



**TO:** Mayor and Council Members

**Cc:** Marc A. Ott, City Manager

**From:** Robert Goode, P.E., Assistant City Manager

**DATE:** June 22, 2016

**SUBJECT:** Responses to City Council questions regarding Corridor Reports from June 21 Council Work Session

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This memorandum provides responses to questions the City Council posed during and in follow up to the June 21, 2016 Work Session of the City Council regarding developing and funding transportation projects; specifically about the Mobility Corridor projects.

**Q1: What are the anticipated outcomes of investment in the seven key corridors at various funding levels?**

Outcomes expected for implementation of Corridor Development Program report recommendations are generally described below.

Complete Streets sections include the following types of multi-modal improvements that have direct benefits on mobility and safety:

- **Intersection improvements** to improve vehicle through-put and efficiency through the following types of improvements:
  - New and upgraded signals
  - Signal timing improvements
  - Added turn lanes for motor vehicles
  - Signal spacing/relocation improvements
  - Regulated pedestrian crossing via new and improved signals or pedestrian hybrid beacons
- **Sidewalks with shade trees and Protected Bicycle Lanes:** shaded sidewalks improve accessibility and the environment/experience for active transportation modes and protected bicycle facilities improve safety for bicycle users by providing separated and protected lanes reducing conflicts with motor vehicles.
- **Transit:**
  - **Bus shelters:** provide shade for transit riders to improve the experience and attract increased transit use
  - **Relocation of bus stops:** moving and reconfiguring stop locations to decrease delays associated with loading and unloading
  - **Center-running transit lanes:** improve quality of transit service, including increasing efficiency and decreasing cost of service
  - **Queue jumps:** transit specific signal timing to increase transit reliability and frequency

Other improvements:

- **Drainage improvements:** conversion of drainage ditches to storm drains allows for construction of sidewalks and contributes to attracting and therefore leveraging development and redevelopment opportunities.
- **Transit:** Improvement as identified by Capital Metropolitan Transit Authority that improve transit reliability and frequency.

Overall, anticipated outcomes as identified in the corridor reports include intersection level of service improvements, overall corridor delay improvements, conversion of some automobile trips to bicycling, walking, and transit modes, travel time decreases, increased safety for all modes, and emission reductions. **See Attachment 1: Key Corridors Outcomes Summary** for anticipated projects that could be funded at the specific investment levels that have been presented.

Staff is unable to provide more detailed information regarding anticipated impacts and outcomes of potential partial corridor improvements at this point in time. Additional implementation planning, project development and coordination with internal and external entities is needed to further scope the short/med/long-term projects to be implemented. The program (group of projects) and project development process that occurs during bond program initiation and implementation planning after an election would provide additional information about the outcomes anticipated to be achieved through a project or a set of projects occurring in a given corridor.

**Q2: What was the criteria for selecting the seven corridors that have complete/near complete plans?**

As per the June 13 Corridor Mobility Development Program memo, the City began funding Corridor Mobility Development Program preliminary engineering for key city corridors in the 2010 Bond Program. In 2009 and 2010, City staff embarked on a community engagement initiative to collect input from residents on their top priorities and needs. Through four community-wide meetings, a mobility forum, and public meetings of a Council-appointed citizen bond task force, the City received more than 3,500 suggestions/comments. To further guide the prioritization for the identified mobility needs, Council approved strategic principles, which helped whittle down 3,000-plus service “gaps”/mobility needs to 474 projects. The strategic principles were:

- Focus on near-term needs—obligate funds within 2 years where possible (projects ready for implementation)
- Design projects for next series of funding opportunities
- Promote multiple forms of travel, reduce reliance on automobile, seek cost effective and sustainable solutions
- Respond to immediate congestion needs
- Provide geographic balance
- Position City to leverage State, federal dollars, coordinate with regional partners
- Preserve and maintain existing investments

The North Lamar/Burnet, East Riverside, Airport Boulevard, and FM 969 were selected for preliminary engineering as part of the 2010 Bond Program. In addition to being priorities that aligned with community input, these four corridors were selected because they had some or all of the following characteristics: substandard conditions; posing safety and connectivity risks to pedestrians and bicyclists; having significant private development activity; the existence of other planning efforts that could be leveraged or enhanced by mobility planning; the opportunity to leverage investment in mobility projects by other entities such as Travis County and TxDOT; related City Council resolutions/policy guidance; inclusion in the Austin Metropolitan Area Transportation Plan (AMATP); and imminent mobility and safety information collected through Austin 3-1-1 as well as other means.

Preliminary engineering for the South Lamar and Guadalupe Street corridors was funded as part of the 2012 Bond Program. The 2012 Bond Program was developed with extensive input from a citizen task force and the community. The City received more than 3,000 community inputs from people living throughout the City via

citizen communication at the task force's 15 regular meetings, 24 committee meetings, and two public forums; four community workshops; an online survey; social media; email; texts; comment cards; and an open house.

The investments in the PERs for South Lamar and Guadalupe are the result of this input, Council policy direction, and the same factors that led to the investment in the four initial corridors in 2010, including posing safety and connectivity risks to pedestrians and bicyclists as well as having significant private development activity.

The Critical Arterials list was created in 2015 and serves an operational purpose by identifying arterials that have higher traffic and transit boardings, making them critical to system-wide movement. This arterials list informed staff recommendations for corridors to be included in the Corridor Mobility Development Program.

**Q3: Which Corridors in South Austin would staff prioritize for future Corridor Mobility Development Program and ultimately for design and construction?**

William Cannon Drive, South Congress and Slaughter Lane are recommended for Corridor Mobility Development Reports. These are the top South Austin Critical Arterials that do not have a completed Corridor Mobility Development Report. Additionally, these roads meet the other factors considered when developing recommendations for future corridor reports, including leveraging investment in mobility projects by other agencies, City Council resolutions, the Austin Metropolitan Area Transportation Plan, private sector development, as well as mobility and safety information as collected through Austin 3-1-1 and other means. For other prioritized PERs that could be undertaken in addition to the aforementioned South Austin corridors, refer to Page 9 of the June 13 Corridor Mobility Development Program memo.

**Q4: What amount of funding has already been dedicated to the N. Lamar Boulevard/Burnet Road corridor, East Riverside Drive corridor, and Airport Boulevard?**

There is currently \$22.63 million of funding dedicated to these four corridors from multiple funding sources. The current or anticipated projects are near-term improvements identified in the Corridor Mobility Development Plans. They are supportive of improvements and outcomes currently considered for funding as part of a 2016 Bond but have not been included in the corridor estimates that staff has provided per Council request. If a bond proposition is approved by voters in 2016, project sequencing and coordination will take place.

**N. Lamar Boulevard and Burnet Road**

To date, \$18.53 million has been previously approved for N. Lamar Boulevard/Burnet Road. The breakdown of funding sources is as follows:

- 2012 Bond Program—**\$15 million**
- Grant funds for sidewalk construction on N Lamar from US 183 to Braker Lane—**\$1.2 million**
- District 4 ¼-cent funding—**\$730,000**
- District 7 ¼-cent funding for sidewalks on N Lamar Blvd from Braker Ln to W Scurry St (will be coordinated with overall N Lamar Blvd & Burnet Rd Corridor Improvements)—**\$200,000**
- Safety Improvements at N Lamar Blvd and Rundberg Lane—**\$700,000**
- Safety Improvements at N Lamar Blvd and Parmer Lane—**\$700,000**

This funding is being used to implement near-term recommendations from the completed N. Lamar Boulevard/Burnet Road Corridor Mobility Development Program. The proposed scope of the improvements include:

- Sidewalk, bicycle and shared use connectivity throughout both corridors in accordance with priorities outlined in the respective Sidewalk, Bicycle, and Urban Trails Master Plans.
- Intersection improvements, to include optimizing signal timing, crosswalks, and Pedestrian Hybrid Beacons.
- Burnet Rd and W Koenig Ln/RM 2222 intersection improvements
  - Pedestrian safety improvements

- Bus stop connectivity
- Improved access to a grocery store
- New urban trail (shared use path) around Lamar Middle School to connect existing pedestrian facilities and bicycle route
- Complete Street section on N. Lamar Blvd between Rundberg Ln and W. Longspur Blvd.
- Landscaping throughout both corridors.

#### Current Status

In summer 2016, City staff will present recommended improvements, project scope, and sequencing through a series of community meetings. There will be two phases to the construction work. Tentatively, Phase 1 will complete sidewalk gaps along both corridors with construction anticipated to begin in early 2017, while Phase 2 will include two main components: a Complete Street section on N Lamar Blvd from Rundberg Ln to W. Longspur Blvd and a shared use path on Burnet Rd and FM 2222/Koenig Ln (around Lamar Middle School) with construction anticipated to begin in early Summer 2017. It is important to note that the scope and timeline may be adjusted based on public feedback from the community meetings and outreach efforts.

#### East Riverside Drive

To date, \$1.6 million has been approved for East Riverside Drive. The breakdown of funding sources is as follows:

- 2012 Bond Program for East Riverside Drive and Lakeshore intersection improvements project—**\$1.2 million**
- District 3 ¼-cent funding for protected bicycle lanes on E Riverside Dr from IH-35 to SH 71—**\$400,000**

#### Current Status: Riverside Drive and Lakeshore Intersection

The East Riverside Drive and Lakeshore Intersection Improvements Project is part of the East Riverside Drive Corridor Development Program to improve safety, mobility and quality of life along Riverside Drive between IH 35 and SH 71. The project will respond to the changing nature of the corridor by improving mobility and safety at this intersection for multiple travel modes. Protected pedestrian crossings will be added on East Riverside Drive; a safer design for the interaction between cyclists and turning drivers will be implemented; and the intersection will be reconstructed to provide safer left turns for motorists. The project will also feature rain gardens and bicycle lanes on Lakeshore Drive near the intersection. Design is completed, and based on Council authorization, the City has executed the construction contract with Smith Contracting Company, Inc. The tentative Notice to Proceed (begin construction work) date is July 18<sup>th</sup> with an estimated construction timeline of eight months for final completion.

#### Current Status: Protected Bicycle Lanes

The project funded by the District 3 ¼-cent funding is being used to investigate the feasibility of adding protected bicycle lanes to the street while maintaining and/or enhancing the safety and operations for transit, pedestrians, and motor vehicles. Staff is in the process of procuring an engineering consultant. The feasibility study and any recommended outcomes would be responsive to any additional funding approved for the Riverside Corridor and would undergo typical City processes for project delivery, including public stakeholder engagement, prior to implementation.

#### Airport Boulevard

To date, \$2.5 million has been approved for Airport Boulevard. The breakdown of funding sources is as follows:

- District 9 ¼-cent funding for sidewalk/shared use path improvements on Airport Blvd from E 46<sup>th</sup> St to E 51<sup>st</sup> St—**\$500,000**
- ¼-cent funding approved and allocated by previous City Council—**\$2 million**

#### Current Status

The funding is being used to implement near-term recommendations from the Airport Boulevard Corridor Mobility Development Program. A project manager has been assigned to the project, and there is ongoing

coordination between the Urban Trails Program, the Sidewalk Program, and the Active Transportation Program to develop the scope and implementation strategy.

xc: Assistant City Managers  
Elaine Hart, Chief Financial Officer  
Greg Canally, Deputy Chief Financial Officer  
Ed Van Eenoo, Deputy Chief Financial Officer  
Mike Trimble, Capital Planning Officer  
Rob Spillar, Director, Austin Transportation Department  
Robert Hinojosa, Acting Director, Public Works Department

Attachments:

Attachment 1: Key Corridors Outcomes Summary



**Key Corridor Investment Summary**

**Spreadsheet overview:** The information provided in this spreadsheet includes investment levels for each corridor that can achieve some level of outcomes identified in the respective corridor plan reports. The scope for what work can be accomplished for Complete Streets, bicycle and sidewalk improvements, as indicated in the spreadsheet below, are estimates at this time based on current knowledge and professional best judgement and will be refined as projects are developed and designed. Outcomes and metrics to be developed will take into account stated City Council priorities and guiding principles, Imagine Austin Comprehensive Plan Complete Communities Indicators and outcomes from other applicable City plans, Community Benefits outlined in Mobility Talks, Corridor Plan measures and industry best practices.

**Complete Streets:** In June 2014, the City Council adopted a robust Complete Streets Policy focused on developing corridors within a multi-modal transportation system that will be supportive of mixed-use, pedestrian, transit, and bicycle friendly development patterns. This policy is intended to realize the community’s vision articulated in the Imagine Austin Comprehensive Plan for a healthy, green, vibrant, compact and connected community. The eight Complete Street Principles adopted as City Policy are as follows: Complete Streets 1) serve all users and modes, 2) require a connected travel networks, 3) are beautiful, interesting and comfortable places for people, 4) require best-practice design criteria and context-sensitive approaches, 5) protect Austin’s sustainability and environment, 6) include all roadways and all projects and phases, 7) are the work of all City departments, and 8)require appropriate performance measures.

**Keystone investment:** A project or set of projects that will implement a significant improvement to address one or more of the community benefits/outcomes identified in the corridor reports. A keystone improvement will require coordination with other improvements occurring in the corridor by the city, private investment and/or other agency partners.

**\*Additional investments** (not previously identified in the corridor reports but have been identified through further review and coordination with partner agencies and/or departments) that are included in proposed corridor funding levels. This information is also provided in the June 16, 2016 MEMO Attachment 1 for staff response to Capital Metro Suggestions to Maximize Transit Efficiency.

N. Lamar Blvd (US 183 to IH35):	\$18M for near-term design & construction	\$35M for near/mid-term design & construction	\$85M for near/mid/long-term design & construction	\$70M for achieving keystone investment
Description	Short-term operational, safety, transit (bus stop shelters/relocation) and intersection improvements, and design and construction of a 0.3 mile Complete Streets section from W. Longspur Blvd north to Masterson Pass.	In addition to the \$18 million package, design and construction of a 0.4 mile Complete Streets section from Masterson Pass north to W. Grady Drive.	In addition to the \$35 million package, design and construction of a 0.4 mile Complete Streets section from W. Grady Drive north to Braker Lane and a 1.4 mile Complete Streets section from Rundberg Lane south to US 183.	Includes design and construction of a 0.7 mile Complete Streets section from Longspur Blvd. to Grady Drive and drainage and transit improvements. This package is significant as it addresses current mobility needs, plans for future needs, and the drainage improvements* contribute to attracting and therefore leveraging development and redevelopment opportunities.
Mile(s) and % of corridor converted to Complete Streets	0.3 mile or 5% of corridor	0.3 + 0.4 = 0.7 mile or 12% of corridor	0.7 + 0.4 + 1.4 = 2.5 miles or 42% of corridor	0.7 mile or 12% of corridor
Mile(s) of new or improved bicycle facilities	0.6 mile (total for both directions)	1.4 miles (total for both directions)	5.0 miles (total for both directions)	1.4 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.6 mile (total for both sides of corridor)	1.4 miles (total for both sides of corridor)	5.0 miles (total for both sides of corridor)	1.4 miles (total for both sides of corridor)
Transit	Development of 16 bus shelters, relocation of one bus stop, optimizing existing transit signals, and developing queue jumps or other transit priority treatments.	Not specifically analyzed by Cap Metro. Will include \$300M package improvements.	Development of bus pull-outs, pedestrian hybrid beacons, 16 bus shelters, relocation of one bus stop, optimizing existing transit signals, and developing queue jumps or other transit priority treatments.	"Transit turn-around" serving the North Lamar transit Center*, conceptual study of rail grade separation at Crestview Station*, bus pull-outs, pedestrian hybrid beacons, optimizing existing transit signals and queue jumps or other transit priority treatments at intersections.
Drainage				Conversion of drainage ditch to storm drains*

## Key Corridor Investment Summary

Burnet Rd (Koenig Ln/RM 2222 to MoPac):	\$19M for near-term design & construction	\$40M near/mid-term design & construction	\$80M near/mid/long-term design & construction	\$80M for achieving keystone investment
Description	Short-term operational, safety, transit (bus stop shelters/relocations) and intersection improvements, and design and construction of a 0.3 mile Complete Streets section from Koenig Lane/RM 2222 north to White Horse Trail.	In addition to the \$19 million, a 0.4 mile Complete Streets section from White Horse Trail north to Addison Ave.	In addition to the \$40 million package, a 0.7 mile Complete Streets section from Addison Ave north to Northcross Dr./St Joseph Blvd.	Includes design and construction of a 0.7 mile Complete Street section from Koenig Lane/RM 2222 north to Addison Avenue and drainage and transit improvements. This package is significant as it addresses current mobility needs, plans for future needs, and the drainage improvements* contribute to attracting and therefore leveraging development and redevelopment opportunities.
Mile(s) and % of corridor converted to Complete Streets	0.3 mile or 6% of corridor	0.3 + 0.4 = 0.7 mile or 13% of corridor	0.7 + 0.7 = 1.4 miles or 26% of corridor	0.7 mile or 13% of corridor
Mile(s) of new or improved bicycle facilities	0.6 mile (total for both directions)	1.4 miles (total for both directions)	2.8 miles (total for both directions)	1.4 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.6 mile (total for both sides of corridor)	1.4 miles (total for both sides of corridor)	2.8 miles (total for both sides of corridor)	1.4 miles (total for both sides of corridor)
Transit	Development of 16 bus pull-outs, 8 bus shelters, 4 bus stops and queue jumps or other transit priority treatments, optimizing existing transit signal priority, ensuring all bus pull-outs include traffic signals to allow buses to reenter through lanes.	Not specifically analyzed by Cap Metro. Will include \$300 million package improvements.	Development of 16 bus pull-outs, 8 bus shelters, 4 bus stops and queue jumps or other transit priority treatments, optimizing existing transit signal priority, ensuring all bus pull-outs include traffic signals to allow buses to reenter through lanes.	Initial design phase for center running mass transit north of US 183, development of 16 bus pull-outs, 8 bus shelters, 4 bus stops and queue jumps or other transit priority treatments, optimizing existing transit signal priority, ensuring all bus pull-outs include traffic signals to allow buses to reenter through lanes.
Drainage				Conversion of drainage ditch to storm drains*

Key Corridor Investment Summary

East Riverside Dr (I-35 to US 71):	\$40M for near-term design & construction	\$60M for near/mid-term design & construction	\$83M for near/mid/long-term design & construction	\$40M for achieving keystone investment
Description	Includes design/construction of a 1.3 mile Complete Streets section from IH-35 to Pleasant Valley Rd; driveway consolidation corridor-wide; median improvements corridor-wide; pedestrian improvements corridor-wide; bicycle improvements on Lakeshore Blvd, Grove Blvd, Montopolis Dr, Tinnin Ford Rd, Burton Dr, Elmont Dr, Arena Dr (Shore District Dr) & Parker Ln; and intersection improvements at IH-35, Arena Dr (Shore District Dr)/Parker Ln, Tinnin Ford Rd/Burton Dr, Willow Creek Dr, Pleasant Valley Rd, and Montopolis Dr.	In addition to the \$40 million, the design and construction of an additional 1.0 mile Complete Streets section from Pleasant Valley Rd east to Grove Blvd; intersection improvements at E. Riverside & Wickersham Ln; and a connection to the proposed Tier I Urban Country Club Creek Trail*.	In addition to the \$60 million, the design and construction of the remaining 1.2 mile Complete Streets section from Grove Blvd east to SH 71.	Include design and construction of a 1.3 mile Complete Street section from IH-35 to Pleasant Valley Road which will include center running transit and other bicycle and/or pedestrian improvements along and adjacent to the corridor. This project leverages improvements and mobility investment by TxDOT through My35 Project, specifically improvements at Riverside Drive and IH-35.
Mile(s) and % of corridor converted to Complete Streets	1.3 miles or 37% of corridor	1.3 + 1.0 = 2.3 miles or 66% of corridor	2.3 + 1.2 = 3.5 miles or 100% of corridor	1.3 miles or 37% of corridor
Mile(s) of new or improved bicycle facilities	17.2 miles (total for both directions)	19.2 miles (total for both directions)	21.4 miles (total for both directions)	17.2 miles (total for both directions)
Mile(s) of new or improved sidewalks	2.6 miles (total for both sides of corridor)	4.6 miles (total for both sides of corridor)	7.0 miles (total for both sides of corridor)	2.6 miles (total for both sides of corridor)
Top Safety Intersections			Riverside Dr @ Willow Creek Dr, Riverside Dr @ Wickersham Ln, Riverside @ Tinnin Ford Rd, Pleasant Valley @ Elmont, Riverside Dr @ Pleasant Valley	
Transit	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.	Develop center-running dedicated high-capacity transit lanes and associated transit infrastructure, establish transit signal priorities, implement proposed improvements from Smart City Challenge application*, develop queue jumps or other transit priority treatments.



Key Corridor Investment Summary

Airport Blvd (N Lamar Blvd to US 183):	\$20M for near-term design & construction	\$40M for near/mid-term design & construction	\$75M for near/mid/long-term design & construction	\$40M for achieving keystone investment
Description	Short-term pedestrian improvements, mid-block crossings with pedestrian hybrid beacons (PHB), and removal of the elevated pedestrian crossing near Airport Blvd and Goodwin Ave.	In addition to the \$20 million, the design and construction of a 0.5 mile Complete Streets section from Denson Dr. south to Koenig Ln consistent with the Phase II ACC Highland Redevelopment Plan.	In addition to the \$40 million, the design and construction of a 0.7 mile Complete Streets section from 46th St south (under IH-35) to Wilshire Blvd/Aldrich.	Includes design and construction of a 0.5 mile Complete Street section from Denson Drive to Koenig Lane, consistent with the Phase II ACC Highland Redevelopment Plan. Additional mobility improvement include pedestrian and bicycle improvements along the corridor.
Mile(s) and % of corridor converted to Complete Streets	0.0 or 0% of corridor	0.5 mile or 8% of corridor	0.5 + 0.7 = 1.2 miles or 18% of corridor	0.5 mile or 8% of corridor
Mile(s) of new or improved bicycle facilities	0.0 miles (total for both directions)	1.0 miles (total for both directions)	2.4 miles (total for both directions)	1.0 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.0 miles (total for both sides of corridor)	1.0 miles (total for both sides of corridor)	2.4 miles (total for both sides of corridor)	1.0 miles (total for both sides of corridor)
Top Safety Intersections			Airport @ MLK, Airport @ 12th St, Airport @ Oak Springs Dr, Airport @ Koenig	
Transit	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes improvements to the pedestrian and cycling infrastructure that improve transit access.

Key Corridor Investment Summary

FM969/E. MLK Jr Blvd (US 183 to Webberville):	\$16M for near-term design & construction	\$25M for near/mid-term design & construction	\$40M for near/mid/long-term design & construction	\$25M for achieving keystone investment
Description	Short-term operational, safety, transit (improved bus stop access) and intersection improvements and design of a 1.8 mile ultimate 6-lane Superstreet from US 183 east to FM 3177/Decker Ln, where Travis County/TxDOT Pass-Through-Financing (PTF) project Phase I begins.	In addition to the \$16 million, construction of an interim portion of the 1.8 mile ultimate 6-lane street.	In addition to the \$25 million, construction of additional interim portions of the 1.8 mile ultimate 6-lane street.	Includes design and construction of a 1.8 mile Complete Street design with the inclusion of "Super Street" innovative intersection design, from US 183 to FM 3177/Decker Lane. This project leverages mobility improvements and investment by Travis County and TxDOT east of Decker Lane.
Mile(s) and % of corridor converted to Complete Streets	1.8 miles or 17% of corridor	1.8 miles or 17% of corridor	1.8 miles or 17% of corridor	1.8 miles or 17% of corridor
Mile(s) of new or improved bicycle facilities	Design of 3.6 miles (total for both directions)	Design of 3.6 miles (total for both directions)	3.6 miles (total for both directions)	Design of 3.6 miles (total for both directions)
Mile(s) of new or improved sidewalks	0.1 mile (total for both sides of corridor)	0.1 mile (total for both sides of corridor)	0.1 mile (total for both sides of corridor)	0.1 mile (total for both sides of corridor)
Transit	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.	Includes transit signal priorities and development of queue jumps or other transit priority treatments. Includes designing the corridor so that it does not preclude the potential for dedicated transit lanes in the future*. Includes reevaluating "superstreet" concept* and the effect that design will have on biking and walking safety and mode share. Includes new pedestrian access to bus stops between Regency Dr and Craigwood Dr.

Key Corridor Investment Summary

South Lamar Blvd (Riverside Dr to Ben White Blvd./US 290):	\$23M for near-term design & construction		\$45M for near/mid/long-term design & construction	\$23M for achieving keystone investment
Description	Includes design and construction of 0.6 mile ultimate cross section from Riverside Dr. south to Treadwell St., including transit bus queue jumps and bus pullouts.		In addition to the \$23 Million, short-term operational, safety and intersection improvements.	Includes design and construction of a 0.6 mile Complete Street section from Riverside Drive to Treadwell Street as well as transit improvements. This project improves bicycle and pedestrian connectivity to the Pfluger Bridge, leveraging past multi-modal investment.
Mile(s) and % of corridor converted to Complete Streets	0.6 mile or 18% of corridor		0.6 mile or 18% of corridor	0.6 mile or 18% of corridor
Mile(s) of new or improved bicycle facilities	1.2 miles (total for both directions)		1.2 miles (total for both directions)	1.2 miles (total for both directions)
Mile(s) of new or improved sidewalks	1.2 miles (total for both sides of corridor)		1.2 miles (total for both sides of corridor)	1.2 miles (total for both sides of corridor)
Transit	Development of queue jumps, bus pullouts and bus stop relocations confined between Riverside Dr and Treadwell St. Optimizing existing transit signal priorities. Planning and developing the corridor improvements to lay the groundwork for future transit priority lanes.		Development of queue jumps, bus pullouts and bus stop relocations confined between Riverside Dr and Treadwell St. Optimizing existing transit signal priorities. Planning and developing the corridor improvements to lay the groundwork for future transit priority lanes.	Development of queue jumps, bus pullouts and bus stop relocations confined between Riverside Dr and Treadwell St. Optimizing existing transit signal priorities. Planning and developing the corridor improvements to lay the groundwork for future transit priority lanes.
Guadalupe Street (approximately from W 29th St to MLK Jr):	\$20M for near-term design & construction			
Description	The report has not been finalized and cost estimates for the recommended improvements are still in progress. The report includes recommendations for Guadalupe, San Antonio, and Nueces from MLK to 29th as well as 24th from Guadalupe to Lamar. The recommended improvements include transit only lanes on Guadalupe St from MLK Jr. Blvd to W 29th St to improve transit frequency and reliability, bicycle and pedestrian improvements, and implementing two-way operation on Nueces/San Antonio. Up to 10 new signals will be included.			
Mile(s) and % of corridor converted to Complete Streets	Up to 3.0 miles – assumes entire corridor including 24th & San Antonio/Nueces			
Mile(s) of new or improved bicycle facilities	Up to 4.0 miles (each side of corridor) including 24th & San Antonio/Nueces			
Mile(s) of new or improved sidewalks	Up to 2.0 miles (each side of corridor)			
Transit	Northbound and southbound transit-only lanes, queue jumps			