



MEMORANDUM

TO: Mayor and Council

FROM: Robert Goode, P.E., Assistant City Manager

CC: Elaine Hart, Interim City Manager
Rob Spillar, P.E., Director, Austin Transportation Department
Greg Canally, Interim CFO
Richard Mendoza, P.E., Director, Public Works Department
Mike Trimble, Director, Corridor Program Office
Rolando Fernandez, Officer Capital Contracting
Veronica Briseño, Director, Small and Minority Business Resources

DATE: December 12th, 2017

SUBJECT: 2016 Mobility Bond Local Mobility Annual Plan - Preliminary Release

The 2018 Local Mobility Annual Plan (LMAP) is now available for review and public comment through January 14th, 2018 on the [LMAP webpage](#). This preliminary release of the 2018 LMAP allows for the public to learn more about this annual coordination process, explore projects in more detail using an interactive projects web map and provide feedback using an online public input form.

As a reminder, the August 8th, 2017 [memo](#) outlined the annual coordination process being used across all programs of the Local Mobility component of the 2016 Mobility Bond, those programs being: Sidewalks, Safe Routes to School, Urban Trails, Bikeways, Safety/Vision Zero and Substandard Streets/Capital Renewal. The LMAP process is designed to leverage coordination opportunities, reduce conflicts and provide a transparent and flexible means of delivering a very dynamic, interdependent and complex set of bond funded projects. The LMAP process will be repeated each year in order to capture any changes or new opportunities that feedback from the public and coordination among the six Local Mobility programs and/or other partners may yield.

The 2018 LMAP includes projects that are the result of prioritization in Council-adopted master plans and robust public processes, such as the Walk and Bike Talks community engagement series that occurred this past spring. The LMAP features projects that have been coordinated across multiple Local Mobility programs as well as Capital Metropolitan Transportation Authority and other partners. The 2018 LMAP also includes an update from the [February 2017 Bond Overview and Implementation Plan](#) regarding information about the unique project prioritization, selection, development, delivery and/or risks of each Local Mobility program.

Feedback shared during this preliminary release of the 2018 LMAP will be used by each Local Mobility program as they further develop their projects. In many cases, implementation remains contingent upon successful feasibility analysis, coordination and/or additional public processes.

While the LMAP is a look ahead to projects the city will take up in 2018 and beyond, we also intend to provide a substantive annual report to Council and the community that will communicate the progress achieved the previous year across all 2016 Mobility Bond programs, as outlined in the November 7th [memo](#) to Council. The publication of the annual report will coincide with the final publication of the 2018 LMAP, both expected in February of 2018.

If you have any questions, feel free to contact me.



LOCAL MOBILITY ANNUAL PLAN

2018

PUBLIC INPUT DRAFT



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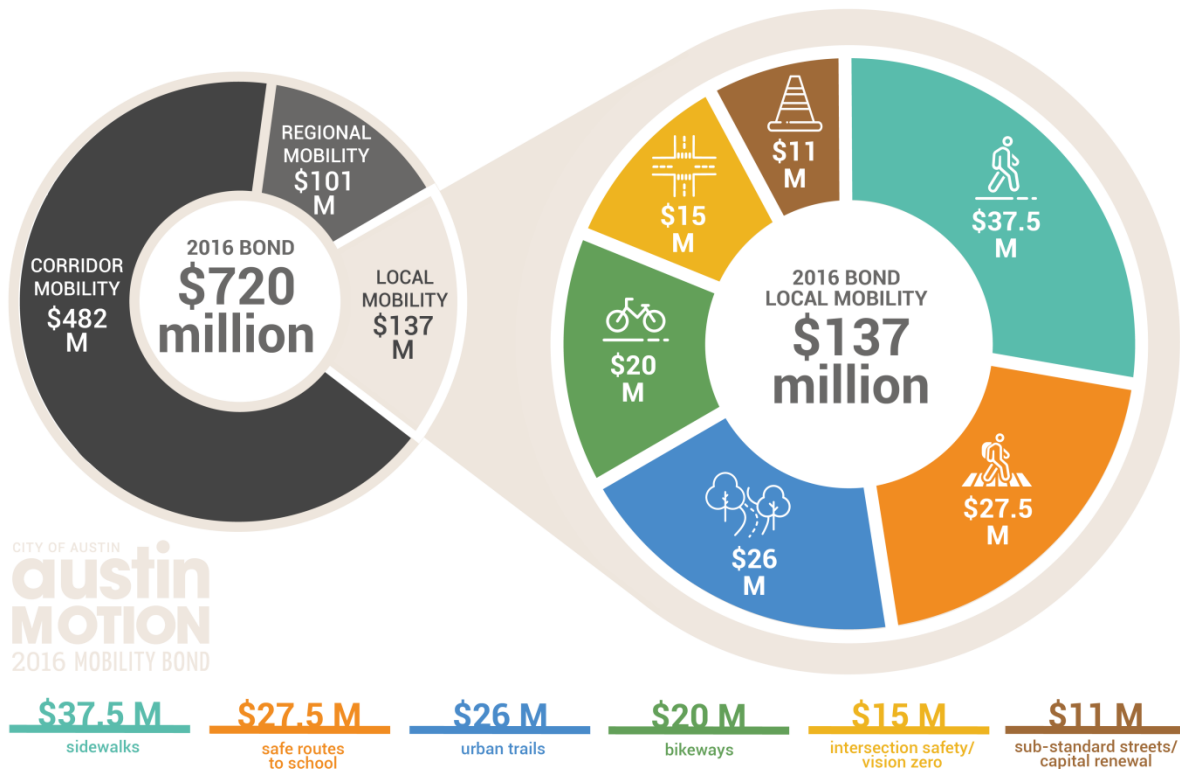
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INTRODUCTION

The Local Mobility component of the [2016 Mobility Bond](#) totals \$137 million and is comprised of six distinct programs, including Bikeways and Safety/Vision Zero managed by the Austin Transportation Department, and programs managed by the Public Works Department: Sidewalks, Safe Routes to School and Urban Trails. The sixth Local Mobility program, Substandard Streets and Capital Renewal, is sponsored by the Austin Transportation Department and managed by the Public Works Department.

2016 MOBILITY BOND [LOCAL MOBILITY BREAKDOWN]



While each Local Mobility program is distinct in their prioritization, selection, delivery mechanisms and risks, there is also a high degree of interdependency among the programs, especially the five Local Mobility programs related to safety and active transportation. This interdependency has led to coordination, which has historically provided more cost-effective delivery of projects that offer a variety of mobility and safety benefits to the community.

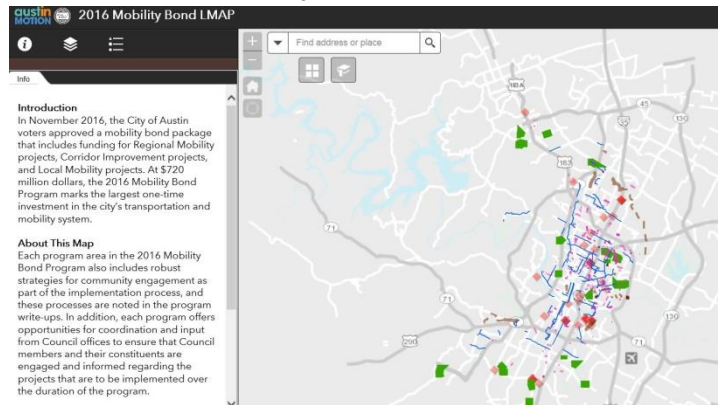
Given the size and scope of the Local Mobility component of the 2016 Mobility Bond, the need to coordinate across the many Local Mobility programs to leverage collaborative opportunities, reduce conflicts and provide periodic updates to the City Council and the public has given rise to an annual planning process called the Local Mobility Annual Plan, or LMAP. The goals of the LMAP process are to:

- Develop projects as called for in Council-adopted plans (such as the Sidewalk Master Plan and Americans with Disabilities Act (ADA) Transition Plan, the Bicycle Master Plan, and the Urban Trails Master Plan), as well as policies and/or prioritization supported by robust public processes;
- Provide a transparent annual “snapshot” that offers a LOOK AHEAD on projects to be taken up citywide; and
- Maintain flexibility in order to avoid conflicts between programs and identify potential leveraging options.

Through the LMAP process, both the Austin City Council and the community can expect to receive an updated list of projects and program information each year from all six of the Local Mobility programs. This is intended to be a look ahead to projects for the upcoming year. The first of these updates was provided to Council and the community in the [February 2017 Bond Overview and Implementation Plan](#). The 2018 LMAP is expected to be finalized in February 2018.

The 2018 LMAP includes a list of coordinated projects and program-specific projects with accompanying maps. Project information contained in the draft 2018 LMAP can also be found on an [interactive web map published on the 2016 Mobility Bond website](#). All maps in this document are also hyperlinked to this web map. The maps only include projects funded by 2016 Mobility Bond funding. Work funded by other sources does not necessarily appear on the map, unless there is a 2016 Mobility Bond funding source tied to that project.

It's important to note that the 2018 LMAP offers a look ahead to projects in 2018 and beyond, not a look back to what projects have been completed. An annual report on the 2016 Mobility Bond accomplishments of 2017 will be published in early 2018 in a separate report.



Screenshot of the Local Mobility Annual Plan (LMAP) web map

Projects listed in the LMAP are a product of previous public engagement through various efforts, such as the Walk and Bike Talks public engagement process for Bikeways and the Safe Routes to School Phase 1 public feedback process that both occurred in the spring of 2017. The 2018 LMAP puts these projects together into an overall work program for the Local Mobility component of the 2016 Mobility Bond, leveraging coordination among the various Local Mobility programs as well as other opportunities, to maximize benefit to the public. Each section that follows this introduction provides more detailed information on the project selection, development and delivery process for each Local Mobility program.

The LMAP process is designed to be repeated on an annual basis to provide for flexibility and transparency in delivering a very dynamic, interdependent and complex set of Local Mobility Bond funded projects. The annual process also allows for public feedback to be incorporated and reflected in project development, as well as future LMAP efforts.

HOW TO COMMENT ON THE 2018 LMAP

The 2018 LMAP is available for review and comment through January 14, 2018. This preliminary release of the 2018 LMAP allows for the public to learn more about this annual coordination process, explore projects in more detail using the [interactive projects web map](#) and provide feedback using an online public input form. Feedback will be used by each Local Mobility program, respectively, as their projects further develop. In many cases, implementation remains contingent upon successful feasibility analysis, coordination and/or additional public processes. Feedback will also be used to improve the overall LMAP process and in the development of future LMAPs.

Comments on the LMAP may be made through an online web form available on the [LMAP webpage](#). Alternatively, people may contact the respective Public Information Officers assigned to the 2016 Mobility Bond for the Austin Transportation Department and the Public Works Department at the phone numbers below.

Austin Transportation Public Information Office: (512) 974-7907

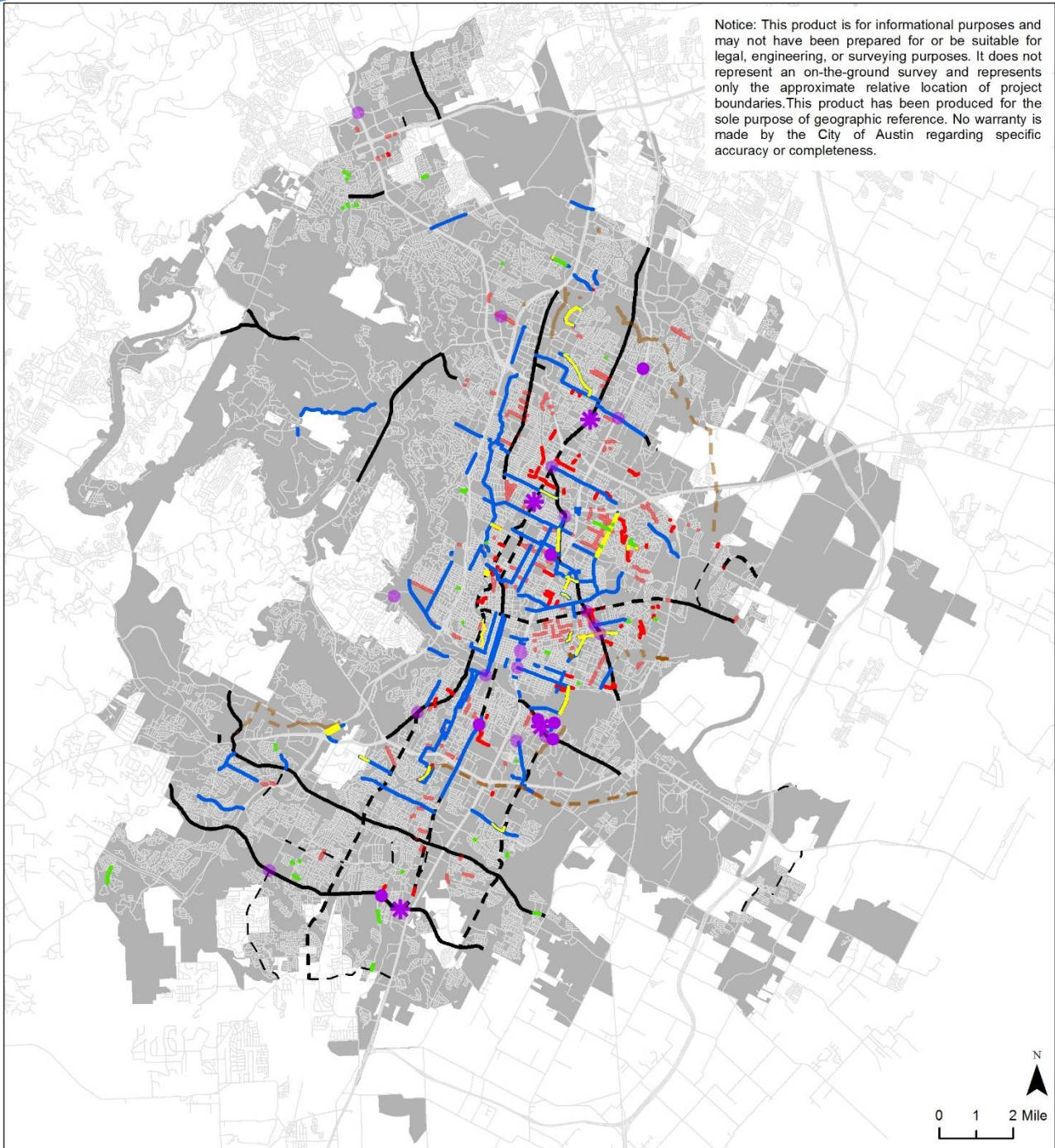
Public Works Public Information Office: (512) 974-7111

Coordination among Local Mobility programs will continue through the project development and delivery process, as well as in the development of the 2019 LMAP. Once projects are fully developed and have dedicated funding, they will appear on the [Capital Projects Explorer \(CPE\)](#) site. For a list of projects that are already underway, including several coordinated projects developed as a result of the LMAP process, please visit <http://capitalprojects.austintexas.gov/projects>.



OVERVIEW MAP

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



Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start
- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

- Corridor Mobility
- Regional Mobility
- - Corridor Mobility
- - Substandard Streets
- - - - = Preliminary Engineering and Design
- — — — = Eligible for Project Construction



COORDINATED PROJECTS

The 2018 LMAP represents the result of an annual coordinated process across all Local Mobility programs to maximize the ability deliver more complete projects. A number of coordinated projects are listed with a short description in the following section. Partnering programs are identified by their icon in the programs column with the lead program indicated at the top of each row.



Sidewalks



Safe Routes to
School



Urban Trails












Bikeways















Safety/Vision
Zero
















Substandard
Streets/Capital
Renewal










PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (MI)	PROGRAMS	COUNCIL DISTRICT(S)
34th	Randolph Road to Cherrywood Road. This street follows the proposed Red Line Trail alignment, a cross-town trail which runs parallel to Capital Metro's existing Red Line Commuter Rail. For this short section, the Urban Trails, Sidewalks and Bikeways programs will be partnering to look at potential options for connectivity for trail users. Potential options could include a behind the curb trail or an in-street bicycle and pedestrian path.	0.4	  	9
Adelphi	Amherst Drive to Waters Park. Adelphi serves neighborhood and school travel in far northwest Austin. The terminus of the Northern Walnut Creek trail is nearby as is Summit Elementary school. A coordinated approach will bring a series of improvements, including safer pedestrian crossings, sidewalks and better connectivity to the Northern Walnut Creek Trail.	0.5	  	7
Berkman	51st Street to US 290. The public engagement process is concluding and design is being prepared along this street. Multimodal improvements include a Pedestrian Hybrid Beacon at Rogge Lane, improving access to Blanton Elementary, left turn pockets at several streets, protected bicycle lanes, connecting sidewalks and several new pedestrian refuge islands.	1.3	  	4, 1, 9










Implementation contingent upon successful feasibility analysis, coordination, and/or public process. Coordination programs are subject to change. The first program shown is the lead program.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (MI)	PROGRAMS	COUNCIL DISTRICT(S)
Boggy Creek Trail	From 12 th to Rosewood. Improving existing substandard trail along Boggy Creek from Rosewood to 12th Street.	0.3	 	1
Clarkson	Bennett Avenue to 53rd Street. This street follows the proposed Red Line Trail alignment, a cross-town trail which runs parallel to Capital Metro's existing Red Line Commuter Rail. There are currently no sidewalks. For this short section, the Bikeways and Sidewalks programs will be partnering to look at options for connectivity. Potential options could include a behind the curb trail or an in-street bicycle and pedestrian path.	0.7	 	4, 9
Congress	Intersection Safety project at Oltorf Street and S. Congress Avenue. Adds protected left turns, protected bicycle lanes crossing Oltorf Street and improved pedestrian crossings. A bicycle signal phase will also be built.	0.1	 	3, 9
Denson	Lamar Boulevard to Airport Boulevard. Protected bicycle lanes have been requested by Reilly Elementary School along Denson Drive. The Bikeway and Safe Routes to School programs will be partnering to begin community conversations to identify existing concerns and possible opportunities for bicycle lanes and improved crossing at Lamar Boulevard.	0.5	 	4, 7
Houston Elementary: Stassney Safe Crossing Improvement	Improving the pedestrian crossing at Jacaranda Drive and Stassney Lane to help create a safer north to south connection for Houston Elementary parents and students. This safety improvement was requested by the school's Campus Advisory Council.	NA	 	2
Jones Road	West Gate Boulevard to Pillow Road serving Sunset Valley Elementary. Coordination by Bikeways and Safe Routes to School programs is on-going with the City of Sunset Valley for the construction of a shared use path from West Gate Boulevard to Pillow Road on the north side of the street. The shared use path will connect the on-street protected bike lane east of West Gate to an existing decomposed granite trail west of Pillow Road providing a comfortable route for Sunset Valley students to access the school. Project will leverage existing Quarter Cent funding.	0.3	 	5

Implementation contingent upon successful feasibility analysis, coordination, and/or public process. Coordination programs are subject to change. The first program shown is the lead program.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (MI)	PROGRAMS	COUNCIL DISTRICT(S)
Lamar and 29th	The Shoal Creek Trail crosses this intersection at street grade. Improvements include geometrical adjustments and ADA ramp upgrades to provide improved crossings for both trail and street users.	NA	  	9, 10
Mearns Meadow	Rutland Drive to Boyer Boulevard. There is an existing reconstruction project to address flooding and water management along Mearns Meadow with construction beginning in 2019. Cook Elementary School is along Mearns Meadow Boulevard and the street connects to a neighborhood park. The Safe Routes to School and Bikeways program will coordinate with the reconstruction to incorporate street improvements for all users. Public engagement is expected to begin winter 2017.	1.5	 	4
Mopac Bridge Over Gaines Creek	Gaines Creek to Southwest Parkway. The existing Mopac Mobility Bridges bicycle accommodations end at Gaines Creek. The Bikeway and Urban Trails programs will work with TxDOT to add protected bicycle lanes along Mopac connecting to Southwest Parkway, as well as to the adjacent Neighborhoods and to the YBC Trail.	0.5	 	8
Pleasant Valley / Butler Trail	Cesar Chavez Street to Lakeshore Drive including the gaps in the Butler Trail. Pleasant Valley Road over the Longhorn Dam is constrained and does not currently meet standards for ADA, the Butler Trail, or multimodal accommodations. Project will leverage existing Quarter Cent funding to conduct a Preliminary Engineering Report for a separate bridge for walking and bicycling, as well as explore near-term upgrades to the existing roadway and nearby sidewalk connections.	1.4	  	3
Shieffer Ave	From Maplewood Avenue to Zach Scott Street serving Maplewood Elementary. For this short section, the Bikeways and Safe Routes to School programs will be partnering to explore the opportunity for a shared use path on the north side of Shieffer Ave and signal crossing improvements at Zach Scott Street and Airport Boulevard for bicycles. Potential options could include a behind the curb path or an in-street bicycle and pedestrian path.	0.3	  	9

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (MI)	PROGRAMS	COUNCIL DISTRICT(S)
Shoal Creek Trail Improvements	This is a Tier I trail in the Urban Trails Master Plan. The Urban Trails program will work with Shoal Creek Conservancy, Active Transportation and the Parks and Recreation Department to identify high priority and low cost projects along Shoal Creek.	NA	 	7, 9, 10
Stonehollow	Metric Boulevard to Metric Boulevard. The Bikeways and Safe Routes to School Programs will be partnering to look at potential options for multimodal and school operational improvements on Stonehollow Drive, adjacent to the Harmony School of Science in coordination with route street maintenance (resurfacing and restriping).	0.9	 	7
Teri	I-35 to Nuckols Crossing. Two public meetings have been held to identify concerns and possible improvements along this street. Improvements proposed include upgraded pedestrian crossings, bicycle lanes and intersections improvements at Teri and Pleasant Valley. New improvements would be installed in coordination with new bus stops by Capital Metro, as well as lighting upgrades by Austin Energy.	1.4	 	2
Vinson	Aberdeen Way to St Elmo Road. Vinson Drive is a constrained street with limited right-of-way. This is also a heavily used bicycle route and part of the named Route 31. The Safe Routes to School program, Sidewalk program and Bikeways program will be working together to make improvements for all users along this street.	0.5	  	3, 5

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (MI)	PROGRAMS	COUNCIL DISTRICT(S)
Webberville / Oak Springs	Pleasant Valley Road to Springdale Road. City partners will be working together and with the community to explore possible improvements. A public engagement process is expected to begin spring 2018. Improved crossing opportunities have been requested by the community at the intersection of Oak Springs Drive and Airport Boulevard, and this has been identified as a safety priority intersection through the Vision Zero program. The bicycle lanes on Webberville currently end at Pleasant Valley and have been requested to extend to Oak Springs Elementary by the Campus Advisory Council. There are also significant gaps in the sidewalk network on Oak Springs Drive between Springdale Road and Bedford Street that limit safe, convenient pedestrian access to transit stops, schools, parks and other destinations in the area.	1	  	1, 3
Sweeney / Coventry	Sidewalks on Sweeney Lane from Manor Road to Coventry Lane, and Coventry Lane from Wheless Lane to Rogge Lane to provide safe and convenient pedestrian access to the Austin Achieve School and Capital Metro stops on Manor Road. Jointly funded by Safe Routes to School and Sidewalk Program, the new sidewalks will also leverage previous 2012 Bond and grant funded sidewalk investments to improve connectivity and accessibility to Blanton and Harris Elementary schools and destinations on Wheless Lane, Rogge Lane, Gaston Place Drive, Briarcliff Boulevard, Manor Road and Berkman Drive.	0.5	 	1
W 45th	Shoal Creek Boulevard to Burnet Road; sidewalks on south side of 45th Street combined with crossing improvements to improve access to Ramsey Park and other destinations in the area.	0.3	 	7, 10
Cherrywood Road	E 38th and a Half Street to Wilshire; new sidewalk providing connectivity to Maplewood Elementary and Patterson Park. Funded jointly by Sidewalk and Safe Routes to School Programs.	0.3	 	9



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

PROJECT DELIVERY

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

PROJECT SELECTION

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

The \$37.5 million of Local Mobility funding specifically designated for sidewalks is sufficient to build 40 to 60 miles of sidewalks; approximately 9% of the City's 10-year goal for new and rehabilitated sidewalks. There will also be significant sidewalk investments through Regional Mobility projects, Corridor Improvement projects and other Local Mobility programs. This section of the report only covers the \$37.5 million allocated under the Local Mobility portion of the 2016 Mobility Bond.

In order to select the small subset of projects outlined in the tables below, the very high and high priority "needs" identified by the 2016 Sidewalk Master Plan Update were overlaid with "opportunities" that would allow a single sidewalk project to address multiple City priorities. The projects were developed with a primary focus on new sidewalks that address gaps in the network consistent with the February 2017 Bond Overview and Implementation Plan. On November 9, 2017, City Council approved Resolution # 20171109-047 which specifically makes 2016 Mobility Bond funds available "for the rehabilitation of existing high-priority sidewalks in severe or extreme-level noncompliance with the ADA." Based on this resolution, staff has begun the analysis and field work required to develop projects based on rehabilitation priorities. It is anticipated that there will be reallocation of some resources away from new sidewalks in 2018. A fully developed approach and project list will be included in the 2019 LMAP.

The Local Mobility sidewalk project list includes the potential four year construction program as currently anticipated. The list is divided into two parts; 1) projects planned to start construction in 2018; 2) the balance of projects anticipated to start construction in the years 2019- 2021. These lists will be updated and refined each year based on review and feedback by Council offices, internal/external stakeholders and the public.

PROJECT RISKS

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

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

2018 Potential Sidewalk Projects:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
<i>Adelphi Lane *</i>	<i>Amherst Drive to Youth Sports Park</i>	872	7
Brackenridge Street	Leland Street to East Live Oak Street	362	9
Brentwood	Grover Avenue to North Lamar Boulevard	1,167	7
Brentwood Street	North Lamar Boulevard to Chesterfield Avenue	1,672	4
Canterbury Street	Pedernales Street to North Pleasant Valley Road	1,202	3
Carnarvon Lane	St Edwards Drive to Long Bow Lane	1,124	9
Cedar Bend Drive	Metric Boulevard to Alderbrook Lane (gaps)	1,205	7
Cherrywood Road	East 32nd Street to Manor Road	605	9
<i>Cherrywood Road *</i>	<i>East 38th 1/2 Street to Wilshire Boulevard</i>	1,565	9
Clara Street	Canterbury Street to East Cesar Chavez Street	543	3
<i>Clarkson Avenue*</i>	<i>Randolph Road to Cherrywood Drive</i>	1,335	9
Collier Street	Kinney Avenue to South Lamar Boulevard	818	5
<i>Coventry Lane *</i>	<i>Rogge Lane to Manor Road</i>	1,466	1
<i>Coventry Lane *</i>	<i>Rogge Lane to Sweeney Lane</i>	889	1
Delano Street	Hudson Street to Fort Branch Boulevard	917	1
Dorchester Drive	Patton Lane to Wheless Lane	1,439	1
Dubuque Lane	Lynridge (gap)	77	1
East 32nd Street	Lafayette Avenue to I-35 Service Road Road	817	9
East 40th Street	I-35 Service Road Road to Red River Street	1,014	9
East 5th Street	North Pleasant Valley Road to Pedernales Street	1,298	3
East 7th Street	Levander Loop to Shady Lane	377	3
East Cesar Chavez	Linden Street to Broadway Street	287	3
<i>East Martin Luther King Jr Boulevard *</i>	<i>Airport Boulevard to Loreto Drive and Pershing Drive</i>	820	1

* denotes a coordination project.

Consistent with 2016 Sidewalk Master Plan, additions, including miscellaneous small ramp and gap projects, and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Edgewood Avenue	Lafayette Avenue to I-35 Service Road Road	890	9
Eleanor Street	Fort Branch Boulevard to Harold Ct gaps and rehab	1,200	1
Freidrich Lane	East St. Elmo Road to Woodward Street	376	2
Goodrich Avenue	South Lamar Boulevard to Blue Crest	596	5
Grand Canyon Drive	Radcliff Drive to East St Johns Avenue	266	4
Grouse Meadow Lane	West Rundberg Lane to Rutland Drive	614	4
Grover Avenue	West Koenig Lane to Morrow Street	3,269	7
Hudson Street	Delano Street to Eleanor Street	350	1
Hymeadow Drive	Hymeadow Drive at Lake Creek Parkway (gap)	308	6
James Casey Street	North of West St. Elmo Road (gaps)	790	3
Johnny Morris Road	Point North to Ellington gaps and ramps	408	1
Jonathan Drive	East Huntland Drive to Highland Mall	498	4
Karen	Woodrow Avenue to Grover Avenue	487	7
King St	King Street at West 31st Street (gap)	149	9
Kinney Avenue	Kinney Avenue near Iva Lane (gap)	168	5
Lafayette Avenue	East 28th Street to East 32nd Street	1,117	9
Lamplight Village Avenue	Leeann Drive to Metric Boulevard	398	7
Leon Street	Leon Street at West 24th Street (gap)	161	9
Levander Loop	Airport Boulevard and East 7th Street	1,981	3
Long Bow Lane	Long Bow Lane at Carnarvon Lane (gap)	212	9
Longview Street	West 24th Street to West 22nd 1/2 Street	495	9
Manor Road	Susquehanna Lane to Ed Bluestein Boulevard	741	1
Munson Street	Gunter Street to Springdale Road	750	1
North Hampton Drive	Wheless Lane to Wellington Drive	1,057	1
Northcrest Boulevard	Anderson Lane to Prairie Dell Avenue	713	4
<i>Oak Springs Drive *</i>	<i>Springdale Road to Webberville Road</i>	<i>2,853</i>	<i>1</i>
Parkfield Drive	Parkfield Drive to South of Rutland (gap)	62	4
Patton Lane	Mira Loma Lane to Hickman Avenue	709	1
Pearl Street	West 29th Street to West 30th Street (gaps)	220	9
Providence Avenue	Providence Avenue - Atkinson Road to East St. Johns Avenue	1,061	4
Quail Meadow Drive	Quail Meadow Drive - Rutland Drive to Rundberg Lane	689	4
Radcliff	Grand Canyon Drive to Cameron Road	886	4

** denotes a coordination project.*

Consistent with 2016 Sidewalk Master Plan, additions, including miscellaneous small ramp and gap projects, and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Rosewood Avenue	Webberville Road to Bedford Street	441	1
Ruth Avenue	Woodrow Avenue to Grover Avenue	306	7
Rutherford Lane	Centre Creek Drive to Cameron Road (gaps)	1,405	1
Salado Street	West 30th Street to West 29th Street	305	9
San Saba Street	Canterbury Street to East Cesar Chavez Street	623	3
<i>Schieffer Ave*</i>	<i>Airport Blvd to Wilshire Blvd</i>	<i>1,390</i>	9
Shoal Creek Boulevard	West 24th Street to North Lamar Boulevard	348	9
South 1st Street	Ralph Ablanado Drive to Hyde Park Place	996	2
South Congress Avenue	Foremost Drive to Ralph Ablanado	987	2
<i>South Pleasant Valley Road *</i>	<i>near South Lakeshore Boulevard</i>	<i>2,064</i>	3
Springdale Road	Munson Street to Goodwin Avenue	269	1
St. Edwards Drive	Carnavon Lane to existing sidewalk	1,756	3
<i>Sweeney Lane *</i>	<i>Manor Road to School Exit</i>	<i>733</i>	<i>1</i>
Tannehill Lane	Webberville Road to Samuel Huston Avenue (gaps)	501	1
Thames Drive	Wheless Lane to Wellington Drive	1,390	1
<i>Tillery Street *</i>	<i>East Martin Luther King Jr Boulevard to Airport Boulevard</i>	<i>1,332</i>	<i>1</i>
Walnut Hills Drive	Cedarlawn Circle to Manor Road	270	1
Webberville Road	small gaps east of Springdale Road	404	1
West 24th Street	Leon Street to alley	208	9
West 30th Street	East of North Lamar Boulevard (gap)	285	9
West 31st Street	King Street (gap)	57	9
West 31st Street	West Avenue (gap)	179	9
West 32nd Street	West Avenue (gap)	113	9
West 35th Street	North Lamar Boulevard to Medical Parkway	87	10
West 37th Street	Medical Parkway to North Lamar Boulevard	90	10
West 41st Street	Medical Parkway to North Lamar Boulevard	573	10
<i>West 45th Street *</i>	<i>Shoal Creek Boulevard to Burnet Road</i>	<i>1,263</i>	<i>10</i>
West Crestland Drive	North Lamar Boulevard to Eastcrest Drive	2,599	4
Willow Street	Pedernales Street to North Pleasant Valley Road	1,199	3

** denotes a coordination project.*

Consistent with 2016 Sidewalk Master Plan, additions, including miscellaneous small ramp and gap projects, and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

2019-2021 Potential Sidewalk Projects:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Adams Avenue	Ullrich Avenue to Burnet Road	623	7
Amber Street	Navasota Street to Waller Street	129	1
Laird Drive, Ullrich Avenue	West Koenig Lane to Arroyo Seco	1,563	7
Ashdale Drive	Burnet Road to Rockwood Lane	2,127	7
Avenue C	45th Street to 44th Street	124	9
Avenue D	43rd Street to 45th Street	409	9
Avenue F	44th Street to 45th Street	634	9
Balcones Woods Drive	Research Boulevard (US 183 Service Road) (gap)	180	7
Baylor Street	West 11th Street to Parkway	647	9
<i>Belfast Drive *</i>	<i>Briarcliff Boulevard to Cameron Road</i>	<i>1,988</i>	<i>1</i>
<i>Belfast Drive *</i>	<i>Broadmoor Drive to Briarcliff Boulevard</i>	<i>2,788</i>	<i>4</i>
Bennett Avenue	East 43rd Street to East 46th Street	1,024	9
Blue Meadow Drive	Stonleigh Place to Deep Lane	1,432	2
Bluff Springs Road	Quicksilver Boulevard to Tranquilo Trail	757	2
Bramble Drive	Cedardale Drive to South 1st Street	721	2
Broadmoor Drive	Westmoor Drive to Berkman Drive	2,391	4
Brookside Drive	Wheless Lane to Glenvalley Drive	943	1
Bruning Avenue	Duval Street to Airport Boulevard (gaps)	1,698	9
Burleson Road	Todd Lane to Promontory Point	2,807	2
Chantilly Lane	Chantilly Lane (gap)	84	4
Charlton Drive	US 290 Service Road to Geneva Drive	632	1
Chestnut Avenue	East 18th Street to East 13th Street	486	1
Clay Avenue	Houston Street to Ullrich Avenue	1,552	7
Clearday Drive	South Congress Avenue to Star Drive	438	2
Clifford Avenue	East 13th Street to East 16th Street	575	1
Colony Loop Drive	Loyola Lane (gap)	345	1
Convict Hill Road	Brush Country Road to Flaming Oak Place	1,152	8
Leo Street	Guidepost Trail to Cameron Loop (gaps)	1,279	5
Decker Lane	Loyola Lane to FM 969 (potential Travis County partnership)	TBD	1
Del Curto Road	South Lamar Boulevard to Bluebonnet Lane	816	5
Depew Avenue	East 45th Street to East 46th Street	319	9

** denotes a coordination project.*

Consistent with 2016 Sidewalk Master Plan, additions, including miscellaneous small ramp and gap projects, and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
East 12th Street	Walnut Avenue to Chestnut Avenue	948	1
East 13th Street	Leona Street to Navasota Street	1,296	1
East 14th Street	Chestnut Avenue to Ulit Avenue	1,117	1
East 18th Half Street	Harvey Street to Mckinley Avenue	345	1
East 18th Street	Leona Street to Poquito Street	717	1
East 30th Street	Speedway to Duval Street	113	9
East 33rd Street	Speedway to Duval Street	728	9
East 35th Street	Guadalupe Street to Grooms Street (gaps)	652	9
East 41st Street	Duval Street to Red River Street (gaps)	1,811	9
East 44th Street	Guadalupe Street to Avenue H	1,686	9
East 45th Street	Airport Boulevard to Duval Street (gaps)	2,445	9
East 46th Street	Red River Street to Airport Boulevard	571	9
East 51st Street	Pecan Springs Road to Springdale Road	905	1
East 51st Street	Duval Street to Avenue F	820	9
East 53rd Half Street	I-35 Service Road to Helen Street	1,322	4
East Martin Luther King Jr. Boulevard	EM Franklin (gap)	334	1
East Martin Luther King Jr. Boulevard	Tannehill to US 183 Service Road	473	1
East Oltorf Street	Alvin Devane Boulevard (gap)	391	3
East Yager Lane	Jourdan Crossing Boulevard to Cottage Promenade Court	2,507	1
Eberhart Lane	Starstreak Drive to Sunstrip Drive	1,138	2
Elm Creek Drive	East Bluff Drive to East William Cannon Drive	564	2
Enfield Road	Exposition Boulevard to Lake Austin Boulevard	3,629	10
Exeter Drive	Rogge Lane to Coventry Lane	830	1
Exposition Boulevard	Bonnie Road to Gilbert Street	1,599	10
Fenelon Drive	Tecumseh Drive (gap)	136	4
Fletcher Street	Euclid Avenue to Wilson Street	474	9
FM 620	FM 620 at North Lake Creek Parkway (gaps)	498	6
Frontier Trail	Frontier Boulevard - Taos Boulevard to Pack Saddle Pass	1,005	5
Frontier Trail	Pack Saddle to Manchaca Road	1,491	5
Garden Villa Lane	Barton Skyway to South Center Street	1,310	3
Gardner Road	Jain Lane to Lotus Lane	1,015	3

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PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Gaston Place Drive	Briarcliff Boulevard, Gaston Place, Westminster Drive (ramps)	24	1
Geneva Drive	US 290 Service Road to Langston Drive	3,135	1
Gault Street	Wooten Drive to W Anderson Lane	1,275	7
Glen Oaks Drive	North Pleasant Valley Road to Neal Street	273	1
<i>Glencrest Drive *</i>	<i>Berkman Drive to Cameron Road</i>	<i>2,124</i>	<i>1</i>
<i>Glenvalley Drive *</i>	<i>Brookside Drive to Berkman Drive</i>	<i>861</i>	<i>1</i>
Greenlawn Parkway	Greenhaven Drive to Burnet Road	1,509	7
Hearn Street	Lake Austin Boulevard (gap)	153	10
Hermitage Drive	I-35 Service Road to Loralinda Drive	1,149	4
Jeff Davis Avenue	North Loop Boulevard to West Koenig Lane (gaps)	2,182	7
Ken Street	Ken Street (gap)	249	4
Kerbey Lane	West 35th Street to West 38th Street	459	10
Krebs Lane	South Congress Avenue to South 1st Street	1,510	3
Lake Creek Parkway	Lake Creek Parkway and US 183 Northeast (gaps)	390	6
Lazy Creek Drive	Pecan Brook Drive (gap)	91	1
Leona Street	E 16th to E Martin Luther King Jr. Boulevard	966	1
Liberty Street	East 32nd Street to Harris Avenue (gaps)	150	9
Lightsey Road	Barton Skyway at South Lamar Boulevard (gap)	134	5
Locke Lane	Weathers Lane to Barton Skyway	570	3
Mahone Avenue	Burnet Road (gap)	261	7
McKinley Avenue	East 18th Half Street to East 12th Street	1,692	1
Mesa Drive	Spicewood Springs Road to Steck Avenue (gaps)	122	10
Meteor Drive	Star Drive to South Congress Avenue	522	2
Middle Lane	North Drive to North I-35 Frontage Road	1,364	4
Neans Drive	North Lamar Boulevard to Parkfield Drive	2,784	4
New York Avenue	Chicon Street to Chestnut Avenue	1,020	1
North FM 620	West of Lyndhurst Street (gap)	203	6
Norwood Hill Road	Pecan Springs Road to Springdale Road	2,159	1
Oaklawn Avenue	Manor Road to Walnut Avenue	694	1
Ohlen Road	Research Boulevard (US 183 Service Road) (gaps)	435	7
Parker Lane	Wickshire Lane (gap)	312	3
Parker Lane	Woodland Avenue to East Riverside	1,462	9
Payton Gin Road	Putnam Drive to Research Boulevard (US 183 Service Road)	473	7

** denotes a coordination project.*

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PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Pearl Street	West 29th Street (gap)	51	9
Pecan Park Boulevard	Lakeline Mall Drive (gap)	462	6
Penny Lane	Stillwood Lane to Burnet Road	757	7
Poquito Street	East 12th Street to East 16th Street	809	1
Ptarmigan Drive	Metric Boulevard (gap)	71	7
Putnam Drive	Ohlen Road to Research Boulevard (US 183 Service Road)	2,385	7
Quicksilver Boulevard	Bluff Springs Road (gaps)	149	2
Ramble Lane	Hedgewood Drive to South 1st Street	1,104	3
Ray Wood Drive	Weathers Lane to Barton Skyway	479	3
Red River Street	Ellingson Lane to Hancock Shopping Center	528	9
Research Boulevard (US 183 Northbound Service Road)	Seton Center to Balcones Woods Drive	884	7
Research Boulevard (US 183 Southbound Service Road)	Fairfield, Contour, Ohlen Road to Research Boulevard (US 183 Service Road)	115	7
<i>Ridgehaven Drive *</i>	<i>Berkman Drive to Cameron Road</i>	<i>2,671</i>	<i>4</i>
Rockwood Lane	Burnet Road (gap)	756	7
Rockwood Lane	West Anderson Lane (gap)	260	7
Rosedale Avenue	West 42nd Street (gap)	103	10
South 2nd Street	Fletcher Street to West Mary Street	1,031	9
South 3rd Street	West Annie Street to West Monroe Street	696	9
South L Davis Avenue	Coleto Street to Chestnut Avenue	222	1
Sagebrush Drive, South Meadows Drive	North Lamar Boulevard to Plains Trail	2,192	4
Salado Street	West 28th Street (gaps)	566	9
San Jacinto Boulevard	Speedway and East 30th Street	212	9
San Pedro Street	West 26th Street to West 28th Half Street	1,292	9
Sheridan Avenue	Clayton Lane to US 290 Highway	1,160	1
South Center Street	South 2nd Street to Garden Villa Lane	625	3
Southridge Drive	Banister Lane to Southport Drive	378	3
Southway Drive	Southridge Drive to Banister Lane	648	3
Speedway	East 42nd Street to East 46th Street (gaps)	12	9
Springdale Road	Airport Boulevard to Lyons Road	1,962	3
Springdale Road	Glissman Road to East 5th Street	1,662	3

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PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
St Joseph Boulevard	Burnet Road (gap)	23	7
Stark Street	N Lamar Boulevard (gap)	41	7
Steck Avenue	Burnet Road to Valleydale Cove	600	7
Steck Avenue	North Mopac Expressway to Bent Tree Road	510	10
Suffolk Drive	Berkman Drive to Belfast Drive	974	4
Sunshine Drive	Houston Street to North Loop Boulevard	831	7
Sunstrip Drive	William Cannon Drive (gap)	122	2
Teakwood Drive	Burnet Road (gap)	152	7
Tecumseh Drive	Tecumseh Drive at Fenelon Drive (gaps)	154	4
Thompkins Drive	Yager Lane (gap)	103	7
Tumbleweed Drive	Pecan Brook Drive (gap)	117	1
Turtle Creek Boulevard	South 1st Street to Sahara Avenue	501	2
US 290 Westbound Service Road	Cameron Road (gaps)	281	4
<i>Vinson Drive *</i>	<i>Emerald Forest Drive to West St. Elmo</i>	<i>2,665</i>	<i>3</i>
West 28th Street	San Pedro Street to Salado Street	172	9
West 29th Street	West 27th Street to West 29th Street	604	9
West 35th Street	Camp Mabry (gap)	249	10
West 5th Street	West Powell Street to Campbell Street (gaps)	389	9
West 5th Street	West Powell Street to Oakland Avenue	372	9
West Braker Lane	North Mopac Expressway to Seton Center	3,819	7
WestBraker Lane	Ptarmigan Drive (gap)	527	4
Wheeless Street	East 10th Street to East 11th Street	207	1
Wilson Street	West Live Oak Street (gap)	102	9

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SAFE ROUTES TO SCHOOL

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

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

PROJECT DELIVERY

Phase 1 is currently underway after engaging with principals, teachers, parents and community members from over 100 schools across 7 school districts in spring of 2017. We have reviewed all school campus concerns and are working with other City of Austin departments and programs to identify appropriate early out projects through our project prioritization process.

Phase 2 is also underway. Our consultant has been conducting “Walk Audits” at elementary and middle schools in District 1 and District 10. An infrastructure plan for over 100 elementary and middle schools in the City of Austin full-purpose area will be developed. The infrastructure plans will be created through data analysis, on-site safety assessments and community input. These infrastructure plans will identify and prioritize projects at the school-level, Council District-level and citywide. Project delivery will be further determined and phased at the completion of these infrastructure plans.

PROJECT SELECTION

Given that the program received over 400 concerns from 92 schools, the Safe Routes to School Program developed a Phase 1 prioritization process to better identify appropriate Phase 1 projects. This process considered school safety concerns submitted by the Campus Advisory Councils, Hazardous Routes identified by the Independent School District Transportation Departments and leveraging opportunities with other City of Austin programs and/or departments. Phase 1 focused on safety concerns within a close proximity to the school (1/4 mile or less) and located within the full purpose jurisdiction. Special consideration was given to links in the transportation network that served the most students when comparing the school's catchment area against residential density and school route options. This allowed the team to select projects with a high safety return per infrastructure investment.

PROJECT RISKS

The 2016 Mobility Bond is the first time the Safe Routes to School Program has received funding for infrastructure directly related to the program. This is a significant effort in a new work area of the Safe Routes to School Program that will involve outreach and projects at roughly 120 different schools and seven school districts. The scale of this effort requires significant time and coordination with a range of stakeholders. Our program continues to work through these challenges as we embark on this new endeavor.

** denotes a coordination project.*

These are anticipated projects. Project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities. Projects may or may not move forward based on constructability, cost, or public process as needed for each program and improvement type.

Safe Routes to School Projects:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Akins High School: S 1st Street Pedestrian Improvements	This project includes filling in the missing sidewalk segment from on S 1 st Street between FM 1626 and Akins High School, as well as a pedestrian hybrid beacon at Desert Primrose Drive to provide a safe crossing across 1st Street. This project includes an opportunity to leverage funds, as the Austin Independent School District identified this project as a Hazardous Route, and has already completed the Design Phase for the project.	N/A	5
Anderson Mill Elementary/ Grisham Middle School: Lake Creek Parkway Safe Crossing Improvement	Pedestrian Crossing Improvements at Pecan Creek Parkway and Lake Creek Parkway and Pedestrian Crossing Improvements at Deerbrook Trail and Lake Creek Parkway. This will make it safer for students crossing from the Southside of Lake Creek Parkway which is a safety request Anderson Mill Elementary made.	N/A	6
Baldwin Elementary- Meridian Park Bike Lane	The Campus Advisory Council requested protected bicycle lanes on the west side of Meridian Park from Wisteria Valley to Mitra. A community conversation surrounding potential bicycle lanes is expected to begin in 2018.	N/A	8
Blackshear Elementary: 11th Street Safe Crossing Improvement	This project was requested by the Campus Advisory Council and will improve the crossing on 11th Street for students coming from neighborhoods to the south of Blackshear.	N/A	1
<i>Blanton Elementary: Berkman Dr. Safe Crossing Improvement*</i>	<i>This project will entail the installation of a Pedestrian Hybrid Beacon to assist students crossing Berkman Dr. at Rogge Ln. This safety improvement was requested by the Blanton Campus Advisory Council.</i>	<i>N/A</i>	<i>4</i>
Brooke Elementary: 4th Street Safe Crossing Improvement	This project was requested by the school and includes pedestrian crossing improvements at the crosswalk in front of Brooke Elementary on 4th Street to enhance the safety of both students coming from the neighborhood and those being dropped off on the south curb of 4th Street.	N/A	3
Cowan Elementary: Connector Trail	This project includes an urban trail connecting students who live east of Cowan Elementary on Silkgrass Bend, to Bradner Drive to provide students with a safe route. There is an opportunity to leverage funds with the Public Works Neighborhood Partnering Program, which received an application for this project.	351	5
Davis Elementary: Mustang Chase Sidewalk	This project includes completing a missing segment of sidewalk and installing ADA-accessible ramps on Mustang Chase to connect over Bull Run. The Campus Advisory Council requested this improvement.	30	6

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PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Dessau Elementary: Dessau Road Safe Crossing Improvement	This project includes installation of a safe crossing at Dessau Ridge and Dessau Road to increase safety for students living on the East side of Dessau Road. This will create a safe route for Delco Primary, Dessau Elementary and Dessau Middle School and is a project that was requested by all three schools.	N/A	7
District 1 and 10 Prioritization Matrix	Staff has hired a consultant, Toole Design Group, who will be conducting campus walk audits and engaging the communities of 25 to 30 schools per semester. In fall 2017, Toole Design Group began this work at all schools in Austin City Council Districts 1 and 10. Staff anticipates the consultant will have a prioritized list of project recommendations for Districts 1 and 10 in spring 2018, after which, some projects could move forward towards construction in the latter half of the year.	N/A	1, 10
Districts 2, 9, and 8 Prioritization Matrix	Staff has hired a consultant, Toole Design Group, who will be conducting campus walk audits and engaging the communities of 25 to 30 schools per semester. In spring 2018, Toole Design Group will begin this work at all schools in Austin City Council Districts 2, 9 and 8. Staff anticipates the consultant will have a prioritized list of project recommendations for Districts 2, 9 and 8 in summer 2018, after which, some projects could move forward towards construction in the latter half of the year.	NA	2, 9, 8
<i>Harris Elementary: Berkman Dr. Safe Crossing Improvement *</i>	<i>This project will entail the installation of a refuge island to assist students crossing Berkman Dr. at Glenvalley Dr. This safety improvement was requested by the Harris Campus Advisory Council.</i>	N/A	1
Highland Park: Fairview Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at Sunny Lane and Fairview Drive to enhance safety for students crossing from the east of Fairview Drive to the school. The project will tie in with new sidewalks being put in on Sunny Lane.	N/A	10
<i>Houston Elementary- Stassney Safe Crossing Improvement *</i>	<i>Improve pedestrian crossing at Jacaranda and Stassney to help create a safer North to South Connection for parents and students attending Houston Elementary. This safety improvement was requested by the school's Campus Advisory Council.</i>	N/A	2
Linder Elementary: Metcalf Road Safe Crossing Improvement	This project includes pedestrian crossing improvements at the crosswalk in front of Linder Elementary on Metcalfe Road. The improvements were requested by the Campus Advisory Council and will provide a safe crossing for students in the neighborhood and being dropped off on Metcalf Road.	N/A	3

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PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
McBee Elementary: Kramer Lane Safe Crossing Improvement	This project includes pedestrian crossing improvements at the existing crosswalk on Kramer Road. The project will make it safer for students coming from north of Kramer Road and was a requested safety improvement from the school Campus Advisory Council.	N/A	4
Patton Elementary: Westcreek Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Westcreek Drive and Hill Forest Drive to enhance safety of students attempting to cross the street. The Campus Advisory Council requested this improvement.	N/A	8
Patton Elementary: Westcreek Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Westcreek Drive and Morning Dew Drive to make it easier and safer for students. The Campus Advisory Council requested this improvement.	N/A	8
<i>Summit Elementary: Sidewalks on Adelphi*</i>	<i>This project will provide sidewalks on Adelphi Lane to give students living in the Waters Park Apartments a safe route to Summit Elementary. This safety improvement was requested by the Summit Elementary Campus Advisory Council.</i>	2640	7
Widen Elementary/Mendez MS- Nuckols Crossing Safe Crossing Improvement	Improve pedestrian crossing at Nuckols Crossing and Village Square Drive to help create a safe East to West Connection for students and parents attending Widen Elementary and Mendez MS. This safety improvement was requested by the Widen Campus Advisory Council.	N/A	2
Williams Elementary: Blue Valley Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Coldstream Drive and Blue Valley Drive. The project was requested by the Williams Campus Advisory Council and will allow students who live on the Eastside of the school to have a safer route.	N/A	2

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

PROJECT SELECTION

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

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

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

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

Please note: The Shoal Creek Trail Design from 5th to 15th Street has been removed from this project list. This project is on hold due to insufficient funding. The funds allocated to this project will go into a management reserve to be used for other named urban trail projects that are likely to be underfunded and/or for other improvements along Shoal Creek Trail.

PROJECT RISKS

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

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

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

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

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

Urban Trails Projects:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Bergstrom Spur	Vinson Dr. to US 183. Urban Trails program will work on ROW acquisition and planning in preparation for design.	5	2, 3, 5
<i>Boggy Creek Trail *</i>	<i>Rosewood to 12th (Urban Trails Master Plan Tier I Trail)</i>	0.33	1
Calle Verde Drive Connector	Urban Trails connector funding could be utilized to construct a trail from Calle Verde Drive to Hyde Park Quarries, providing better connectivity to Northern Walnut Creek Trail.	0.02	7
Country Club Creek Trail: Elmont Drive to E Oltorf Street	This project includes the design and construction of an Urban Trails Master Plan Tier I trail along Country Club Creek from E Oltorf Street to Elmont Drive.	1	3
<i>Mopac Bridge Over Gaines Creek *</i>	<i>The existing Mopac Mobility Bridges bicycle accommodations end at Gaines Creek. The Bikeway and Urban Trails programs will work with TxDOT to add protected bicycle lanes along Mopac connecting Gaines Creek to Southwest Parkway as well as to the adjacent neighborhoods, and to the YBC Trail.</i>	0.5	8
Morris Williams Golf Course Trail	This project would evaluate connections from Martin Luther King Jr. Boulevard to Manor Road including the connection outlined in the Urban Trails Master Plan which would connect Kleberg Lane to Lovell Drive, and a connection through the golf course.	0.22	1
Northern Walnut Creek Trail (NWCT) to ACC Northridge	Funding for this project would allow the Urban Trails program will work with ACC on a possible connection from ACC to the Northern Walnut Creek Trail.	0.07	7
Northern Walnut Creek Trail Phase 2	This project includes the continued design and construction of a new Urban Trails Master Plan Tier I trail on the Walnut Creek Greenbelt from Walnut Creek Metro Park to I-35.	1.8	7
Red Line Trail: Walnut Creek Trail to Braker Lane	This project includes the PER, design and construction of a Urban Trails Master Plan Tier I trail along the Red Line, connecting Braker Lane and the Capital Metro Red Line Kramer Station to the existing Northern Walnut Creek trail system.	0.75	4, 7

** denotes a coordination project.*

Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Urban Trails Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
<i>Shoal Creek Trail Improvements *</i>	<i>The Urban Trails program will work with Shoal Creek Conservancy, Active Transportation and the Parks and Recreation Department to identify high priority, low cost projects along Shoal Creek, a Tier I trail in the Urban Trails Master Plan.</i>	<i>N/A</i>	<i>7, 9, 10</i>
Southern Walnut Creek Renovation	Due to recent flood events, the streambank of Boggy Creek needs to be stabilized to maintain the integrity of the trail, a Tier I trail in the Urban Trails Master Plan. This project will design and construct the bank stabilization.	0.1	1
Walnut Creek Trail Connector - La Loma	This project includes a Preliminary Engineering Report for a potential Urban Trails Master Plan Tier II trail project to connect neighborhoods near the intersection of Prock Lane and Sara Drive to Eastside Memorial High School.	0.5	3
Walnut Creek Trail Preliminary Engineering Report: I-35 to Southern Walnut Creek Trail	This project includes a Preliminary Engineering Report for a potential Urban Trails Master Plan Tier I trail project to connect Northern Walnut Creek Phase 2 to the existing Southern Walnut Creek Trail.	6.5	1, 7
Woods of Century Park Connector	Urban Trails connector funding could be utilized to construct an Urban Trails Master Plan Tier I trail connecting Lou John Street to Anarosa Loop.	0.07	7
YBC Trail	This project includes the design and construction of an Urban Trails Master Plan Tier I trail from the Y at Oak Hill to Barton Creek, connecting to and building upon the existing Mopac Bicycle and Pedestrian Bridges project.	1	8

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Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Urban Trails Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.



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

The Bicycle Master Plan includes key high-level infrastructure priorities that provide the foundation for implementation of the 2016 Bikeways Bond funding. These priorities are as follows:

- Create an all ages and abilities bicycle network:
- Remove existing top network barriers
- Continue implementing infrastructure through high value coordination opportunities
- Expand the existing bike share infrastructure

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

PROJECT PRIORITIZATION

The Bicycle Plan Implementation Framework, shaped by Walk + Bike Talks public engagement, established project prioritization criteria and priority projects. Between February 25th and May 1st, staff visited with community members in all 10 Council Districts in 11 meetings held citywide, in addition to an online virtual open house. Feedback was collected on both the proposed prioritization criteria as well as the proposed priorities for projects. The Implementation Framework becomes the foundation for the Bikeways project list included in the 2018 LMAP.

Prioritization of projects within the Bicycle Implementation Framework are based on Bicycle Master Plan goals and additional prioritization factors. The Implementation Framework public process shaped the weightings of the prioritization criteria and resulted in prioritized projects listed here.

Factors used to prioritize projects are as follows:

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

(#) denotes the rank of the top priorities identified through the Implementation Framework public process.

PROJECT SELECTION

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

Prioritized Projects – Prioritized project selection and sequence was based on the Bicycle Implementation Framework. Per the Bicycle Master Plan, particular focus will be given to developing the all ages and abilities network and removing network barriers.

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

Another top priority of the Bicycle Master Plan is the expansion of the City's bike share system. A portion of 2016 Bond funding, in addition to other sources, is planned to be used to expand the existing bike share system. Efforts are underway to extend local bond dollars for B-Cycle expansion through either local, federal or private match.

PROJECT DEVELOPMENT

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

The project development timeline for Bikeways projects varies significantly. Most projects take between six months to two years from start to end, including feasibility analysis, design, public process and implementation. Depending on complexity and coordination dependencies, this can take up to several years or a few months. The project list below includes projects that are anticipated to be active in any phase of development in 2018. Some may take several years to implement and some may not move forward depending on the results of public processes.

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

All Ages and Abilities Priority Projects:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
12th	Airport to Webberville	0.9	1
12th	San Jacinto to Branch	0.4	1
1st Street S	Barton Springs to Riverside	0.1	9
1st Street S	Riverside to Cesar Chavez	0.7	9
29th / Fruth / West / East	Rio Grande to Speedway	0.6	9
31st	Lamar to Shoal Creek Trail	0.2	10
3rd	5th to Shoal Creek Tail	0.4	9

* denotes a coordination project.

Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Bicycle Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
3rd	Shoal Creek Bridge to West	0.1	9
46th	at Guadalupe	0.1	9
46th	at Lamar	0	9
46th	Guadalupe to Airport	1.3	9
46th	Guadalupe W to Lamar	0.3	9
4th	at I-35	0	3, 9
51st	Cameron to Berkman	0.7	4, 9
53rd	Airport to Harmon	0.3	4
5th	Chicon to Shady	0.5	3
Aldrich	at Mueller	0.2	9
Alexander	Martin Luther King Jr. to Manor	0.4	1, 9
Ardath	Far West Trail Connection to Justin	0.1	7
Banister	across Ben White	0.2	5
Barton Springs	Railroad overpass to S 1st Street	0.5	5, 9
Barton Springs Road	Mopac to Lou Neff	0.5	8
<i>Berkman *</i>	<i>51st to 290</i>	<i>1.3</i>	<i>1, 4, 9</i>
Berkman	Manor to 51st	1.1	1, 9
Bluebonnet	Lamar to Ashby	0.7	5
<i>Boggy Creek Trail *</i>	<i>Rosewood to 12th</i>	<i>0.3</i>	<i>1</i>
Bouldin	Live Oak to Barton Springs	1.2	9
Brush Country	William Cannon to Summerset	0.4	8
Burleson	Oltorf to US 290	1.1	3
Burleson/Todd	at Ben White/290	0.1	2, 3
Butler Trail Connection	at Holly	0.1	3
CCC Trail - Ventura Drive / Catalina / Madera	Powerline to Mabel Davis Park	0.3	3
Cherrywood	38th Half to Schieffer	0.3	9
<i>Clarkson / Middle Fiskville *</i>	<i>43rd to US 290</i>	<i>1.4</i>	<i>4, 9</i>
Congress S	Live Oak to Onion Creek	2.4	3, 9
Dean Keeton	San Jacinto to Manor	1	1, 9
<i>Denson *</i>	<i>Lamar to Airport</i>	<i>0.5</i>	<i>4, 7</i>
Duval	San Jacinto to 53st	2.1	9
Escarpment	Oliver Loving to William Cannon	0.6	8
Far West	Chimney Corners to Mopac	0.8	10
Far West Trail	Northwest District Park	0.3	7
Far West Trail	Shoal Creek to Mopac	0.1	7
Guadalupe	Cesar Chavez to Martin Luther King Jr.	1.3	9
I-35	Ben White to US 290	0.4	1, 4
I-35	Holly to Oltorf	0.1	3
I-35	Wilshire to 43rd	0.3	9
<i>Jones *</i>	<i>Manchaca to Pillow</i>	<i>0.3</i>	<i>5</i>
Justin	Ardath to Burnet	0.2	7
Lake Austin	at Exposition and at Mopac	0.3	10

** denotes a coordination project.*

Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Bicycle Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Lake Austin	Mopac to Enfield	1.6	10
Lance Armstrong Bikeway (LAB) / Crosstown Bikeway	I-35 to Chicon	0.1	3
Lavaca	Cesar Chavez to Martin Luther King Jr.	1.3	1, 9
Manor	Theo to 51st	0.8	1, 9
Manor Road	Dean Keeton to Golf Course Entrance	1.6	1, 9
Manor/Clyde Littlefield	East Campus Drive to Dean Keeton	0.6	1, 9
<i>Mearns Meadow *</i>	<i>Boyer to Rutland</i>	1.6	4
<i>Mopac / US 290 *</i>	<i>Barton Creek Bridge to Brodie</i>	0.8	8
North Loop	Huisache to Avenue F	0.5	4, 9
North Loop	Avenue F to I-35	0.4	4, 9
North Loop/53rd Hancock	Bull Creek to Huisache	1.4	7, 9
<i>Oak Springs *</i>	<i>Webberville to Springdale</i>	0.9	1, 3
Pedernales	2nd to 6th and Webberville to Pleasant Valley	0.6	1, 3
<i>Pleasant Valley *</i>	<i>Lakeshore to Cesar Chavez</i>	0.7	3
<i>Red Line - 34th/Clarkson *</i>	<i>Randolph to Cherrywood</i>	0.3	9
Rio Grande	3rd to Martin Luther King Jr.	1	9
Rio Grande / 30th / West / 30th	29 th Street to Lamar Boulevard	0.5	9, 10
Romeria	Burnet to Laird	0.1	7
Romeria	Laird to Lamar	1	4, 7
Route 31 - 5th S / Bouldin / Cumberland / Raywood / Garden Villa	Barton Springs to Banister	8.1	3, 5, 9
Route 31 - Casey / St. Elmo / Vinson / 3rd / Englewood	Banister to Vinson	1.1	3, 5
Rutland	Lamar to Burnet	2.4	4, 7
<i>Schieffer *</i>	<i>Wilshire to Zach Scott</i>	0.3	9
Shady	5th to Bolm	0.6	3
<i>Shoal Creek *</i>	<i>35th to Anderson</i>	4.1	7, 10
<i>Shoal Creek *</i>	<i>Anderson to US 183</i>	1.2	7
Speedway	30st to 38th	0.5	9
Speedway	44th to 38th	0.6	9
St Johns	Lamar to Berkman	2	1, 4, 7
Stassney	Congress to Manchaca	1.6	2, 3, 5
Stassney	West Gate to Manchaca	0.6	5
Teri Road	I-35 to Nuckols Crossing	1.4	2
Trinity	Butler Trail to 3rd	0.2	9
UT Pickle Campus	US 183 to Domain	1.1	7
<i>Webberville *</i>	<i>Pleasant Valley to Oak Springs</i>	0.5	1, 3
Wilshire	I-35 to Airport	0.6	9
Zach Scott	Airport to Berkman	0.5	9

** denotes a coordination project.*

Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Bicycle Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

Priority Barrier Projects:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
11th	Sabine to NB I-35 Service Road	0.1	1
Congress S	across Ben White/ US 290	0.1	3
Holly	at I-35	0.1	3, 9
Howard Lane	at Mopac	0.1	7
Lamar Boulevard *	at 29th	0	9, 10
Rundberg Lane	Lamar to Cameron	1.5	1, 4
Vinson *	Emerald Forest to St. Elmo	0.5	3

Multimodal Coordination Projects (including funding sources other than 2016

Bond): Coordination projects often leverage street resurfacing work, named projects and other program partners' efforts to implement higher quality projects at a reduced cost.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
35th	W 34th to Kerbey Lane	0.2	10
5th Street S	Cumberland Road to Cardinal Lane	0.5	3
Adelphi *	Amherst to Waters Park	0.5	7
Airport Boulevard	Schieffer Avenue to I-35	0.7	9
Balcones Drive	5700 to 6315 Balcones Drive	0.6	10
Burleson Road	Ben White to Drossett	0.3	2
Cedar Bend Drive	Metric Boulevard to 2509 Cedar Bend Drive	0.6	7
Cesar Chavez	I-35 to Pleasant Valley	1.5	3
City Park Road	North of Bridge Point to FM 2222	2.3	10
City Park Road	Pearce Road to 4200 City Park Road	0.2	10
Convict Hill	Escarpment to Abilene	1	8
Davis Lane	Southbound Mopac Service Road to Clairmont	1.4	8
Dawson	Retama to Ebony	0.1	9
Exposition Boulevard*	Lake Austin Boulevard to Westover Road and Mountain Laurel to Tarry Trail	1.6	10
Howard Lane	Mopac to 4329	0.5	7
Jefferson	Preston Avenue to 38th	0.7	10
Lakeshore	Riverside to Pleasant Valley	0.8	3, 9
Lamplight Village	Metric Boulevard to Parmer Lane W	0.4	7
Loyola Lane	Willamette Drive to 5420 Loyola Lane	1.2	1
McNeil Drive/Spicewood Springs Road	Oak Knoll to US 183	1	1
Pleasant Valley *	Riverside to North of Elmont	0.3	1
Stonehollow *	Metric to Metric	0.9	3
Webberville *	Pedernales to Pleasant Valley	0.3	7

* denotes a coordination project.

Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Bicycle Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.



SAFETY/VISION ZERO

The 2016 Mobility Bond dedicates \$15 million of Local Mobility funding for “implementation of fatality reduction strategies, including projects listed on the Top Crash Location Intersection Priorities Improvements List.” This list of 28 intersections was formulated based on safety performance parameters such as crash frequency, crash rates and severity levels of crashes for all modes of transit. The \$15 million dedicated to fatality reduction strategies in the 2016 Mobility Bond will be used to implement Intersection Safety Projects on the Top Crash Location Intersections as identified in June 2016. We anticipate completing 15 to 18 Intersection Safety Projects with this funding.

PROJECT SELECTION

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

Each of these 28 intersections will receive a comprehensive safety study that will consider crash rates, types and severity of injuries and fatalities and discernable crash clusters/patterns to recommend engineering improvements to mitigate for safety. It is anticipated that at 15 to 18 intersections will advance through to preliminary engineering, final design and construction phases. Safety improvements could include intersection reconfiguration and reconstruction, construction of new or modification of existing median, improvements to pedestrian and bicycle facilities and/or construction of traffic and pedestrian signals. The proposed improvements will be highly coordinated with other local mobility programs where possible and appropriate, such as Sidewalks, Bikeways, Safe Routes to Schools, etc., to deliver the most comprehensive, cost effective safety and mobility benefits to the community.

PROJECT RISKS

We project that up to 18 intersections may be delivered with the \$15 million budget. Until a safety study is completed at each intersection/location and a set of safety improvement recommendations generated, the actual projected costs per location cannot be determined. Some intersections may have greater safety deficiencies and therefore will require larger scale improvements with higher costs. Utility relocations, drainage and right-of-way constraints can also drive up costs and cannot be predicted until a preliminary feasibility assessment is made (and after the safety study is completed).

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

Project phasing represents an ambitious and accelerated schedule that assumes fast track procurement and permitting. Any delays in contracting and permitting can significantly impact the schedules.

Since inception of the 2016 Bond Projects, there has been documented increases in construction contract prices as a result of a strong construction market in the Austin area. Some of the future price increases may also be attributable to impacts of recent natural disasters, such as hurricanes Harvey and Irma.

Intersection Safety Projects:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
45th Street / Red River Street	This project includes construction of an advanced warning signal, potential signal post change and signal phasing.	N/A	9
East Riverside Drive / Tinnin Ford Road *	<i>This project includes construction of the reconfigured intersection, sidewalks, access adjustments, speed limit signs and warning signs. Project work also includes striping and pothole sealing.</i>	N/A	3
I-35 Service Road (NB) / Braker Lane	This project includes construction of reconfigured medians and sidewalks. The project also includes sign relocation and striping.	N/A	1, 4, 7
Lamar Boulevard (Loop 275) / RM 2222 (Koenig Lane)	This project includes engineering and design of medians, access management areas, restriping, and signal phasing.	N/A	4, 7
Lamar Boulevard / Payton Gin Road	This project includes engineering and design of medians, access management areas, restriping and signal phasing.	N/A	4
Pleasant Valley Road / Elmont Drive	This project includes addition of exclusive left turn lanes on Pleasant Valley, raised medians on Pleasant Valley Road and Elmont Drive for access management, upgraded ADA compliant pedestrian ramps at all four corners, high visibility continental crosswalks, signal phasing changes and construction of a new Shared Use Path along Pleasant Valley Road for bicyclists and pedestrians. Construction began in 2017 and will be complete in spring 2018.	N/A	3
Riverside Drive / Wickersham Lane	This project includes engineering and design of medians, signal phasing, intersection reconfiguration, and bike/pedestrian improvements.	N/A	3
S Congress Avenue / Oltorf Street *	<i>This project includes reconfiguring the intersection area with addition of a "protected intersection" for bicyclists and pedestrians, barrier separated bicycle lanes, construction of raised medians along S Congress Ave for access management, addition of a new bicycle signal and high visibility continental crosswalks.</i>	N/A	9
Slaughter Lane / Cullen Lane	This project includes engineering and design of advanced signal warning, median, sidewalk and potential bike lanes.	N/A	2, 5
Slaughter Lane / South 1st Street	Construction on this project will continue on medians, bikeways and access management areas.	N/A	2, 5
Willow Creek Drive / Riverside Drive	This project includes construction of reconfigured medians, ADA ramps, sidewalks, reconfigured bike paths, reconfigured lanes, reconfigured driveways and warning signs. The project also includes bus stop work and signal phasing adjustment.	N/A	3

*denotes a coordination project.

Safety/Vision Zero intersections are based on the Top Crash Locations High Priority Improvement List.



SUBSTANDARD STREETS/CAPITAL RENEWAL

The 2016 Mobility Bond dedicates \$11 million to Substandard Street/Capital Renewal Projects. Substandard streets are publically owned roadways within the City of Austin Full Purpose Jurisdiction that do not meet current City of Austin requirements because they have pavement widths less than 24 feet across and typically lack some curb and gutter, drainage, bicycle facilities and adjacent sidewalk infrastructure. Capital Renewal refers to the rehabilitation of existing City of Austin assets to maintain and/or upgrade to current standards and designs.

Per Council Resolution 20160818-074, Council's "Contract with the Voters," 2016 Mobility Bond funding is to be invested in the following roadways: Fallwell Lane, William Cannon Railroad Overpass, FM 1626, Cooper Lane, Ross Road, Circle S Road, Rutledge Spur, Davis Lane, Latta Drive/Brush Country, Johnny Morris Road, and Brodie Lane. Preliminary engineering for the substandard streets will identify proposed mobility improvements, establish the corridor vision and provide the foundation for selection of future funded design and construction projects.

PROJECT DELIVERY

CAPITAL RENEWAL

The Fallwell Lane and William Cannon Railroad Overpass Projects were solicited as stand-alone procurements. Requests for Qualification for professional services to provide preliminary engineering and design for future construction of these two Capital Renewal projects were completed and authorized by City Council on August 3, 2017. Preliminary engineering for Fallwell Lane began in October 2017 and will take 10 months to complete. The William Cannon Railroad Overpass (east side) will be completed in April 2018.

SUBSTANDARD STREETS

Work on the following Substandard Street projects will include the development of a preliminary engineering report. Preliminary engineering will focus on providing increased capacity, bringing streets up to current City standards and improving connectivity for all modes of transportation through the identification of required infrastructure (i.e. storm drainage, roadway cross-sections, sidewalks, etc.). The substandard street projects were assigned to consultants from a Preliminary Engineering Rotation List (CLMP218) that was evaluated and went to Council for recommendation on May 18, 2017. Preliminary engineering for the eight projects assigned from the rotation list began in August, September and October 2017, with Preliminary Engineering Reports to be completed between July 2018 and February 2019.

PROJECT RISKS

The delivery of the Fallwell Lane project and the William Cannon Railroad Overpass – East Side project will require analysis of alternatives and coordination with agencies outside of the City of Austin, including seeking stakeholder input. Project risks associated with each are as follows:

FALLWELL LANE

- Development and evaluation of route alternatives
- A determination of continued utility access and associated protection measures through the flood plain
- The challenges related to possible flood plain impacts
- Extensive special review and permitting requirements through the Federal Emergency Management Agency, US Army Corps of Engineers, the Lower Colorado River Authority, as well as the City of Austin's internal processes.

WILLIAM CANNON RAILROAD OVERPASS - EAST SIDE

- Performance of an existing condition assessment
- Development and evaluation of repair alternatives
- Coordination of Union Pacific Railroad
- A determination of mitigation measures associated with possible utility conflicts

SUB-STANDARD STREETS

- Possible need for acquisition of additional right-of-way to accommodate desired improvements
- Evaluation/determination of necessary upgrades to storm drainage infrastructure required to accommodate desired proposed mobility improvements.

Substandard Streets Projects:

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

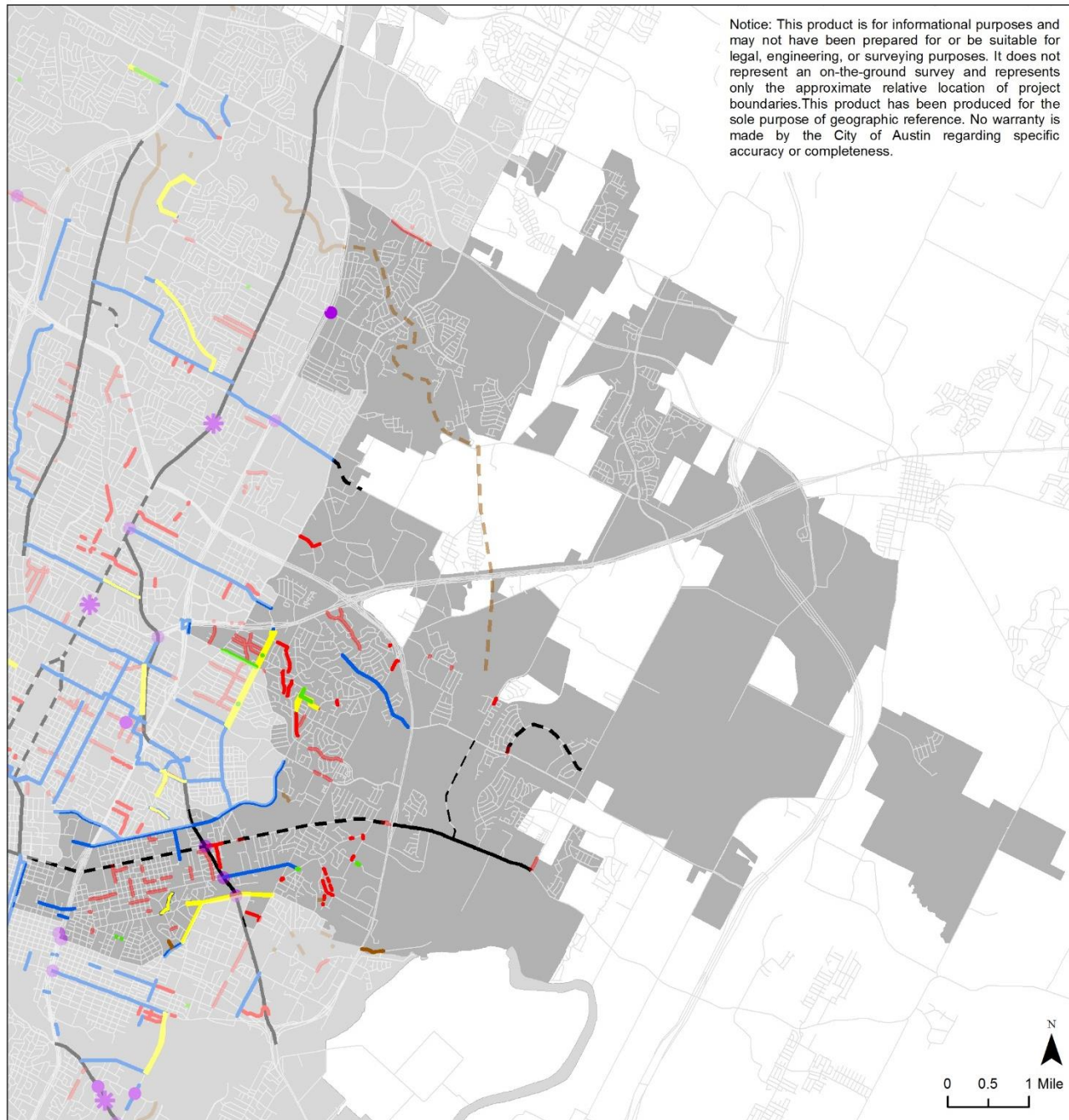
Capital Renewal

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Fallwell Lane	Fallwell Lane is an existing county type roadway that serves private housing as well as two critical City facilities. The existing roadway experienced significant damage due to flooding events in 2013 and 2015, requiring permanent restoration or replacement. This Capital Renewal project is to construct a new access to the South Austin Regional Wastewater Treatment Plant (AWU-SAR) and the Sand Hill Energy Center (AE-SHEC). This will relocate existing access road and repair stream bank damage from the 2013 and 2015 Halloween floods.	.9	2
William Cannon Railroad Overpass	This Capital Renewal project includes reconstruction of the William Cannon Bridge Extension over Union Pacific Railroad (UPRR) between Cannonleague Drive and Woodhue Drive. This project will replace existing mechanically stabilized earthen walls approximately 300 feet east of the eastern abutment with a bridge structure that will support the 6-lane bridge over the Union Pacific Railroad. Extended design timeline is due to the need for an existing condition assessment, determination/evaluation of repair alternatives, and coordination with Union Pacific Rail Road.	N/A	2, 5



COUNCIL DISTRICT MAPS







2018 Local Mobility Construction Projects Council District 1



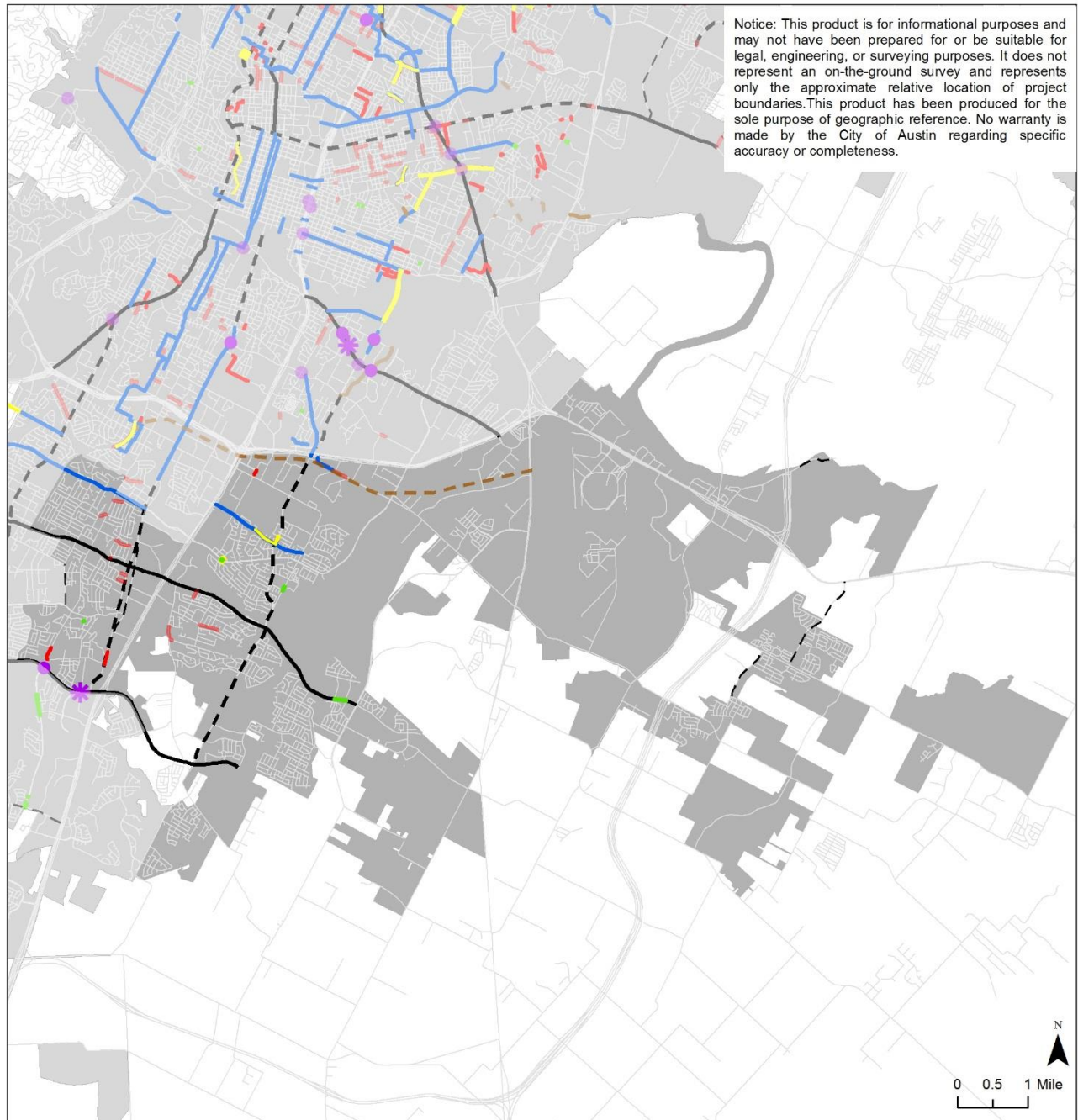
Local Mobility Bond Projects

- | | | | |
|---|---|---|---|
|  | Safety/Vision Zero - Potential 2018 Construction |  | Urban Trails - Potential 2018 Construction Start |
|  | Safety/Vision Zero - Potential 2018 Design |  | Urban Trails - Potential 2019-2020 Construction Start |
|  | Safety/Vision Zero - Potential 2019-2023 |  | Urban Trails - Design/Preliminary Engineering Report |
|  | Bikeways - Active in 2018 |  | 2018 Coordination Opportunities |
|  | Sidewalk - Potential 2018 Construction Start |  | Safe Routes to School |
|  | Sidewalk - Potential 2019-2021 Construction Start | | |

Other Mobility Bond Projects

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

2018 Local Mobility Construction Projects Council District 2



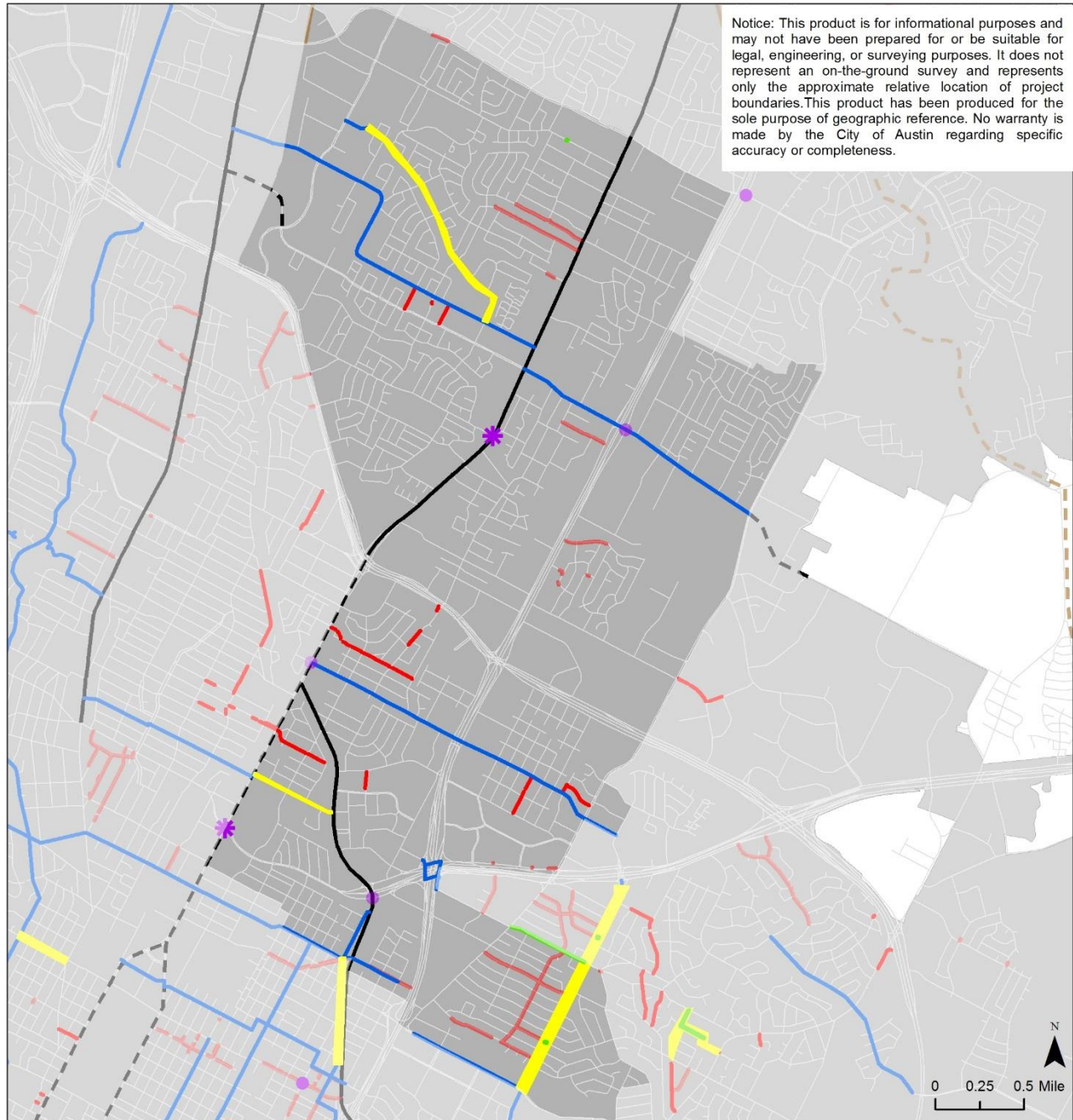
Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start
- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

- Corridor Mobility
- Regional Mobility
- - Corridor Mobility
- - Substandard Streets
- ■ ■ ■ ■ Preliminary Engineering and Design
- - - - - DOTTED LINES
- — — — — SOLID LINES = Eligible for Project Construction

2018 Local Mobility Construction Projects Council District 4



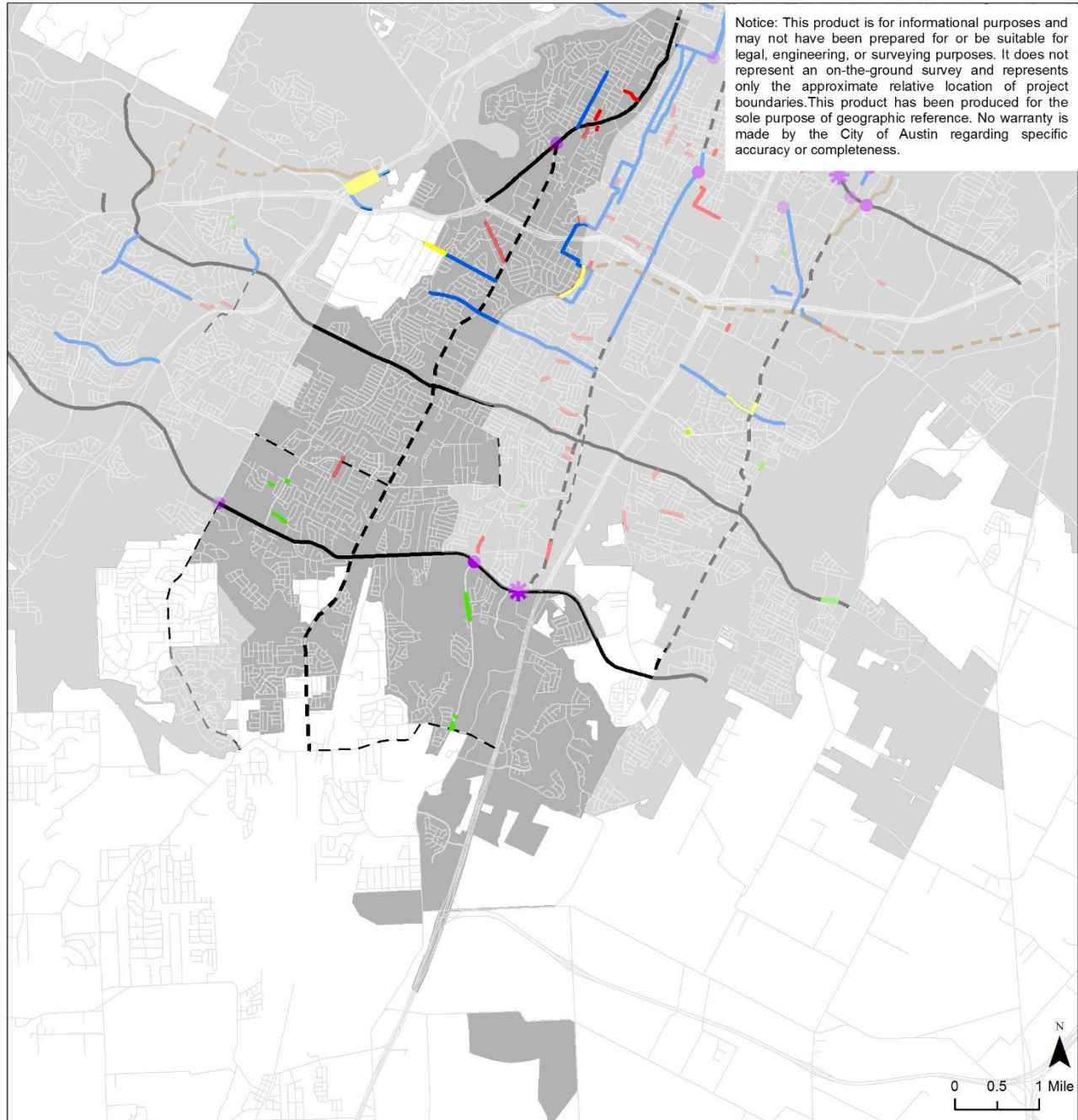
Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start
- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

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

2018 Local Mobility Construction Projects Council District 5



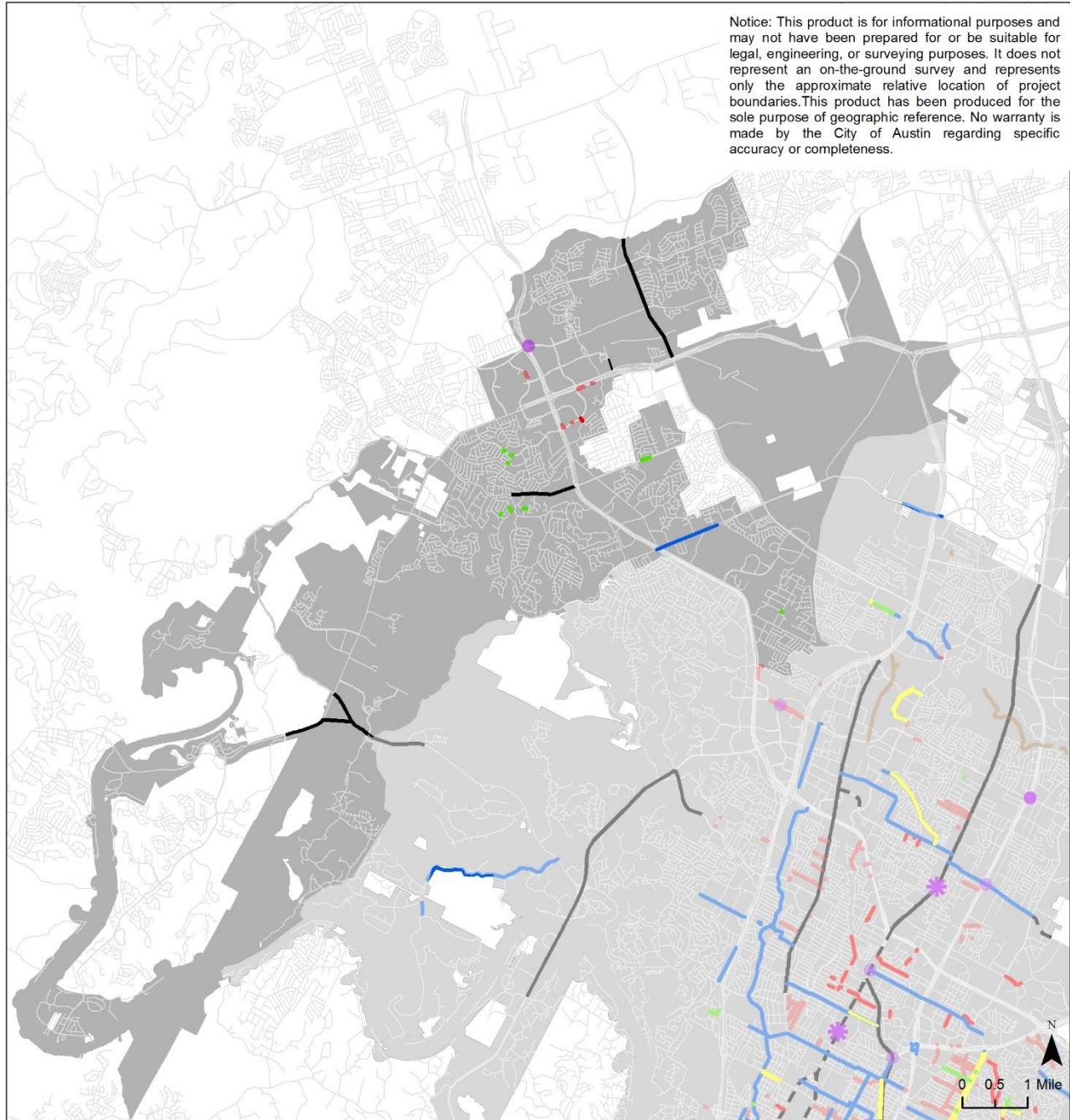
Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start
- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

- Corridor Mobility
- Regional Mobility
- Corridor Mobility
- Substandard Streets
- Preliminary Engineering and Design
- Eligible for Project Construction

2018 Local Mobility Construction Projects Council District 6



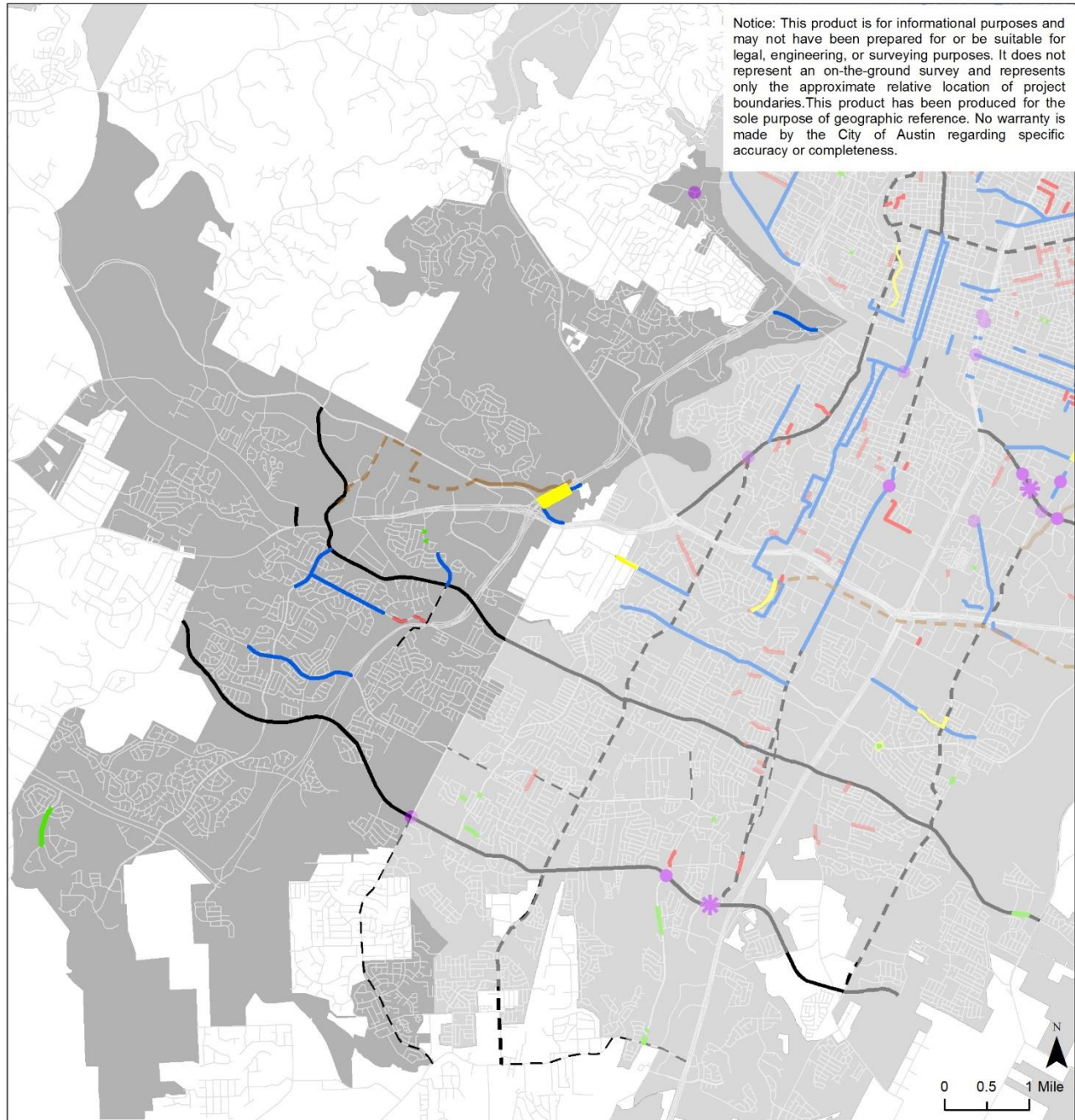
Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start
- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

- Corridor Mobility
- Regional Mobility
- - Corridor Mobility
- - Substandard Streets
- ■ ■ ■ ■ Preliminary Engineering and Design
- - - - - DOTTED LINES
- — — — — SOLID LINES = Eligible for Project Construction

2018 Local Mobility Construction Projects Council District 8



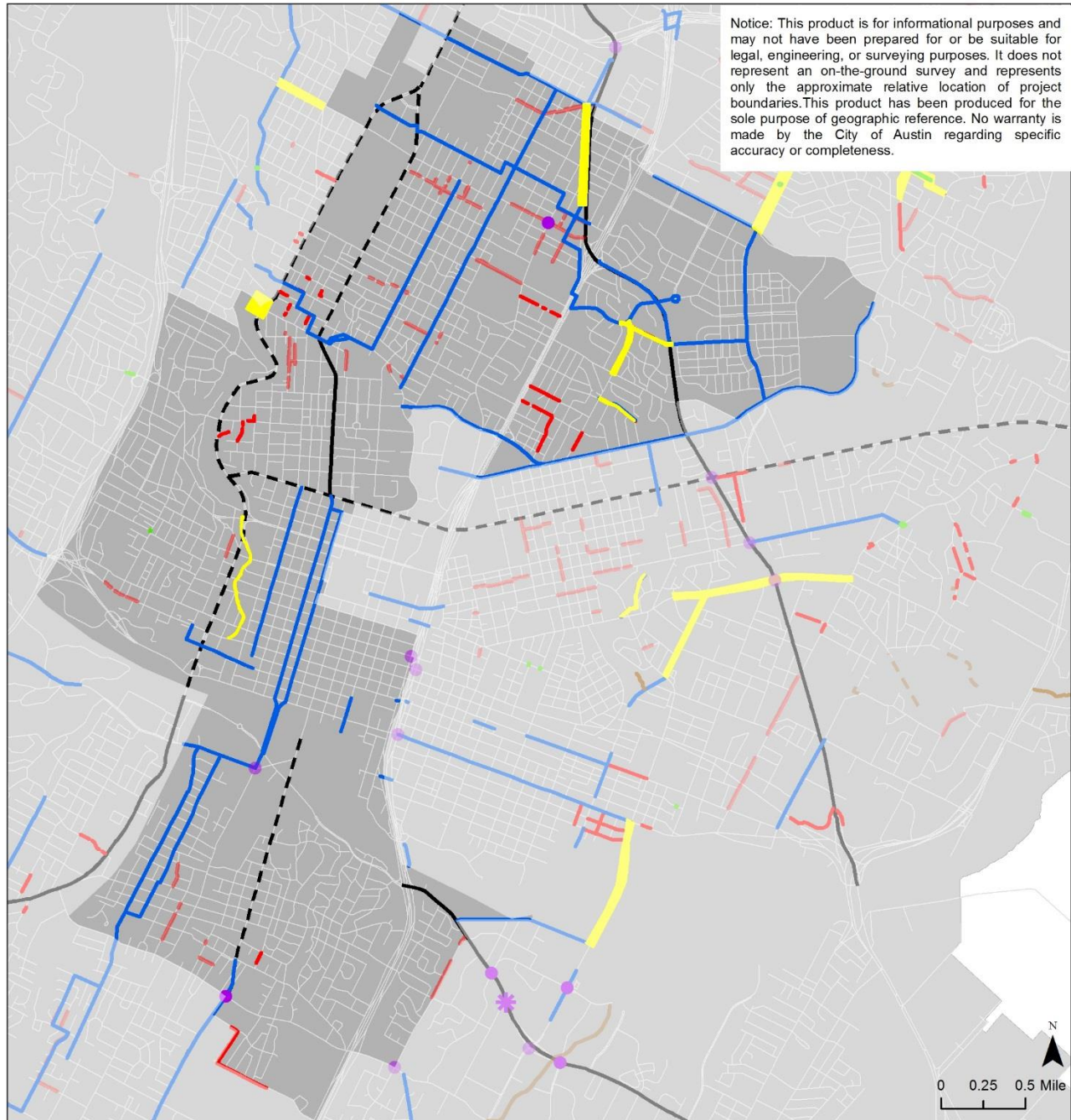
Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start
- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

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

2018 Local Mobility Construction Projects Council District 9



Local Mobility Bond Projects

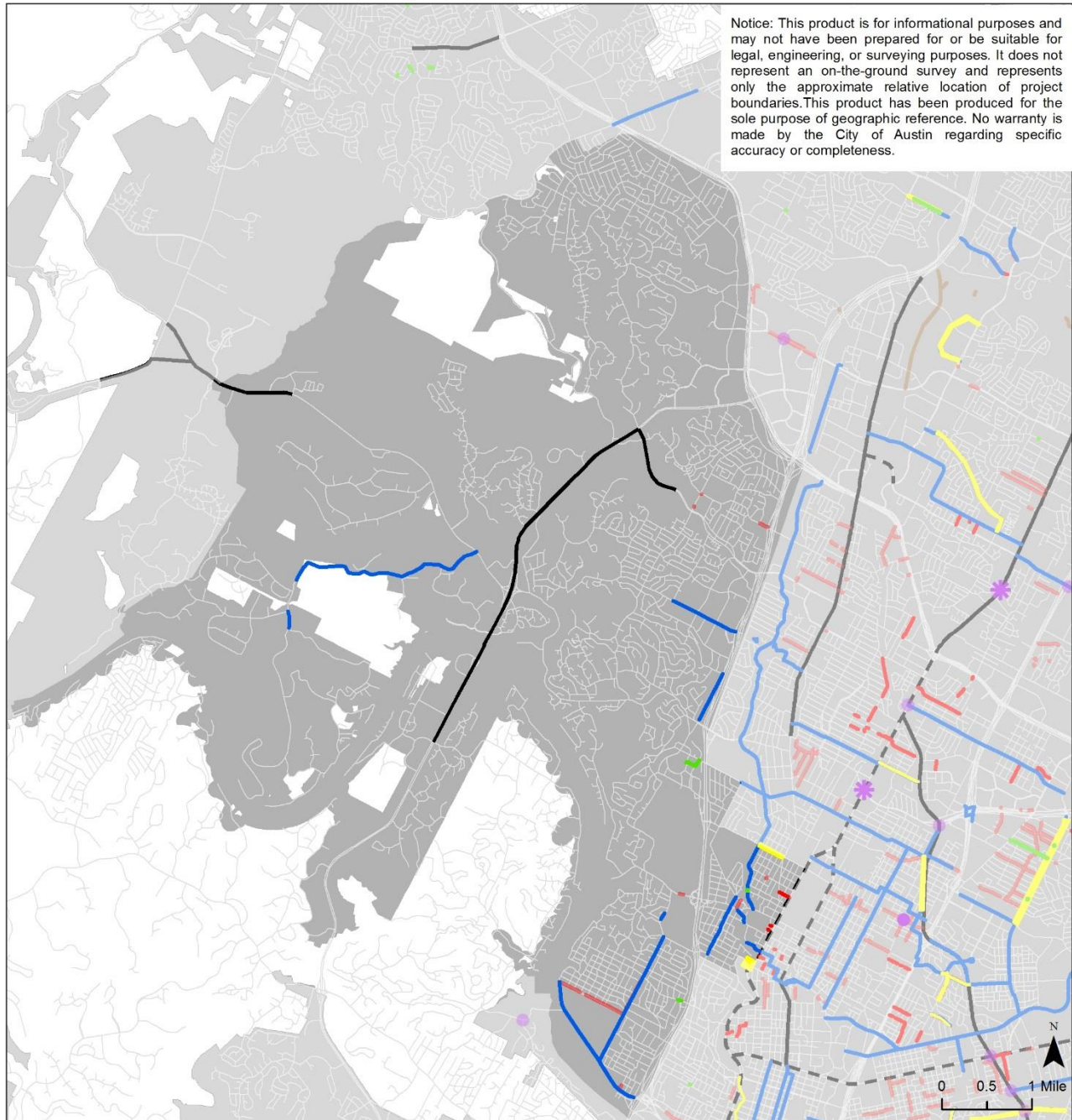
- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start

- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

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

2018 Local Mobility Construction Projects Council District 10



Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2018 Construction
- ✱ Safety/Vision Zero - Potential 2018 Design
- Safety/Vision Zero - Potential 2019-2023
- Bikeways - Active in 2018
- Sidewalk - Potential 2018 Construction Start
- Sidewalk - Potential 2019-2021 Construction Start
- Urban Trails - Potential 2018 Construction Start
- Urban Trails - Potential 2019-2020 Construction Start
- Urban Trails - Design/Preliminary Engineering Report
- 2018 Coordination Opportunities
- Safe Routes to School

Other Mobility Bond Projects

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