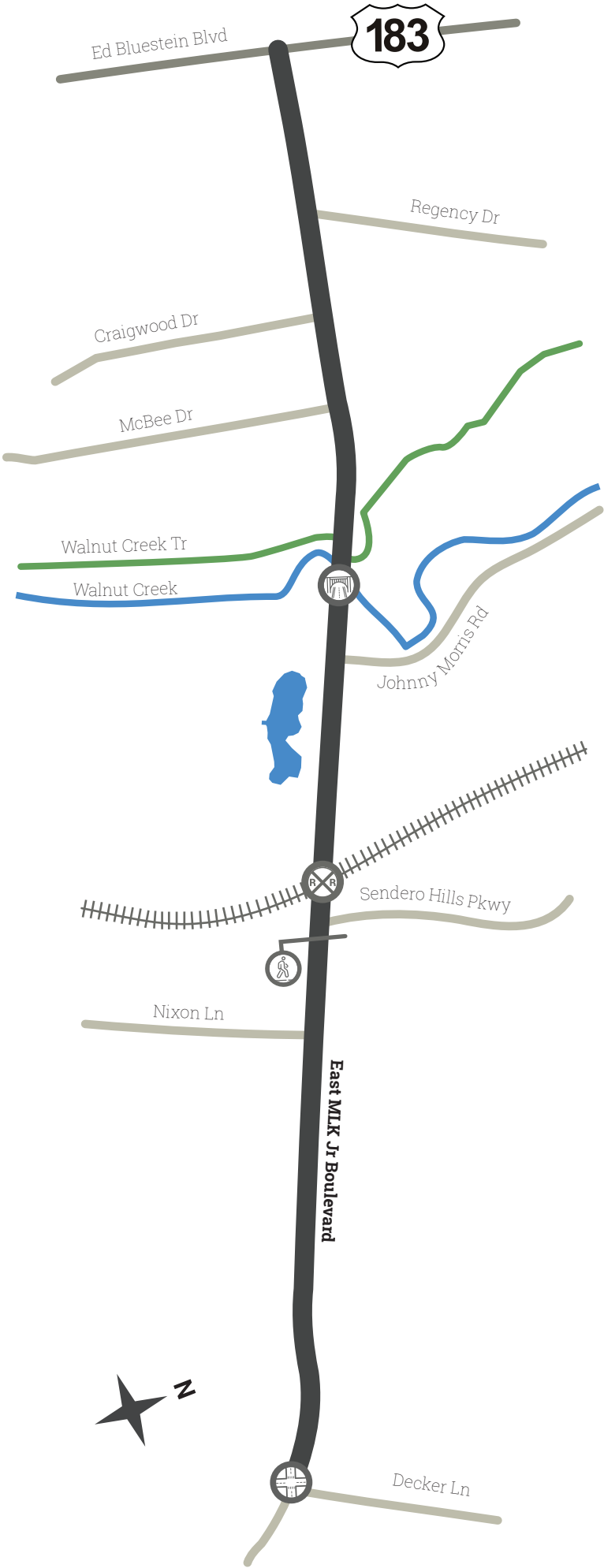
Vehicular

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. 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.

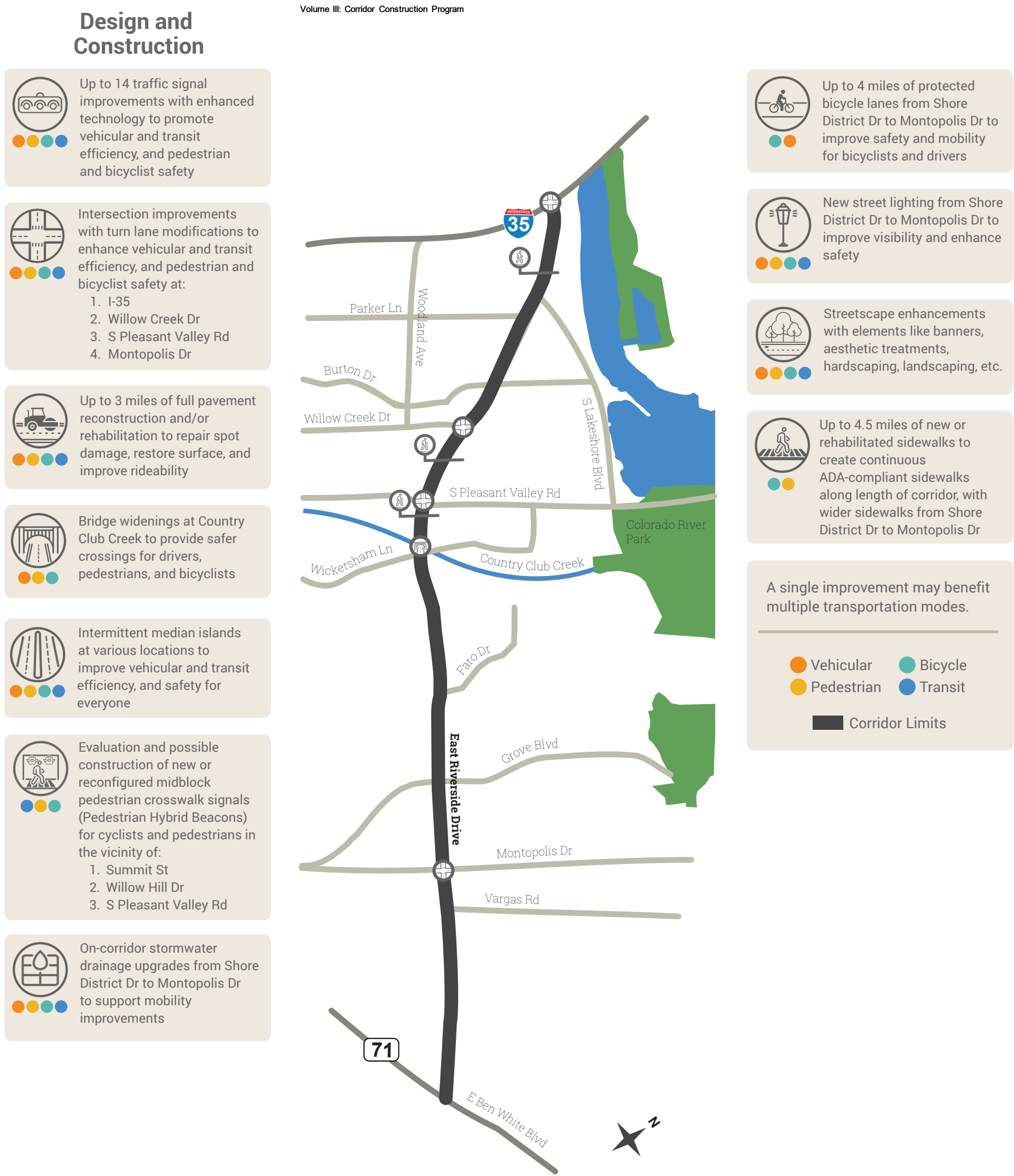
All recommendations are at a conceptual/preliminary level. Additional project development, including design work, will begin after the Corridor Construction Program is approved by City Council. At that time, the City will work with the community, as well as property and business owners who may be affected.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

East Riverside Drive I-35 to SH 71

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.



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.

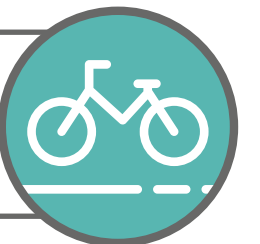
The recommendations came from the East Riverside Drive Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/Riverside. Funding from the 2016 Mobility Bond will go to improvements on East Riverside Drive.

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:



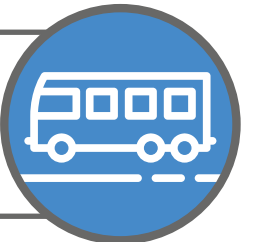
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



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 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

- 

●●●●

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



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

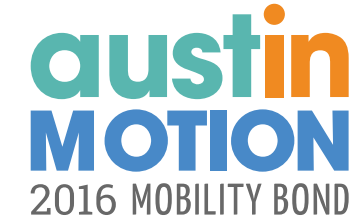
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination 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.

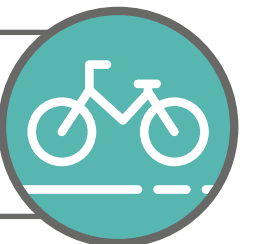
The recommendations came from the Guadalupe Street Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/Guadalupe. Funding from the 2016 Mobility Bond will go to improvements for the Guadalupe Street corridor.

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:



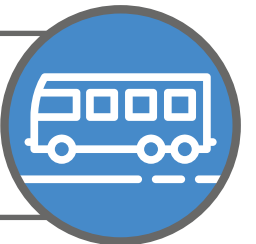
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



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 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

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 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

Pedestrian

Bicycle

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

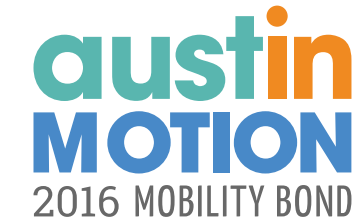
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination 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. 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 and (512) 974-7840.

Slaughter Lane

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

Bicycle

Pedestrian

Transit

Corridor Limits

The map illustrates the Slaughter Lane corridor, highlighted in black, running from FM 1826 at the top to Vertex Blvd at the bottom. Key landmarks and streets shown include: Metropolitan Park on Slaughter Creek, Escarpment Blvd, Zuniga Dr, Brodie Ln, Blowing Sink Preserve, Davis Ln, Bauerle Ranch Park, West Gate Blvd, Briar Ridge Dr, Manchaca Rd, Mary Moore Searight Metropolitan Park, S 1st St, S Congress Ave, Brandt Rd, Bluff Springs Rd, Old Lockhart Hwy, and Vertex Blvd. A north arrow is located in the bottom right corner. The map also shows the intersection with Interstate 35 (I-35) and the location of the Slaughter Lane 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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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

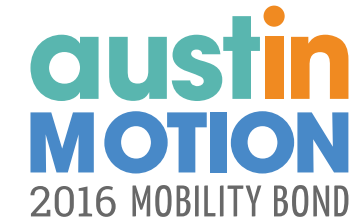
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination 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. Funding from the 2016 Mobility Bond will go to improvements on Slaughter Lane.

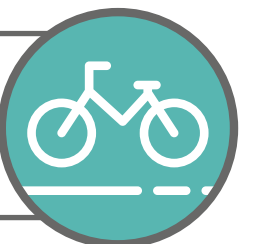
Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

Here's what you'll get:



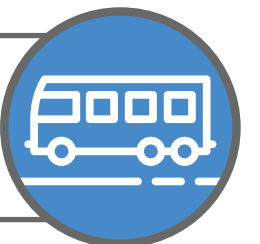
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.

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 and (512) 974-7840.

South Lamar Boulevard

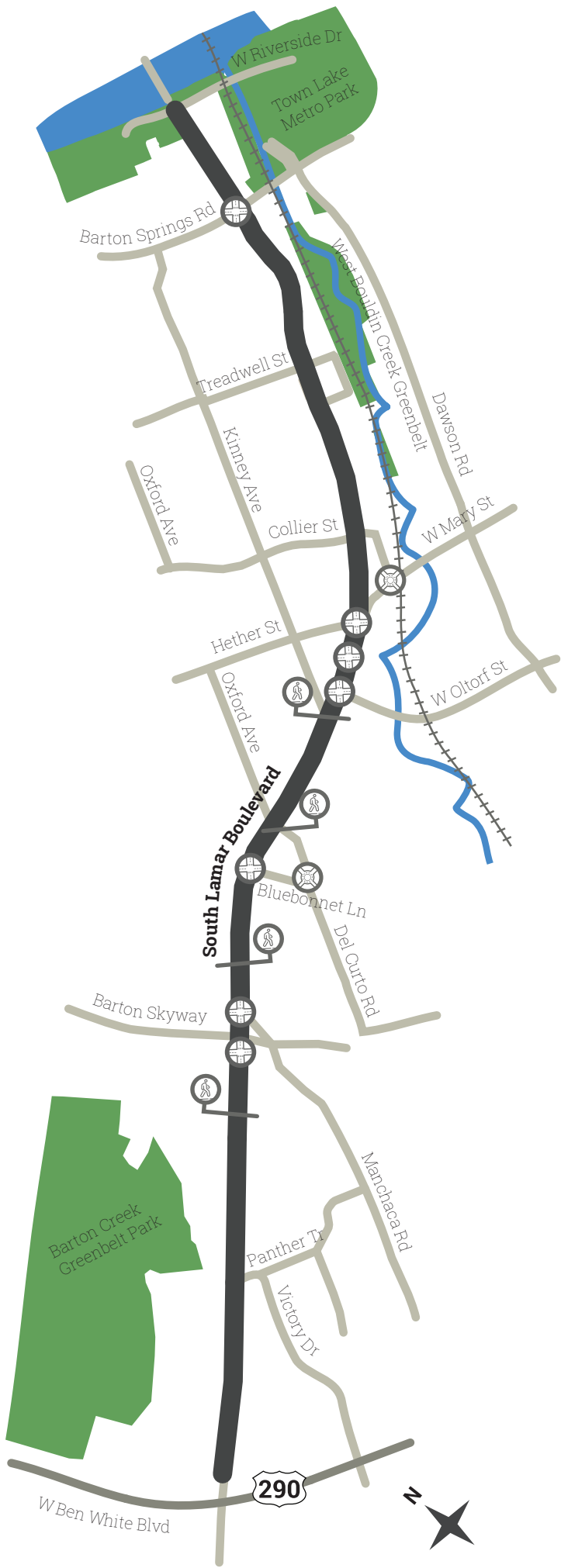
Riverside Drive to
Ben White Boulevard/US 290 West

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)

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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.

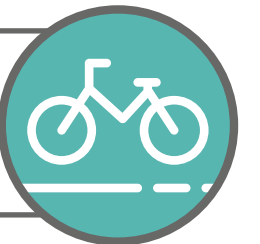
The recommendations came from the South Lamar Corridor Mobility Plan, which was developed with the help of the community. The Corridor Mobility Plan is available at AustinTexas.gov/SouthLamar. Funding from the 2016 Mobility Bond will go to improvements on South Lamar.

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:



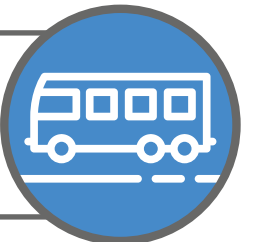
Better traffic flow and reduced delay through intersection improvements, upgraded traffic signals, pavement rehabilitation, and intermittent median islands for safety.



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 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

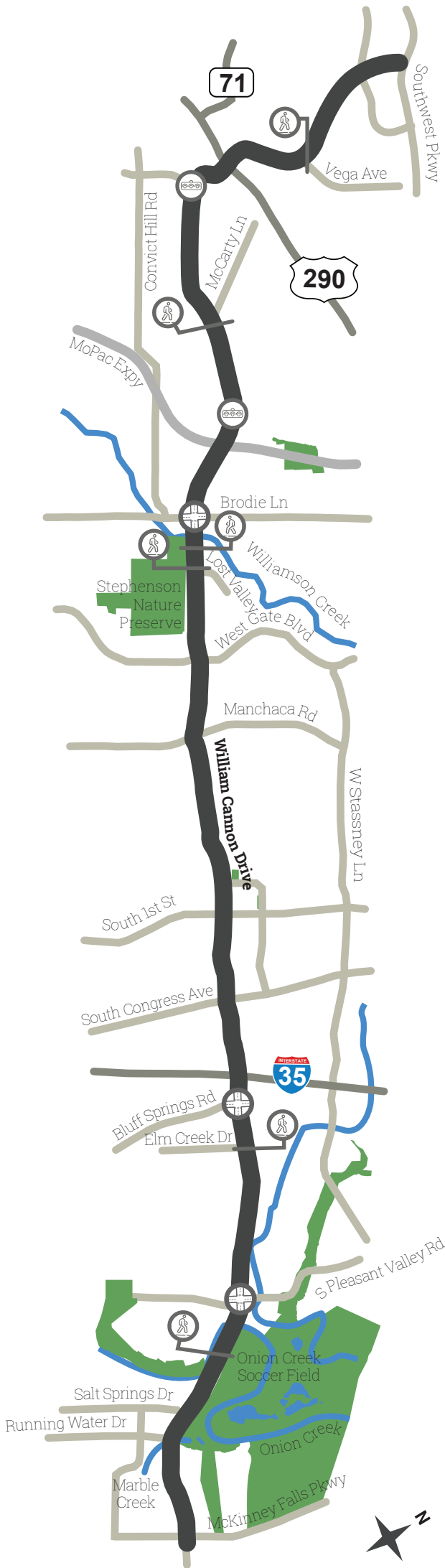
A new bridge over Marble Creek to provide two additional travel lanes for drivers and bicyclists, and sidewalks for pedestrians

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

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.

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
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- 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

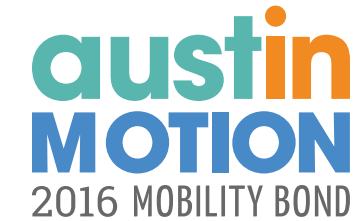
- Conduct surveys to gather information about utilities, property lines, geotechnical analysis, etc.
- Development of traffic management plan to mitigate construction impacts
- Ongoing outreach to the community, City departments, and local agencies
- Continue analyzing realities of implementation
- Coordination 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. Funding from the 2016 Mobility Bond will go to improvements on William Cannon Drive.

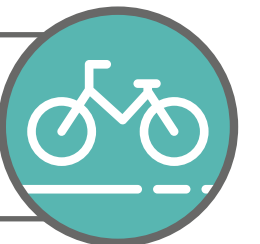
Those projects in the Proposed Corridor Construction Program that have been prioritized for design and construction will result in the biggest bang for the buck and meet other goals outlined in City Council's Contract With Voters.

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.



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