

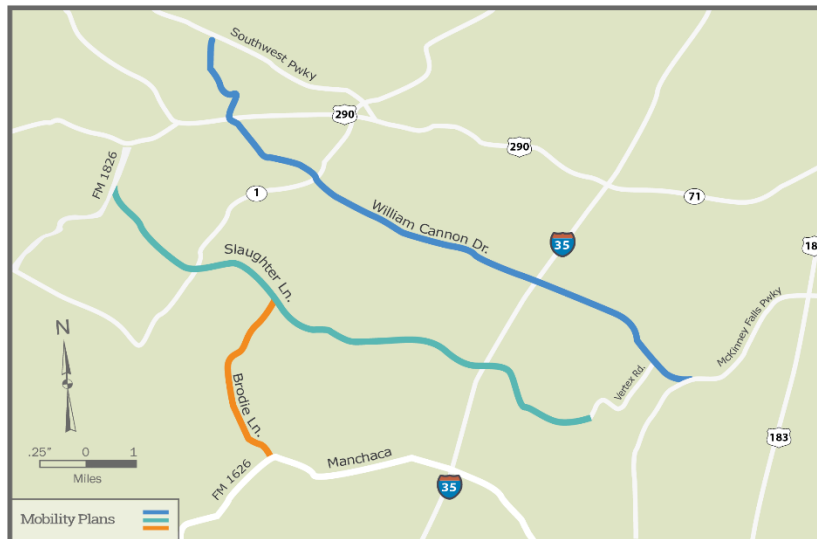
MOBILITY PLAN PUBLIC OPEN HOUSE

The City of Austin is developing Mobility Plans for:

WILLIAM CANNON DRIVE FROM SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.

SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD

BRODIE LANE FROM SLAUGHTER LANE TO FM 1626



BRODIE LANE (SLAUGHTER LANE TO FM 1626)

EXISTING CONDITIONS

TRAFFIC VOLUMES

Slaughter Ln. to Green Emerald Terrace

28,806 DAILY TRIPS
2,017 AM PEAK
2,325 PM PEAK

Green Emerald Terrace to Frate Barker Rd.

18,823 DAILY TRIPS
1,205 AM PEAK
1,559 PM PEAK

Frate Barker Rd. to FM 1626

18,141 DAILY TRIPS
980 AM PEAK
1,225 PM PEAK

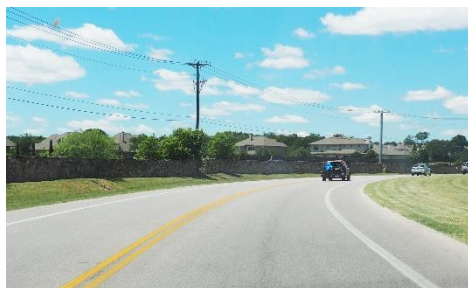
AM PEAK : 7:15 - 8:15

PM PEAK : 5:00 - 6:00



BETWEEN SHADY HOLLOW DR AND FRATE BARKER RD

- No bicycle or pedestrian facilities



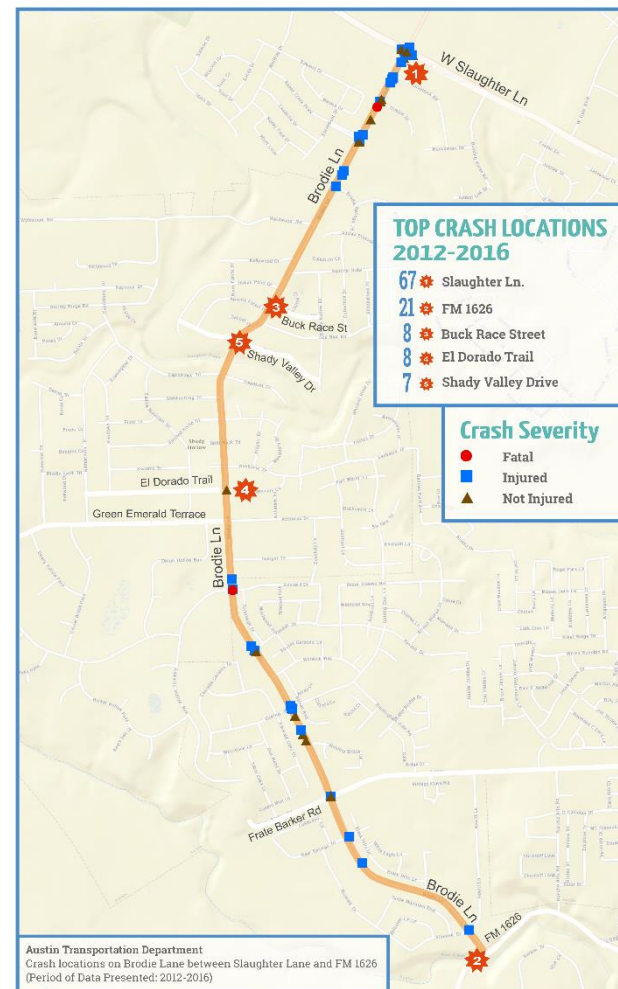
NORTH OF FM 1626

- Bicycle facilities



AT FRATE BARKER ROAD

- Intersection



SLAUGHTER LANE (FM 1826 TO VERTEX ROAD)

EXISTING CONDITIONS

TRAFFIC VOLUMES

Between Escarpment Blvd. and Beckett Rd.

24,800 DAILY 1,810 AM PEAK
TRIPS 2,020 PM PEAK

Between Bremner Dr. and James Bowie HS

36,200 DAILY 2,720 PM PEAK
TRIPS 2,600 PM PEAK

Between Texas Oaks Dr. and Chisholm Ln.

40,200 DAILY 2,380 AM PEAK
TRIPS 2,810 PM PEAK

East of I-35

23,000 DAILY 1,730 AM PEAK
TRIPS 1,800 PM PEAK

AM PEAK : 8:00 - 9:00

PM PEAK : 5:00 - 6:00



BETWEEN WOODSHIRE DR. AND ROXANNA DR.
- Bicycle and pedestrian facilities



AT I-35
- Bicycle and pedestrian facilities



EAST OF I-35
- Intersection

WILLIAM CANNON DRIVE (SOUTHWEST PKWY. TO MCKINNEY FALLS PKWY.)

EXISTING CONDITIONS

TRAFFIC VOLUMES

Between Beckett Rd. and Brush County Rd.

23,066 DAILY 1,469 AM PEAK
TRIPS 2,045 PM PEAK

Between Manchaca Rd. and Woodhue Dr.

28,539 DAILY 1,787 AM PEAK
TRIPS 2,200 PM PEAK

Between South 1st Street and S. Congress Ave.

28,119 DAILY 1,641 AM PEAK
TRIPS 2,239 PM PEAK

Between Elm Creek Dr. and Stoneleigh Pl.

28,096 DAILY 1,804 AM PEAK
TRIPS 2,083 PM PEAK

Between Brodie Ln. and West Gate Blvd.

33,473 DAILY 2,011 AM PEAK
TRIPS 2,682 PM PEAK

AM PEAK : 7:00 - 8:00

PM PEAK : 5:00 - 6:00



BETWEEN PLEASANT VALLEY AND BITTER CREEK DR.
- Bicycle and pedestrian facilities

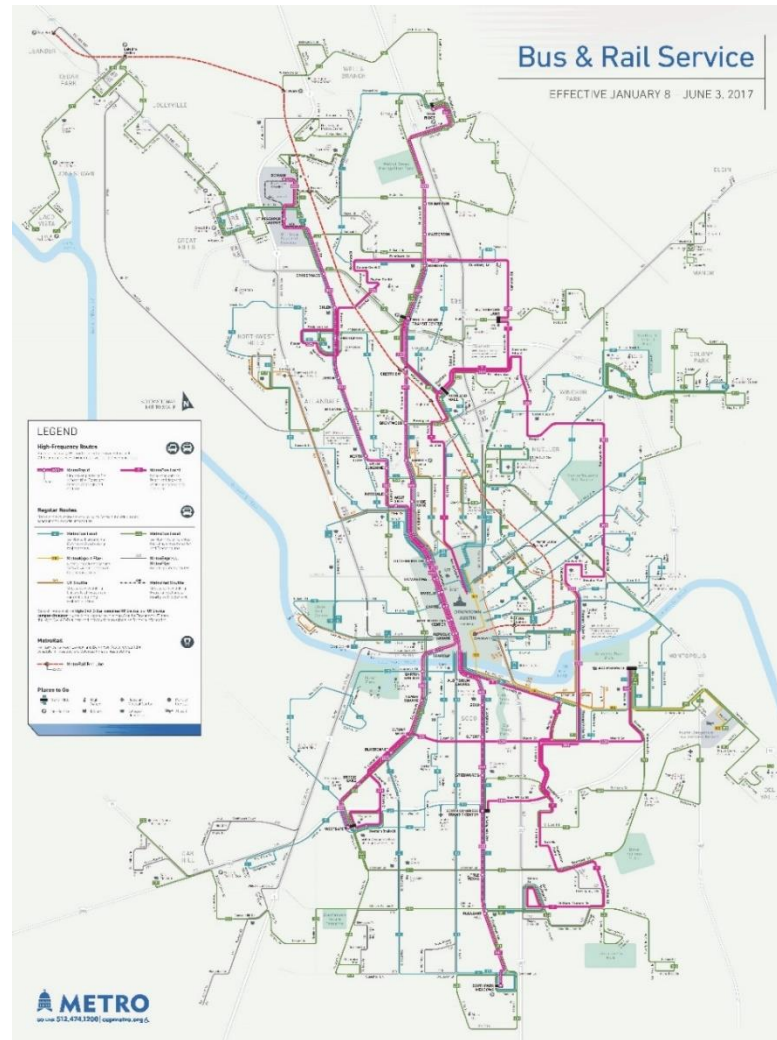


BETWEEN MCCARTY AND RIDGE OAK ROAD
- Pedestrian facilities



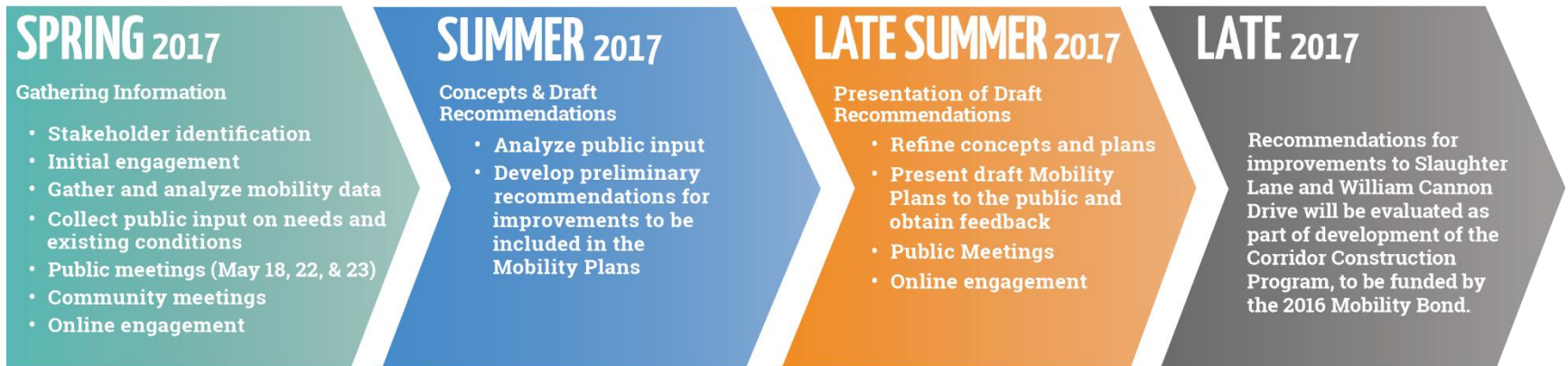
AT ESCARPMENT
- Intersection

LOCAL PUBLIC TRANSIT



WHAT'S NEXT

- We will continue to meet with stakeholders and collect input via the website at AustinTexas.gov/BSWCorridors and our newsletter. Sign up with any staff member.
- We will provide updates as information is available via the web and email messages.
- The input you provide will be used to inform the development of draft recommendations for improvements.
- We will come back and ask for feedback on draft recommendations for improvements in late summer.



CITY OF AUSTIN PLANS AND INITIATIVES

The Mobility Plans will incorporate other city and regional planning efforts. Development of the Mobility Plans is also coordinated with coinciding initiatives, like implementation of sidewalk, bikeway, and Safe Routes to School improvements also funded by the 2016 Mobility Bond.



- The purpose of the South Austin Combined Neighborhood Plan, adopted in November 2014, is to shape change as Austin continues to grow, maintaining and enhancing the area's character. The Neighborhood Plan fits into the larger framework established by the Imagine Austin Comprehensive Plan.



- The **Austin Strategic Mobility Plan** takes a comprehensive look at Austin's overall network of transportation needs and will identify policies, programs and projects to guide future investment.



- CodeNEXT is the City of Austin's initiative to rewrite the City's Land Development Code. The Land Development Code sets requirements for what, where, and how much can be built in Austin. CodeNEXT will change how developers contribute to transportation and mobility improvements when building new facilities.



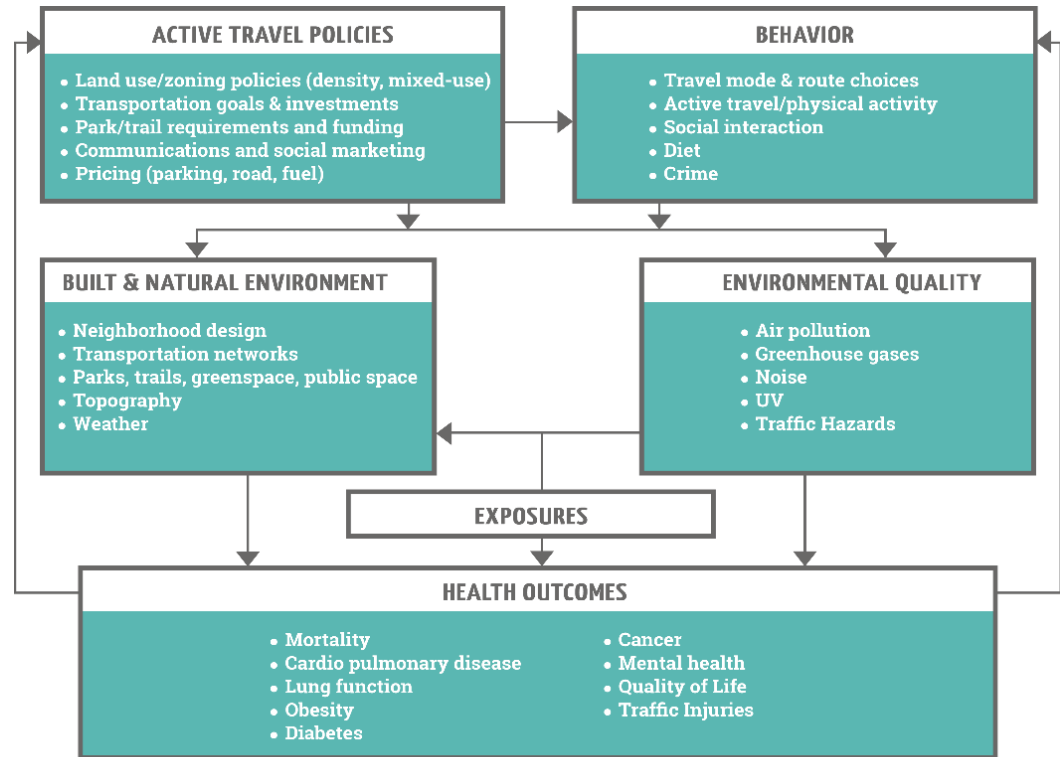
- The 2016 Mobility Bond puts \$137 million to many of the City's ongoing programs like Sidewalks, Bikeways, Urban Trails, and Safe Routes to School. These projects will be coordinated with corridor recommendations.



HEALTH IMPACT CONSIDERATIONS

Thoughtful transportation planning can have positive impacts on the health of the population that lives, works, plays, and attends school in the area. The Mobility Plans will look for opportunities to:

- Identify recommendations to minimize negative health impacts and maximize opportunities to improve health
- Create environments that are supportive of physical activity and social interaction to contribute to a healthier population



Conceptual model of Health Impacts of Active Travel Policies. Adapted from Nazelle et. al. (2011)