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**Community input is critical.** Going forward, your input will help us develop a Corridor Construction Program, composed of projects to be designed and constructed with funding from the 2016 Mobility Bond.

# YOUR INPUT MATTERS!



**OPEN HOUSE**

Slaughter Lane / William Cannon Drive / Brodie Lane

# CITY OF AUSTIN 2016 MOBILITY BOND CORRIDOR PROGRAM PROGRAM OVERVIEW

In November 2016, Austin voters approved the 2016 Mobility Bond, **authorizing \$720 million for local, corridor, and regional transportation and mobility improvements**, of which, \$482 million is earmarked for corridor improvement projects.



## PROGRAM GOAL

# THE GOAL OF THE 2016 MOBILITY BOND CORRIDOR PROGRAM IS TO **IMPROVE SAFETY AND MOBILITY** IN KEY CORRIDORS THROUGHOUT THE CITY OF AUSTIN

Corridors are primary roadways that affect the overall transportation network. They are major thoroughfares for getting around, destinations for residents and visitors, and home to businesses as well as many Austinites. The Corridor Program is the development and implementation of projects that enhance mobility and safety for all users—whether you drive, bike, walk or take transit.

## IMPROVEMENTS

## WHAT KIND OF WORK WILL TAKE PLACE?

With help from the community, recommended improvements have already been identified in Corridor Mobility Reports. Recommendations in the reports include:



**INTERSECTION IMPROVEMENTS**  
signals / turn lanes / pedestrian crossings



**ADDRESS UTILITY ISSUES**  
as needed to address mobility issues



**SIDEWALKS & CURB RAMPS**  
ADA accessibility / crosswalks



**TRANSIT IMPROVEMENTS**  
bus shelters / relocation of bus stops / center-running transit lanes / transit-specific signal timing (queue jumps)



**BICYCLE FACILITIES**  
separated and protected lanes

## PRIORITIZATION

## HOW WILL IMPROVEMENTS BE PRIORITIZED?

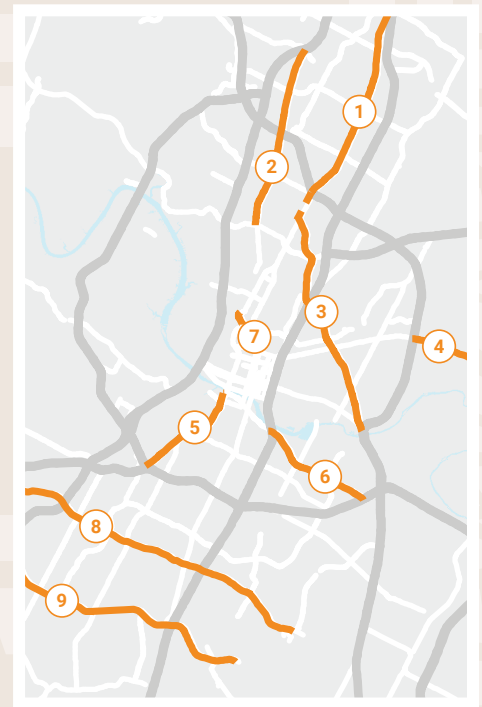
The cost to construct all recommendations identified in the Corridor Mobility Reports exceed the amount of funding that is available. As a result of these constraints, projects must be prioritized for design and construction. The Corridor Construction Program must prioritize:

- ✓ REDUCTION IN CONGESTION
- ✓ IMPROVED LEVEL OF SERVICE
- ✓ REDUCED DELAY AT INTERSECTIONS FOR ALL MODES OF TRANSPORTATION
- ✓ CONNECTIVITY
- ✓ IMPROVED EFFECTIVENESS OF TRANSIT OPERATIONS

Given those priorities, the Corridor Construction Program may make allowances for:

- ✓ PRESERVATION OF EXISTING AFFORDABLE HOUSING AND LOCAL BUSINESSES
- ✓ OPPORTUNITIES FOR DEVELOPMENT OF NEW AFFORDABLE HOUSING
- ✓ GEOGRAPHIC DISPERSION OF FUNDING
- ✓ OPPORTUNITIES TO FACILITATE INCREASED SUPPLY OF MIXED-INCOME HOUSING

## FOCUS



## CORRIDOR MOBILITY REPORTS

Since 2011, the City has been working to develop Corridor Mobility Reports that identify short-, medium-, and long-term transportation improvements for the following corridors:

- 1 NORTH LAMAR BOULEVARD FROM US HWY 183 TO HOWARD LANE
- 2 BURNET ROAD FROM KOENIG LANE TO MOPAC EXPRESSWAY
- 3 AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- 4 EAST MARTIN LUTHER KING JR. BOULEVARD/ FM 969 FROM US HWY 183 TO DECKER LANE
- 5 SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US HWY 290 WEST
- 6 EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- 7 GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET
- 8 WILLIAM CANNON DRIVE FROM US HWY 290 TO MCKINNEY FALLS PKWY \*
- 9 SLAUGHTER LANE FROM SOUTH MOPAC EXPRESSWAY TO I-35\*

\* Report in progress