



2016 MOBILITY BOND PROGRAM OVERVIEW AND IMPLEMENTATION PLAN



February 28, 2017

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2016 Mobility Bond

Program Overview and Implementation Plan

Introduction

In November 2016, the City of Austin voters approved a mobility bond package that includes funding for Regional Mobility projects, Corridor Improvement projects, and Local Mobility projects. At \$720 million dollars, the 2016 Mobility Bond Program marks the largest one-time investment in the city's transportation and mobility system.

City staff from the City Manager's Office, Public Works Department, Austin Transportation Department, Corridor Program Implementation Office, Small and Minority Business Enterprise Department and Capital Contracting Office are working on an accelerated timeframe to further develop projects and programs as part of the implementation planning process.

As part of our implementation planning, we looked at a number of considerations to develop the first set of projects for beginning preliminary, design and construction activities. These considerations include:

- Technical assessments of asset condition and need (i.e. what are the highest priority needs due to safety data, condition of existing assets?)
- Existing prioritization criteria and processes that are in place for ongoing programs (e.g. Sidewalk Master Plan prioritization)
- Feasibility and constructability analysis (i.e. can we actually build the project given site conditions, constraints?)
- Coordination and leveraging opportunities (i.e. should the project be coordinated with other projects, other funding sources, such as bikeway improvements coordinating with the streets overlay program?)
- Work sequencing (i.e. in what order should projects be implemented to minimize impact on businesses, neighborhoods?)
- Coordination with other local and regional government agencies (i.e. partnering with school districts on Safe Routes to School Program, partnerships with TxDOT on regional projects)
- Geographic dispersion (i.e. are we being equitable and considering all areas of the city as we consider projects to be implemented over the eight-year program?)

Program Summaries

The following "Program Summaries" take the considerations listed above and other factors into consideration in their implementation strategies. Each program summary includes the following sections:

- **Introduction/Overview of Program**
- **Early-Out Projects** – What projects will we be moving forward in the next 12-18 months?
- **Project Delivery** – What is the overall approach for sequencing and implementing projects over the 8-year horizon for this bond program?
- **Project Selection** – What is the process for selecting and prioritizing projects for implementation in each program?
- **Project Risks** – What issues, factors could impact the completion of projects as implementation progresses?

Each program area in the 2016 Mobility Bond Program also includes robust strategies for community engagement as part of the implementation process, and these processes are noted in the program write-

ups. In addition, each program offers opportunities for coordination and input from Council offices to ensure that Council members and their constituents are engaged and informed regarding the projects that are to be implemented over the duration of the program.

As is evident from the Program Summaries, there will be a lot of activity over the coming months, with each program having its own unique approaches and schedules for how implementation activities are conducted. Through the Communications and Oversight Plan being presented to Council on Feb. 28, 2017, we will keep Council, its Mobility Committee and the Bond Oversight Commission regularly updated on our implementation progress. We will consider any input received to further refine and enhance our implementation approaches for the 2016 Mobility Bond Program.



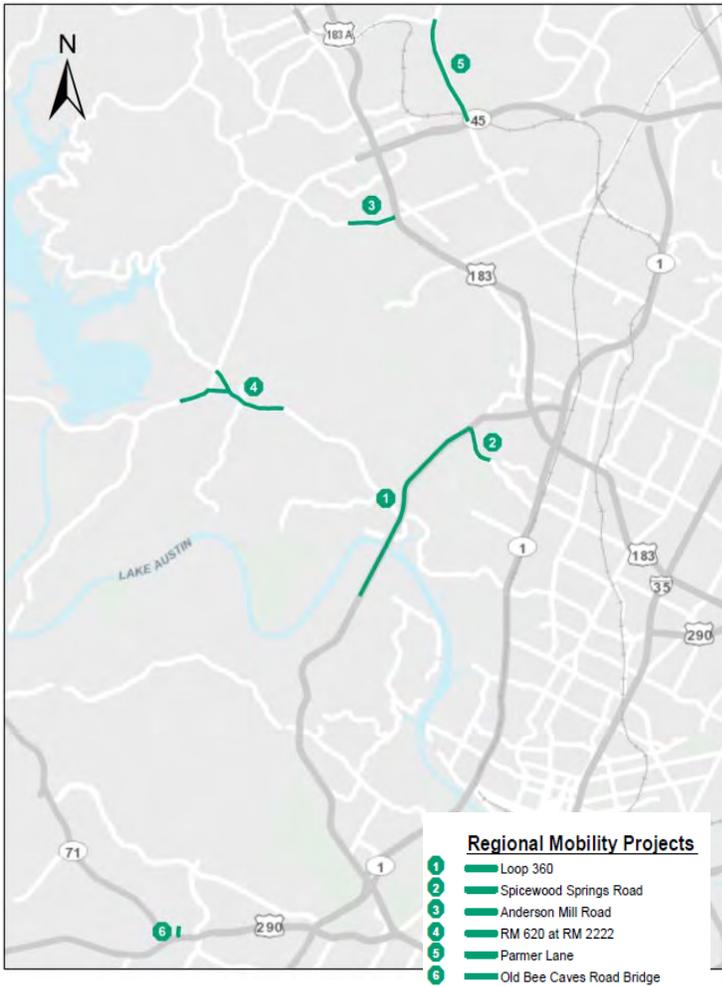
Program Summaries

2016 Mobility Bond

Regional Mobility (\$101 Million)

Introduction

The 2016 Mobility Bond dedicates \$101 million to Regional Mobility. This program consists of six projects (see map below) to address congestion and enhance safety. Of these six projects, four are partnership projects with the Texas Department of Transportation (TxDOT) and/or the Central Texas Regional Mobility Authority (CTRMA), and two are projects to be developed in-house with City resources. The projects located within TxDOT's right of way will require extensive coordination and communication between the City and its partners.



Early-Out Projects

Based upon coordination with our regional partners and internal City resources, the following regional projects have been identified as most likely to be implemented within the next two years:

R2 – Spicewood Springs Road Preliminary Engineering Report (PER)

R3 – Anderson Mill Road Preliminary Engineering Report (using non-bond funds)

R4 – RM 620 at RM 2222 (Advanced Funding Agreement with TxDOT)

Project Delivery

Approximately \$78.5 million, or 78% of the \$101 million Regional Mobility Program, will be in the form of partnership Advanced Funding Agreements (AFA)/Interlocal Agreements (ILA).

Voluntary Advanced Funding Agreements with TxDOT are anticipated to be utilized for the following partnership projects. The

dates provided in parentheses represent the anticipated timeframe for the AFA:

R1 – Loop 360 AFA (2019)

R4 – RM 620 at RM 2222 AFA (2017-2018)

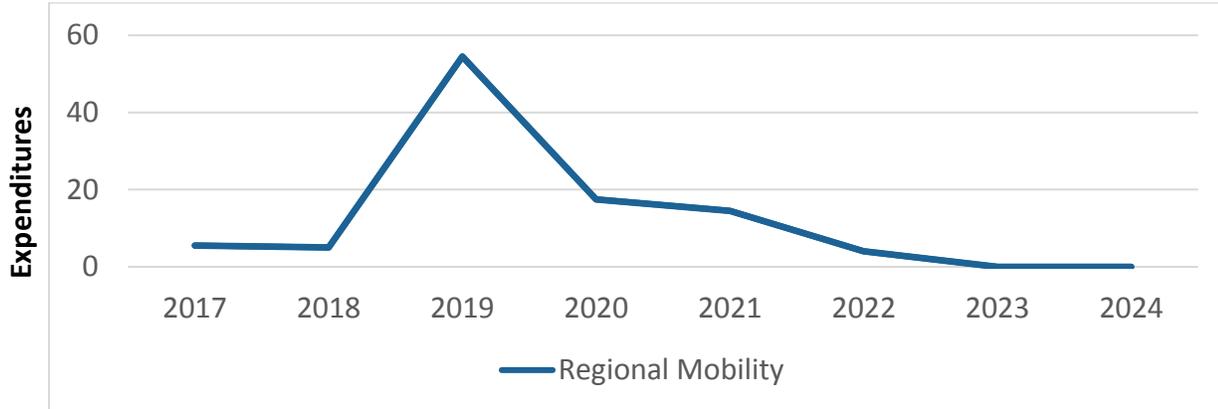
R5 – Parmer Lane/FM 734 AFA (2020-2021)

A Voluntary AFA with TxDOT or an equivalent ILA with CTRMA is anticipated for the R6 – Old Bee Caves Road Bridge AFA/ILA (2021-2022) partnership project.

Approximately \$22.5 million, or 22% of \$101 million Regional Mobility Program, will be developed in-house by City resources. Those projects are:

- R2 – Spicewood Springs Road
- R3 – Anderson Mill Road
 - Design funded by non-2016 Mobility Bond (2017-2019)
 - Construction funded by 2016 Mobility Bond (2019-2021)

Regional Mobility Program Implementation Plan



Phasing and Expenditure Plan											
		2017	2018	2019	2020	2021	2022	2023	2024		Notes
R1	Loop 360			\$46.0						\$46	TxDOT AFA
R2	Spicewood Springs	\$1	\$2	\$7.0	\$7.0					\$17	City resources
R3	Anderson Mill			\$1.5	\$2.0	\$2				\$5.5	City resources
R4	RM 620 at RM 2222	\$4.5	\$3							\$7.5	TxDOT AFA
R5	Parmer Lane/FM 734				\$8.5	\$8.5				\$17	TxDOT AFA
R6	Old Bee Caves Road Bridge					<u>\$4</u>	<u>\$4</u>			\$8	TxDOT or CTRMA AFA
	City of Austin Expenditure Total	\$5.5	\$5	\$54.5	\$17.5	14.5	\$4	\$-	\$-	\$101	

**Expenditure Plan Assumption:
Environmental clearances/decisions and construction funding are obtained as anticipated.*

Project Selection

The Regional Projects were specifically identified in the 2016 Mobility Bond referendum and thus are already “selected.” However, there is work to do within those projects to further refine the scope and, in some cases, identify which portions of the project will be designed and constructed with City funds. Each project is summarized below.

R1 – Loop 360 Intersections (\$46 Million)

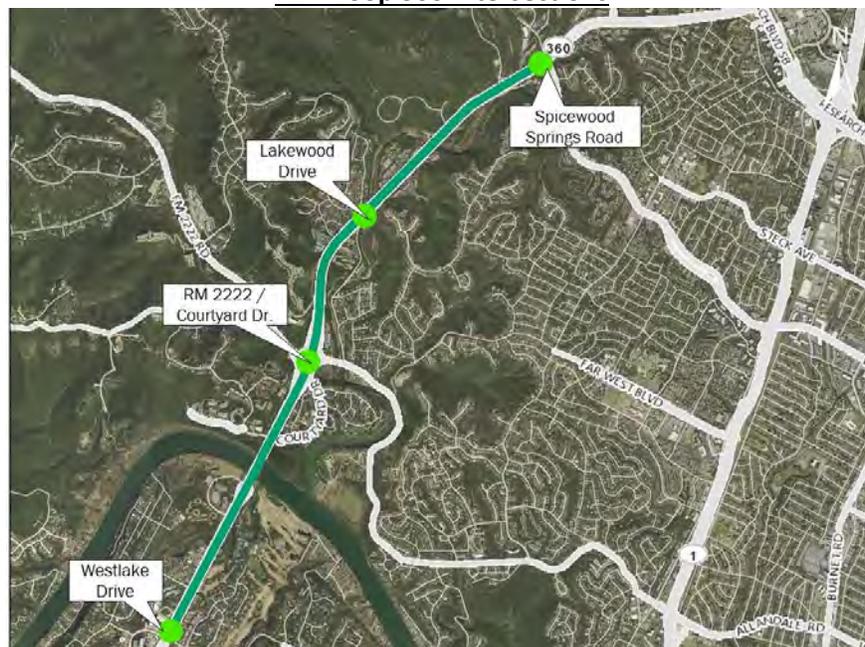
The Loop 360 Intersections project consists of four intersections at Westlake Drive, Courtyard Drive/RM 2222, Lakewood Drive, and Spicewood Springs Road/Bluffstone Drive. TxDOT will lead improvements, starting with four environmental studies, which are anticipated to begin in 2017. Coordination with the R2 – Spicewood Springs Project and the Watershed Protection Department (WPD) on its Low Water Crossing Feasibility Study where Old Spicewood Springs Road crosses under Loop 360 will be required. CAMPO/UTP (Unified Transportation Program) funding of \$250 million is pending Texas Transportation Commission approval, with anticipated discussion on Feb. 23, 2017 and action on March 30, 2017. The City’s investment towards construction of one or more of these four intersections will be \$46 million, and will most likely in the form of a Voluntary Advance Funding Agreement with TxDOT in Fiscal Year 2019, after environmental approval of the intersection(s). The anticipated timeline is as follows:

- **To be determined:** Preliminary Engineering/Environmental
- **To be determined:** Design/right-of-way/utilities
- **2022-2024:** Ready to bid/Construction

Limits:	Westlake Drive north to Spicewood Springs Road/Bluffstone Drive
Length:	4.3 miles
Council District:	D10
Improvement Locations:	Westlake Drive, Courtyard Drive/RM 2222, Lakewood Drive, Spicewood Springs Road/ Bluffstone Drive

Related References: [TxDOT Loop 360 Study \(TxDOT Project ID 011313150\)](#)

R1 – Loop 360 Intersections



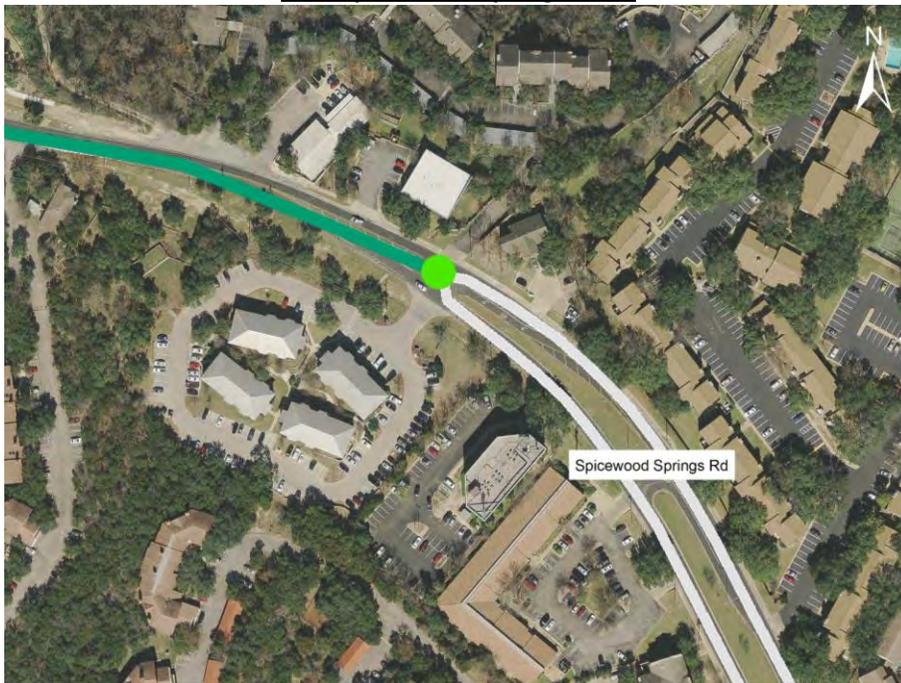
R2 – Spicewood Springs Road (\$17 Million)

The Spicewood Springs Road project consists of improvements east of Loop 360 to 0.2 miles west of Mesa Drive and involves design, right-of-way acquisition and construction. Improvements may include expansion from a two-lane section to a four-lane divided roadway (to generally match the cross-section at Mesa Drive), signals, medians, sidewalks, bike lanes, and driveway reconstruction. This project will be developed in-house with City resources. The Public Works Department has launched the Preliminary Engineering Report (PER). This PER will include a planning-level determination and will be developed with community input. Coordination will need to occur with TxDOT on the R1 – Loop 360 Intersection project and with the Watershed Protection Department’s Low Water Crossing Feasibility Study at Old Spicewood Springs Road where it crosses under Loop 360. The City’s investment of \$17 million is anticipated to occur from 2017-2020. The anticipated timeline is as follows:

- **2017-2018:** Preliminary Engineering Report
- **2018-2019:** Design & right-of-way acquisition (if needed), bid advertisement
- **2019-2020:** Utility relocation (if needed) and construction

Limits:	Loop 360 east to 0.2 miles west of Mesa Drive (to approx. 4390 Spicewood Springs Road)
Length:	1.0 mile
Council District:	D10

R2 – Spicewood Springs Road



Anderson Mill Road; RM 620 at RM 2222; Parmer Lane / FM 734 (\$30 Million)

Thirty million has been allocated between Regional Projects R3, R4, and R5 for design, right-of-way acquisition, and/or construction. This \$30 million is anticipated to be deployed between 2017 and 2021.

R3 – Anderson Mill Road

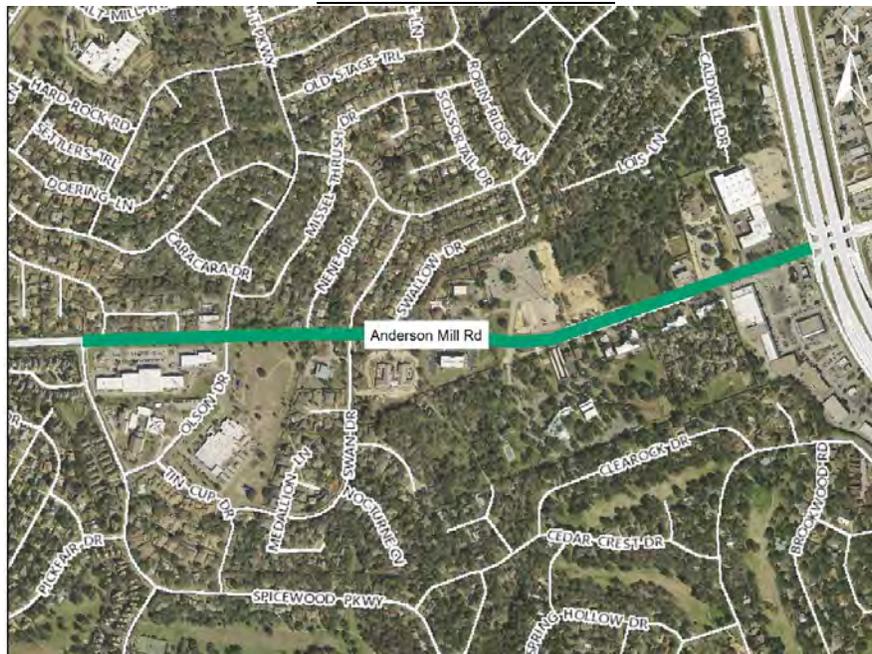
The Anderson Mill Road project includes preliminary engineering and implementation of improvements along Anderson Mill Road between Spicewood Parkway and US 183. Improvements may include expanding the road to a four-lane divided cross-section to generally match the cross-section west of Spicewood Parkway. Improvements may include sidewalks and bicycle facilities and potentially drainage improvements. In-house design with City resources will be funded from \$500,000 from Parmer Lane PER Fiscal Year 2016 budget and an anticipated \$1.24M from reallocated District 6 ¼-Cent funding for total design funding of \$1.74 million. Staff is coordinating with the Northwest Austin Coalition, which organized the community-led effort to collect comments and develop draft recommendations, to transfer the organization’s process to the City as staff advances through the PER process. Coordination with TxDOT and CTRMA will need to occur at US 183 for CTRMA’s US 183 North project. The City’s investment for construction (including right-of-way acquisition and utility relocations, if needed) is anticipated to be made between 2019 and 2021 following the following determination of the construction estimate in the PER. The anticipated timeline is as follows:

- **2017-2018:** Preliminary Engineering Report
- **2018-2020:** Design & right-of-way acquisition (if needed), bid advertisement
- **2020-2021:** Utility relocation (if needed) and construction

Limits:	Spicewood Pkwy east to US 183
Length:	1.0 mile
District:	D6

Related References: [US 183 North Mobility Project](#) (TxDOT Project ID 015106142)

R3 – Anderson Mill Road



R4 – RM 620 at RM 2222

TxDOT is studying the addition of a bypass road to provide additional capacity in the Four Points area. The RM 620 at RM 2222 project consists of two sub-projects, detailed below. Pending environmental clearance, both of these projects could advertise for construction in 2018.

Sub-project 1: Construct a six-lane section on RM 2222 from the bypass location to Ribelin Ranch Drive (\$11M). Anticipated environmental decision spring 2017.

Sub-project 2: Construct connector road from RM 620 to RM 2222 and improvements to RM 620 (\$7M). Anticipated environmental decision summer 2017. ROW acquisition and utility relocation required for the construction of the connector road.

Additionally, the Leander Independent School District (LISD) is seeking an access road from Vandegrift High School/Four Points Middle School to RM 620 via Four Points Drive/Tech Trail or via the 3M property that is currently for sale.

The City’s investment towards right-of-way and construction in this partnership project will most likely be in the form of a Voluntary AFA with TxDOT in Fiscal Year 2017-2018 after environmental clearance. TxDOT would fund the remainder of the sub-projects. The anticipated timeline is as follows:

- **2017:** Preliminary Engineering/Environmental
- **2017-2018:** Right-of-way acquisition
- **2018:** Utility coordination/relocation
- **2018-2019:** Ready to bid/Construction

Limits:	Steiner Ranch Blvd to McNeil Drive
Length:	2.6 miles
Council Districts:	D6 & D10

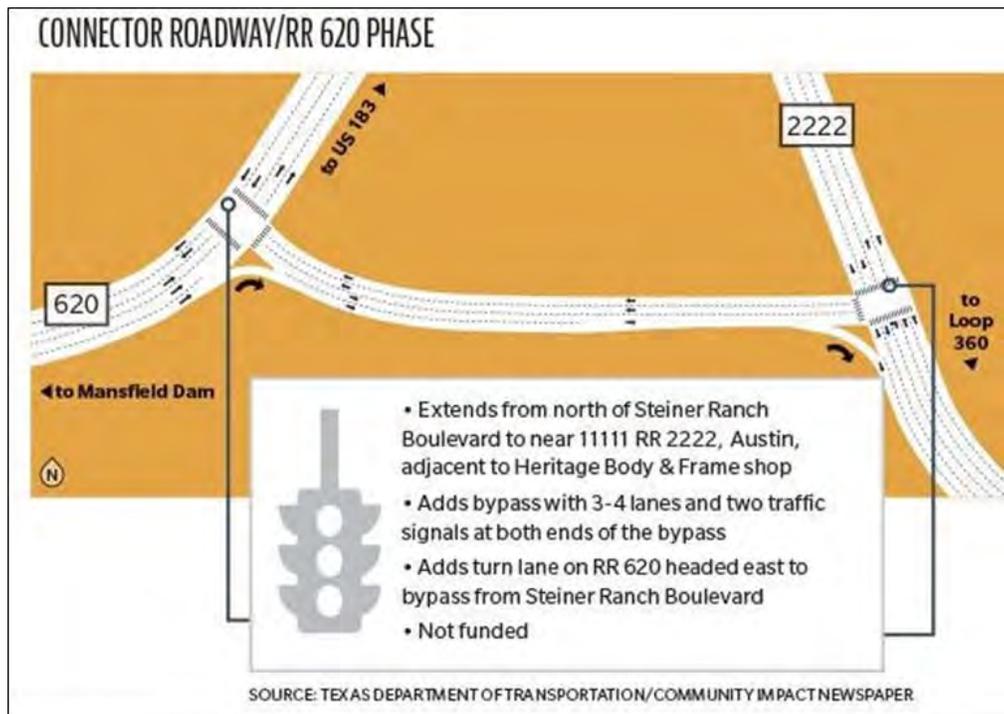


Image courtesy Community Impact Newspaper

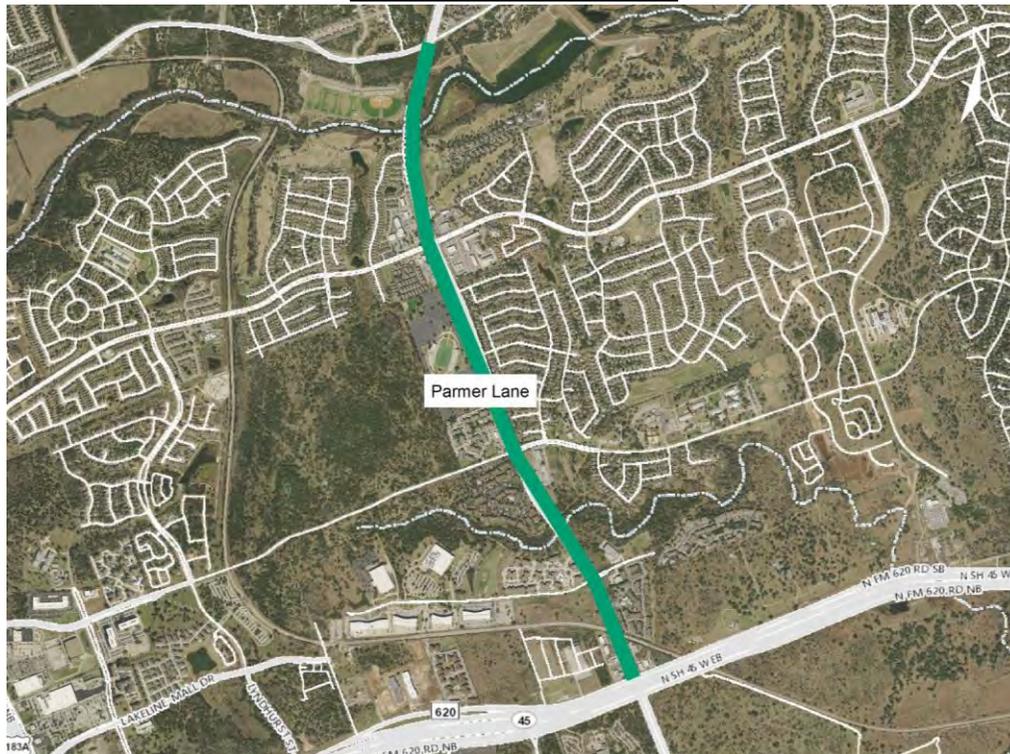
R5 – Parmer Lane / FM 734

The limits of the Parmer Lane/FM 734 project are from SH 45 north to FM 1431 (E. Whitestone Blvd). TxDOT will be funding a PER, which is anticipated to start in 2018 and which will include the possible addition of a third lane, estimated at \$17 million, as well as the use of innovative intersections. The City’s investment for design and/or construction in this partnership project is anticipated to occur in Fiscal Years 2020-2021 after PER completion, and will most likely in the form of a Voluntary AFA with TxDOT. The anticipated timeline is as follows:

- **Anticipated 2018-2019:** Preliminary Engineering/Environmental
- **To be determined:** Design/ROW/utilities
- **To be determined:** Ready to bid/Construction

Limits:	SH 45 north to FM 1431 (E. Whitestone Blvd)
Length:	2.3 miles
Council District:	D6

R5 – Parmer Lane / FM 734



R6 – Old Bee Caves Road Bridge (\$8 Million)

The Old Bee Caves Road Bridge project consists of design and construction to replace the existing low-water crossing structure at Old Bee Caves Road over Williamson Creek. This scope is currently included in the Oak Hill Parkway environmental study, which TxDOT is conducting. Environmental clearance in the form of a Record of Decision (ROD) is anticipated in summer 2018, with Build Alternatives “A” and “C” under consideration at this time. Both build alternatives have different alignments for the proposed Old Bee Caves Road Bridge. A determination of delivery method will also need to be made between the City, TxDOT and CTRMA. The City’s \$8 million investment from the 2016 Mobility Bond for design and construction in this partnership project will most likely take the form of a Voluntary AFA with TxDOT and/or CTRMA in Fiscal Years 2021-2022. The anticipated timeline is as follows:

- **2017-2018:** Preliminary Engineering/Environmental
- **To be determined:** Design/ROW/utilities
- **To be determined:** Ready to bid/construction

Limits:	US 290 to Williamson Creek
Length:	~ 0.5 mile
Council District:	D8

Related References: [Oak Hill Parkway Project](#)

R6 – Old Bee Caves Road Bridge



Regional Mobility - Project Risks

The two biggest risks identified at this time are:

- 1) R2 – Spicewood Springs Road: Community input has not been collected to date. This risk will be mitigated by up-front early public engagement as part of the PER process.
- 2) Partnership Project Delivery for R1, R4, R5 & R6 is contingent upon environmental review/approval process and partner delivery schedule. This risk will be mitigated with constant communication with partners and timely execution of Advanced Funding Agreements.

2016 Mobility Bond Corridor Improvement Projects (\$482 million)

Introduction

The 2016 Mobility Bond dedicates \$482 million to Corridor Improvement Projects. Per Council Resolution 20160818-074 (Council’s “Contract with Voters”), the funding is to be invested in implementation of Corridor Plans for:

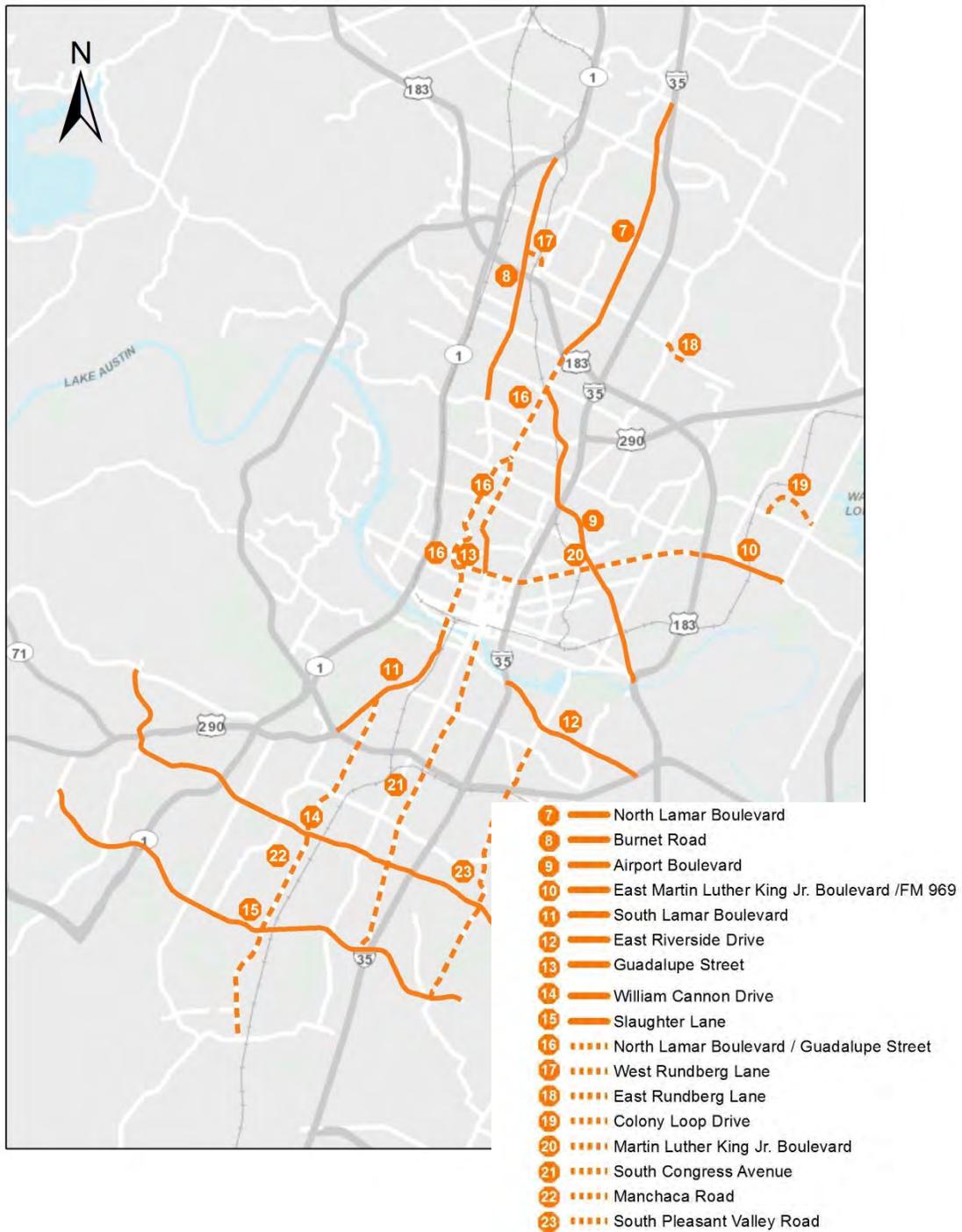
- North Lamar Boulevard
- Burnet Road
- Airport Boulevard
- East Martin Luther King Jr Boulevard/FM 969
- South Lamar Boulevard
- East Riverside Drive
- Guadalupe Street
- William Cannon Drive and/or Slaughter Lane

New Corridor Preliminary Engineering Reports (PERs) and Additional Critical Arterials/Corridors

The 2016 Mobility Bond includes funding for preliminary engineering and design of improvements for additional critical arterials and corridors. Aside from William Cannon Drive and/or Slaughter Lane, the projects in this category are not eligible for construction through the 2016 Mobility Bond Program. The critical arterials and corridors for preliminary engineering and design are:

- William Cannon Drive
- Slaughter Lane
- North Lamar/Guadalupe Street (additional segment)
- Rundberg West
- Rundberg East
- Colony Loop Road
- East Martin Luther King Jr. Boulevard/FM 969 (additional segment)
- South Congress Avenue
- Manchaca
- South Pleasant Valley

Corridor Improvement Projects



Early-Out Projects

Per Resolution 20160818-074, William Cannon Drive and Slaughter Lane are the two corridors that could receive project implementation funding in the 2016 Mobility Bond but do not already have a completed preliminary engineering study. As such, Staff has expedited preliminary engineering for these two corridors using an existing, Council-authorized engineering rotation list for individual corridor consultant

assignments. The City provided a Notice to Proceed to the engineering firms in February 2017 and we anticipate launching the first round of public input in April 2017.

Project Delivery

On Feb. 9, 2016, City Council approved a contract award for HDR Engineering to serve as the Corridor Improvements Consultant. The Consultant will provide the following services:

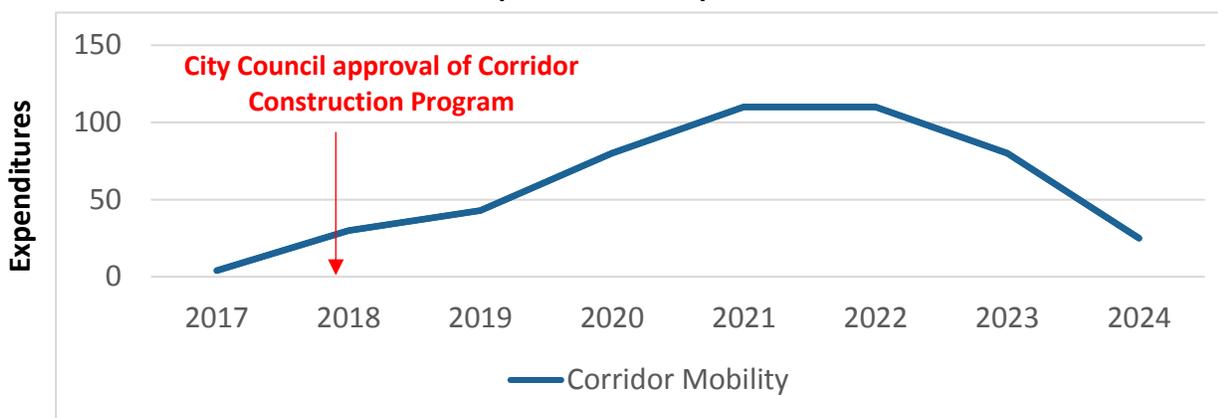
- Assist in the development of the Corridor Construction Program as directed by Council's contract with the voters, Resolution 20160818-074.
- Capture best practices and lessons learned for enhancing, improving and accelerating capital project delivery processes to assist Staff in meeting the goal of an eight-year delivery timeframe.
- Develop a Communications and Community Outreach Plan for the Corridor Program and assist in its implementation.
- Develop and assist in the implementation of a MBE/WBE Outreach Plan for the Corridor Program.
- Provide other services as needed for the Corridor Program such as Staff augmentation, inter-agency coordination and program management assistance during implementation.

In December 2016, Interim City Manager Elaine Hart established the Corridor Program Implementation Office. The mission of the Corridor Program Implementation Office is to design and construct corridors that support mobility, livability, and other outcomes as outlined by City Council for the 2016 Mobility Bond Program. The Corridor Program Implementation Office will work with the Corridor Consultant to develop the Corridor Construction Program for Council's consideration.

Following Council consideration and approval of the Corridor Consultant contract award, staff has been working with the selected team to negotiate and finalize a contract so that the consultant can begin work as soon as possible. We anticipate that a final contract will be in place by March 2017. Staff will be returning to Council to provide an update on the prioritization criteria that will be used for Corridor Construction Program project selection. In early 2018, Staff and the consultant will again return to Council to provide recommendations for the Corridor Construction Program as outlined in the Contract with the Voters.

Once Council approves the Corridor Construction Program, we will advance the recommended projects into design and construction phases and seek opportunities for accelerated delivery in order to meet the goal of an eight-year implementation timeframe.

Corridor Improvements Implementation Plan



Phasing and Expenditure Plan								
Calendar Year	2017	2018	2019	2020	2021	2022	2023	2024
Construction Program	\$2M	\$27.5M	\$42.5M	\$80M	\$110M	\$110M	\$80M	\$25M
New PERs/Design	\$2M	\$2.5M	\$0.5M					
Expenditure Total = \$482M	\$4M	\$30M	\$43M	\$80M	\$110M	\$110M	\$80M	\$25M

Project Selection

Council’s Contract with Voters is the guiding document for implementation of the Corridor Improvement Projects. The contract articulates a desired eight-year implementation timeframe and describes criteria to be used for project selection. The contract directs the City Manager, upon voter approval, to “begin coordination, design, and engineering activities as soon as possible for” North Lamar Boulevard, Burnet Road, Airport Boulevard, East Martin Luther King Jr Boulevard/FM 969, South Lamar Boulevard, East Riverside Drive, Guadalupe Street, William Cannon Drive and/or Slaughter Lane. The Resolution directs that “these activities are to “develop recommendations for a construction program for City Council consideration.”

When we have gathered sufficient data to develop potential construction elements for the Corridor Improvement Projects, and before any construction funding is appropriated or construction initiated for these projects, the City Manager is directed to bring forth recommendations supported by identifiable metrics for implementation of a 'Corridor Construction Program' in ways that prioritize: a) reduction in congestion; b) improved level of service and reduced delay at intersections for all modes of travel; c) connectivity, and improved effectiveness of transit operations within these corridors and throughout the system; and subject to the foregoing, also makes allowances for: i) preservation of existing affordable housing and local businesses on the corridors, and opportunities for development of new affordable housing along the corridors, including, but not limited to, the use of community land trusts, tax increment finance zones along corridors, homestead preservation zone tools, revisions to the S.M.A.R.T. Housing Program, and targeted investments on the corridors utilizing affordable housing bonds and the Housing Trust Fund; ii) geographic dispersion of funding; and iii) opportunities to facilitate increased supply of mixed-income housing.

Subject to the above, the contract says that Corridor Construction Program “shall recommend implementation timelines in accordance with need, as established by the Imagine Austin Comprehensive Plan, the Critical Arterials List, Top Crash Location Intersection Priorities List, and other policy plans” identified in the Contract with Voters.

Also subject to the above, “in implementing the ‘Corridor Construction Program,’ the City Manager shall further emphasize making corridors livable, walkable, safe, and transit-supportive, and aligned with the principles and metrics in the Imagine Austin Comprehensive Plan, with the goals of reducing vehicle miles travels, increasing transit ridership and non-vehicular trips, and promoting healthy, equitable, and complete communities as growth occurs on these corridors.”

The Contract with Voters directs the City Manager to “revisit and update existing corridor plans as needed to ensure final design and implementation conforms to the region’s most recently adopted transportation plans and recently adopted policies and standards for transportation infrastructure design, including, but not limited to”:

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

Corridor Improvement Project Risks

The delivery of wide-scale transportation projects, such as improvements that will be undertaken as part of the Corridor Construction Program, require a high-level of planning, analysis, coordination, and public input. Project risks can be divided into four primary categories and are described below:

- **Accelerated delivery:** The scale of the program and accelerated delivery schedule outlined in the Contract with Voters will require additional resources. City Staff is conducting an analysis on existing available resources as well as resource needs, and will be returning to City Council in April with this information. In addition, we are looking at strategies to mitigate risks associated with project delivery components that can take longer to resolve, such as utilities coordination/relocation and real estate acquisition that might be associated with project implementation.
- **Multiple phases of work required:** Moving from project planning to construction is a process, and projects that comprise the Corridor Construction Program require preliminary and design phases of work as well as feasibility and constructability assessments. These activities must take place before construction may begin.
- **Coordination is key:** Planning and delivery of corridor improvements requires internal and external coordination. Coordination will be needed with the public and private utilities as well as

with planned City of Austin capital projects through other funding sources and projects being done by other agencies, such as TxDOT and Capital Metro. External coordination also includes exploration of leveraging funding and partnership opportunities, as per the Contract with Voters.

- **Construction mitigation:** As we develop the proposed Corridor Construction Program, project sequencing will be a key consideration. Additionally, we must consider mitigation of traffic/mobility impacts and the effect of construction to businesses, neighborhoods, and commuters.
- **Contracting Community Capacity:** The capacity of our contracting community (prime and sub level) to have adequate resources to tackle all of the various accelerated projects.
- **Construction Costs:** Increased construction costs are a concern since construction costs fluctuate with the market. This is even more challenging for corridor construction work since these projects often require specialized construction methods necessary on account of the environmental considerations.

Robust communications is critical to success: The Corridor Program Implementation Office, in conjunction with the Austin Transportation Department, Public Works, the Communications and Public Information Office as well as other departments, will work with the Corridor Improvements Consultant to develop a communications and community engagement plan. The communications framework will keep stakeholders informed, provide meaningful and tailored engagement opportunities, and will comply with the City's transparency and open government goals.

2016 Mobility Bond

Local Mobility: Sidewalks (\$37.5 Million)

Introduction

The 2016 Mobility Bond dedicates \$37.5 million of Local Mobility Funding for sidewalks based on the 2016 Sidewalk Master Plan/Americans with Disabilities Act (ADA) Transition Plan, with a focus on sidewalks rated as "very high" or "high" priorities. The City of Austin 2016 Sidewalk Master Plan/ADA Transition Plan establishes asset management practices and contains prioritization criteria for sidewalks within the City of Austin's Full Purpose Jurisdiction. Improvements may include installation of new curb ramps, sidewalks, curbs, driveway aprons and related construction and rehabilitation/replacement of existing curb ramps, sidewalks, curbs, driveway aprons, safe crossing treatments, and related construction to conform with the Department of Justice guidance and ADA requirements.

Early-Out Projects

Building sidewalks that support transit access is a primary focus of the early-out projects. During the 2016 Sidewalk Master Plan Update, the City's ADA Task Force requested that the City address sidewalk gaps on transit corridors. Proposed improvements on Manor Road, East 51st, Georgian, Freidrich and Jollyville are all examples of very high/high priority sidewalk projects that directly support transit access. The specific locations were selected to avoid conflicts with potential future corridor 2016 Mobility Bond Corridor Improvement projects but that also leveraging and connecting new sidewalks installed by private development.

Pedestrian safety is also a focus of the proposed early-out projects. Projects have been included that address neighborhood requests to address very high/high priority residential streets. These early-out projects are generally located in areas that have seen significant infill development and corresponding increases in cut-through traffic. The areas are close to transit routes but lack a safe pedestrian path on either side of the street. An example of this type of project is W 34th St., which will provide safe connections to transit routes on Guadalupe and Speedway. Another example is the Domino Trail sidewalks in Central East Austin, which will provide a comprehensive set of improvements connected to transit routes on Manor, Chicon, Chestnut, and East MLK Jr.

The \$10 million initial appropriation approved by Council in December 2016 provides funding for sidewalk engineering, and a construction contract is currently moving through the procurement process. Construction is tentatively scheduled to start in late May or early June 2017, with approximately eight miles of new projects getting underway in 2017.

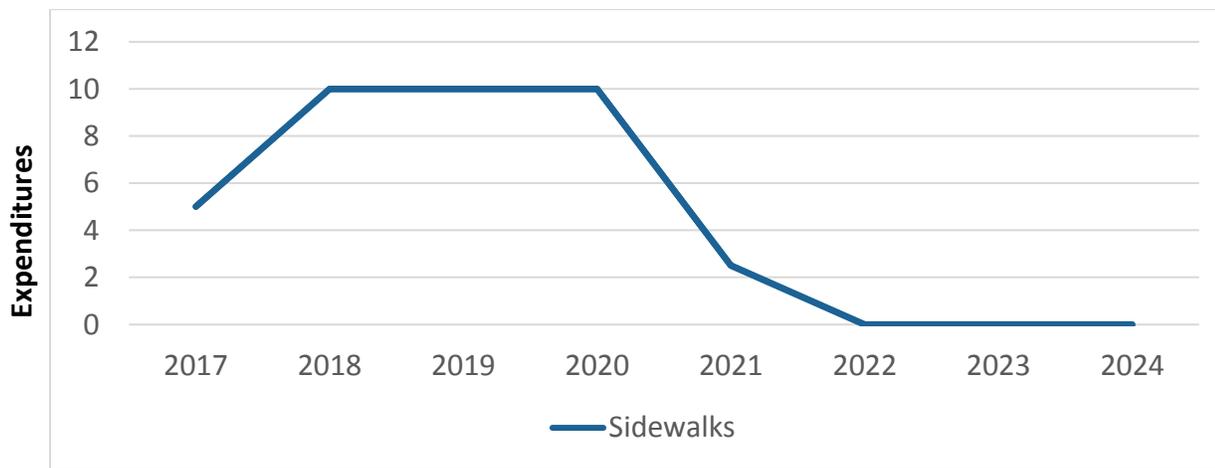
A map and list of all the proposed early-out projects is included in the exhibits included in this section. These new 2016 Mobility Bond funded projects are in addition to the seven-plus miles of sidewalk projects already planned and funded for 2017. Exhibit B is a partial list of additional bond funded projects that are being reviewed for construction starting in 2018.

Project Delivery

The proposed target for substantial completion is four years from funding availability. This target would represent a 190% increase from the average annual funding from the 2012 Bond Program transportation funding. The four-year target was established to balance demand for rapid implementation while also allowing sufficient time to identify leveraging and coordination opportunities with other local mobility bond programs and external stakeholders. Implementation will occur primarily through a combination of field engineering and Unit cost/Indefinite Delivery Indefinite Quantity (IDIQ) contracts. This delivery

model allows basic sidewalk projects to be constructed without site-specific construction plans yielding significant cost and time savings.

Sidewalks Implementation Plan



Phasing and Expenditure Plan							
Calendar Year	2017	2018	2019	2020	2021	2022	2023-2024
Anticipated miles of sidewalk construction	6-10	10-15	10-15	10-15	4-5		
Expenditures Total = \$37.5M	\$5 M	\$10M	\$10M	\$10M	\$2.5M	-----	-----

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. That would address 390 miles out of the 2,500+ miles of missing sidewalks in the city. The estimated funding required for all 390 miles is about \$250 million.

The \$37.5 million of Local Mobility funding specifically designated for sidewalks represents approximately 15% of the City’s 10-year goal for new sidewalk investments. However, there will also be significant sidewalk investments through Regional Mobility projects, Corridor Improvement projects, and other Local Mobility programs. This section of the report will only cover the \$37.5 million allocated under the Local Mobility portion of the 2016 Mobility Bond.

The Local Mobility sidewalk funding is sufficient to address about 60 miles (less than 3%) of the 2,500 miles of absent sidewalks in Austin. The recently updated Sidewalk Master Plan includes a prioritization system to help allocate limited City of Austin sidewalk resources. It is important to note that the just because a particular section of sidewalk is ranked as a lower priority does not mean it is not a necessary component of a complete pedestrian network. Consistent with City of Austin Complete Streets policies all

private and public development, redevelopment, and capital improvement projects should include ADA compliant sidewalks (or urban trails where appropriate) along the full length of every road frontage.

The sidewalk base score is divided into two parts: the Pedestrian Attractor Score (PAS) and the Pedestrian Safety Score (PSS). Points are awarded to each sidewalk segment based on its proximity to PAS and PSS elements as shown in Table 3-2 and Table 3-3. Proximity is measured by two buffers around the sidewalk segment, at 1/8 mile and 1/4 mile.

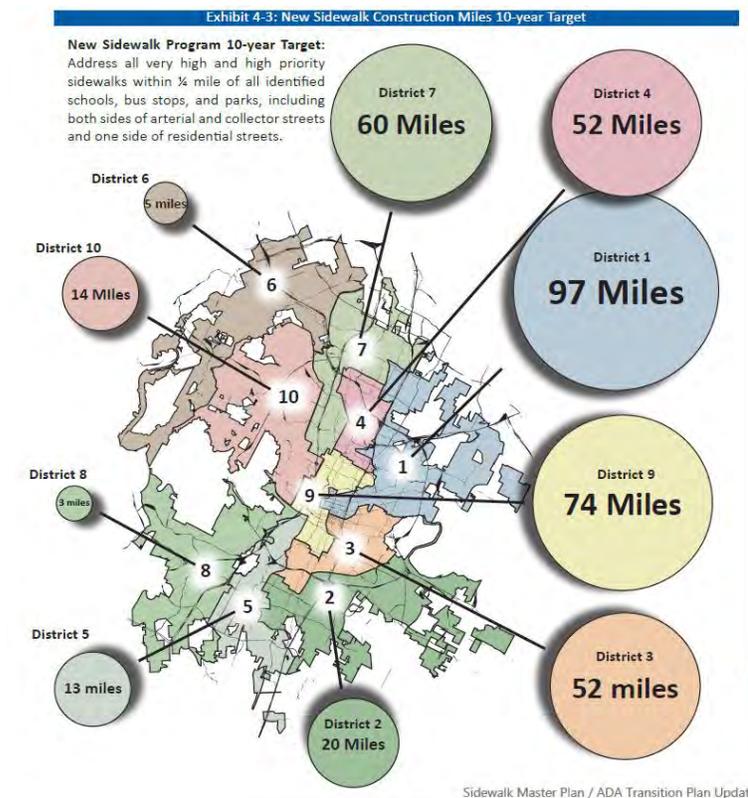
Table 3-2: Absent Sidewalk Prioritization Matrix Pedestrian Attractors Score (PAS) 0 - 100 Base Score Weight 56%			
Element	Criteria	Points	
Proximity to Attractors Weight 45% (max 100 pts)	Multiply Possible Points by number of attractors within specific radius of:	1/8 Mile	1/4 Mile
	State or Local Government Offices	10x	5x
	Commuter Rail Stations	10x	5x
	Public or Private Schools	10x	5x
	Transit Stop (Max of 50 pts)	9x	4.5x
	Major Grocery Stores	9x	4.5x
	Places of Public Accommodation (Includes parks, fire stations, police stations, hospitals, convention centers, health centers, libraries, museums, post offices, and recreation centers.)	8x	4x
	Places that Older Adults Frequent (health care facilities, clinics, nursing homes, senior living centers, congregate meal sites).	8x	4x
	Employers with > 500 Employees	8x	4x
	Income Restricted Affordable House Secured through City and Federal Programs for every 25 units	7x	3.5x
	Public Parking Facilities	5x	2.5x
Religious Institutions	5x	2.5x	
Residential Population Weight 25%	Total population residing within 1/2-mile radius of proposed project? a) Population >= 8,000 b) Population >= 4,000 and < 8,000 c) Population >= 1,000 and < 4,000 d) Population >= 500 and <1,000 e) Population < 500	100 75 50 25 0	
Element	Criteria	Yes	No
Median Household Income Weight 5%	Within a census tract at or below Median Household Income	100	0
Existing Facilities on Street Weight 10%	For arterials and collector streets, are there complete sidewalks on <u>both</u> sides of the street?	0	100
	For local / residential streets, is there an existing complete sidewalk on either side of the street?	0	100
Requests Weight 10%	Was the project requested by ADA Task Force?	75	0
	Was the project requested by a citizen through 311?	25	0
Core Transit Corridors Weight 2.5%	Is the sidewalk within a 1/4 mile of a Core Transit Corridor?	100	0
Bicycle Lanes Weight 2.5%	Are there bike lanes on both sides of the street?	100	0

Table 3-3: Absent Sidewalk Prioritization Matrix
Pedestrian Safety Score (PSS) 0 - 100
Base Score Weight 44%

Element	Criteria	Points
Street Classification Weight 45%	a) Arterial b) Collector c) Residential	100 75 50
Pedestrian Health and Safety Status Weight 35% (health needs per zip code, based on factors such as crime statistics, obesity, diabetes, heart disease, and respiratory disease)	a) Very High Needs b) High Needs c) Moderate Needs d) Low Needs e) Very Low Needs	100 75 50 25 0
Pedestrian/Automobile Incidents Weight 20%	Number of incidents reported to APD involving pedestrians and motorized vehicles in previous 36 months multiplied by 10 (only applied to sidewalk on the street where the incident took place)	10x (max 100 pts)

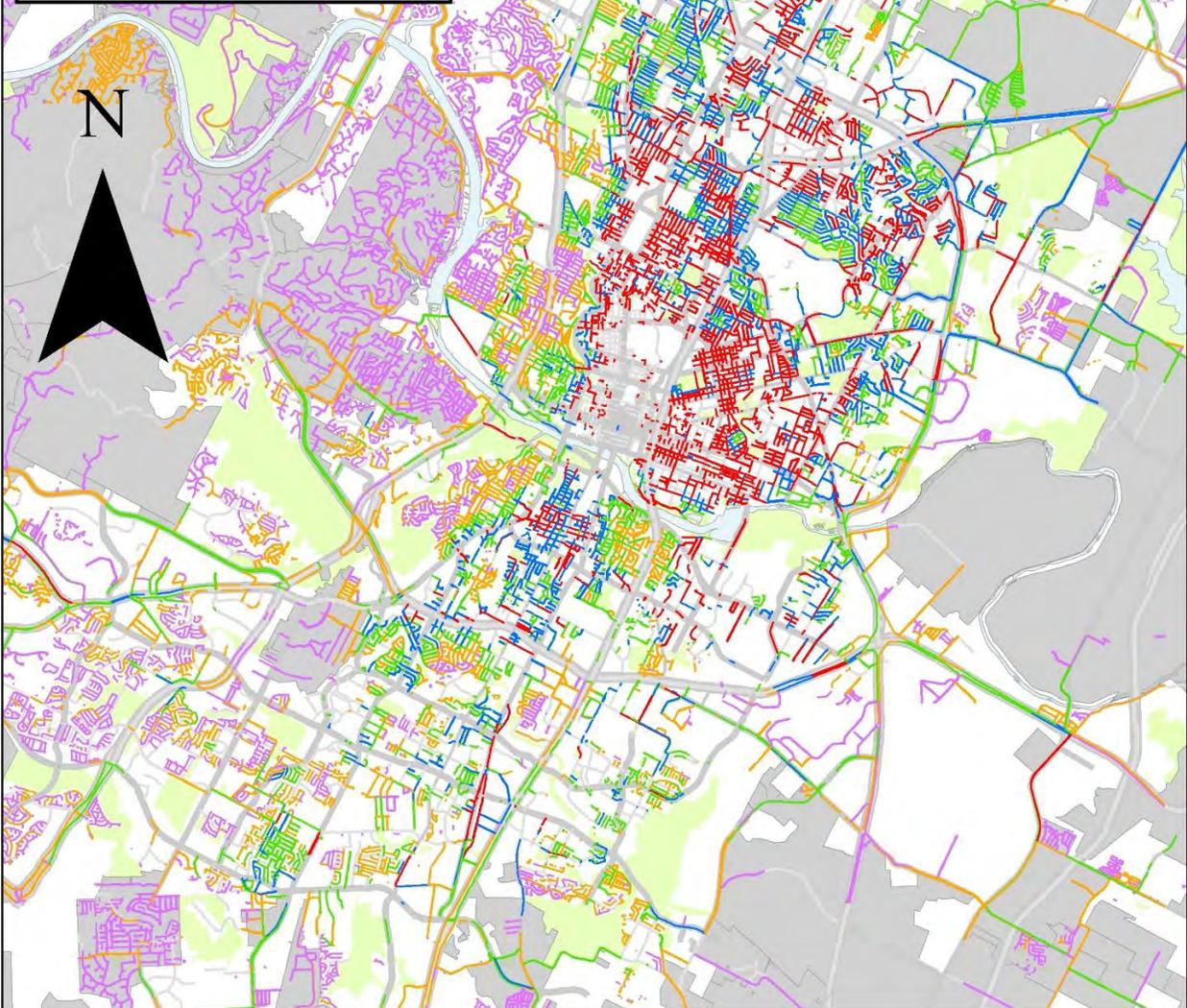
Sidewalks ranked as “high” or “very high”:

There are over 500 miles of absent sidewalk ranked as a “high” or “very high” priority in the 2016 Sidewalk Master Plan Update. In order to select the small subset of projects that are funded in any given year, the very high and high priority “needs” identified by the 2016 Sidewalk Master Plan Update are overlaid with “opportunities” that would allow a single sidewalk project to address multiple City priorities. Potential projects are then reviewed for constructability before being included on a draft plan that will be reviewed and refined through Annual Local Mobility CIP Process. Selection and implementation of projects will be tracked over the life of the bond to promote geographic distribution by Council District consistent with the prioritization distribution in the Council approved Sidewalk Master Plan (Exhibit 4-3). Note that the mileages depicted per Council District on this Exhibit list the totals that would be completed in each District if all 390 miles of “high” and “very high” ranked projects were completed. The table below gives an estimate of the mileage to be completed with the \$37.5 Million of 2016 Local Mobility funding.



2016 Sidewalk Master Plan Update - Absent Sidewalk Priorities

- <= 30.00 (Very Low)
- 30.01 - 40.00 (Low)
- 40.01 - 50.00 (Medium)
- 50.01 - 59.00 (High)
- > 59 (Very High)



2016 Mobility Bond Estimated Sidewalk Construction by Council District

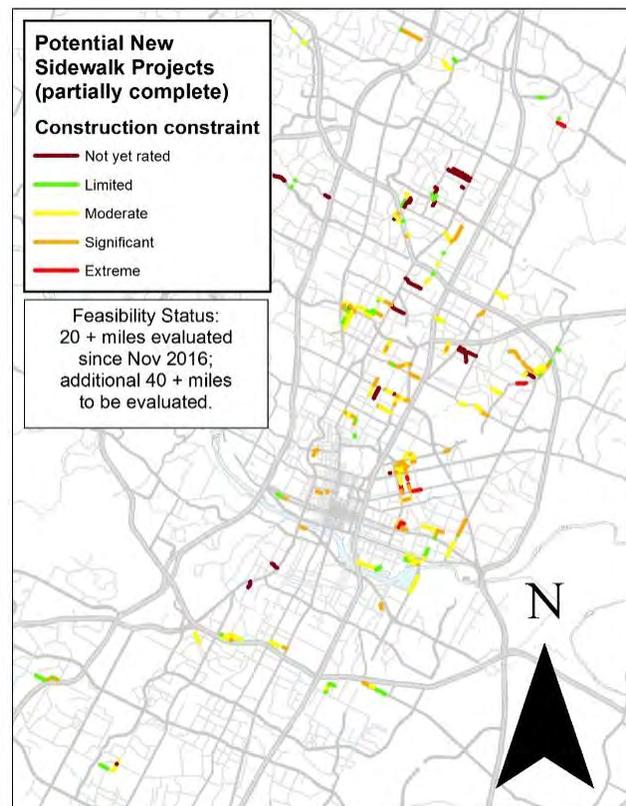
The following table provides an estimate of sidewalk construction by Council District funded through the Local Mobility Sidewalk portion of the 2016 Mobility bond. The table does not include sidewalks that will be constructed through regional/corridor projects or by Safe Routes to School.

District	Very High and High Priority absent sidewalks		Estimated	
	Miles	%	spending	new sidewalk (miles)
1	149	25.7%	\$ 9,562,500	10 - 15
2	22	3.8%	\$ 1,500,00	1.5 - 2.0
3	81	14.0%	\$ 5,250,000	6.0 - 7.5
4	85	14.7%	\$ 5,437,500	6.5 - 8.0
5	15	2.6%	\$ 937,500	1.0 - 1.5
6	5	0.9%	\$ 375,000	0.3 - 0.5
7	85	14.7%	\$ 5,437,500	6.0 - 8.0
8	3	0.5%	\$ 187,500	0.1 - 0.3
9	116	20.0%	\$ 7,500,000	8.0 - 11
10	19	3.3%	\$ 1,125,000	1.2 - 1.8
		Contingency	\$ 187,500	
totals	580	100.0%	\$ 37,500,000	40 - 60
Note: Estimated miles based on average cost for sidewalk retrofit projects that can be constructed using typical sidewalk program field engineering and contracting delivery model. Locations with insufficient Right of Way (ROW) and/or significant constraints (drainage, topography etc.) may result in higher costs and a corresponding reduction in completed miles.				

Constructability Review

Staff has developed a Geographic Information Systems (GIS)-based project scoping system, depicted in the map below, that allows project managers to efficiently classify potential projects into one of four constraint classifications: Limited, Moderate, Significant, and Extreme. These classifications can be considered a degree of difficulty rating system. Limited and moderately constrained sidewalk projects are generally built using a field engineering approach. Significantly constrained projects may be field engineered on a case-by-case basis. In areas with extreme constraints, sidewalks can usually be constructed but it takes longer and costs more as full engineering design and site-specific contracts are typically required.

The classification system is important because the degree of difficulty significantly impacts the speed and quantity of sidewalk projects that can be delivered. Implementation of the Sidewalks



portion of the bond will include hundreds of different projects citywide, with an average of 12 to 14 active construction sites at any given time throughout the bond delivery period. The sidewalk projects that are included in the Local Mobility Annual Implementation Update will all be priority projects but will also be selected to maintain a balance of projects with varying degrees of difficulty.

Approximately 20 miles of potential 2016 Mobility Bond funded projects have undergone feasibility review and are included in the appendices to this report. Another 40-plus miles of sidewalks will be evaluated by the end of 2017 to develop a list of potential projects for the full bond program (to be included the Local Mobility Annual Implementation Update).

Local Mobility Annual Implementation Update: The Local Mobility Program is comprised of five distinct programs: Sidewalks, Safe Routes to School, Urban Trails, Capital Renewal/Substandard Streets, Bicycle, and Vision Zero. There is a high degree of interdependency between the Local Mobility programs related to safety and active transportation and bond as a whole, and as such a high degree of coordination is necessary. This coordination will yield leveraging opportunities for the safety and active transportation components of the Local Mobility Program resulting in more comprehensive and cost-effective mobility and safety benefits to the community.

In order to accomplish this coordinated project delivery model, the Local Mobility Program Team will establish a transparent and predictable Local Mobility Annual Implementation Update process. A Local Mobility Team represented by program managers from the Sidewalks, Safe Routes to School, Urban Trails, Bicycle and Fatality Reduction Strategies/Safety (Vision Zero) programs will coordinate projects on an annual basis and provide a joint-briefing to each Council district office. Project selection will stem from the established prioritization processes for each program and where multiple benefits may be achieved (such as an on-street connection to an urban trail, or a sidewalk project for a school). This preliminary briefing will increase transparency and predictability of local mobility projects while maintaining flexibility year to year to leverage coordination opportunities to the fullest. The briefing provides an opportunity for Council Members to provide early input on projects with a public process as well as help to provide further guidance on distinguishing between one very high priority project or another, as in the case of Sidewalk projects. It's important to note that the purpose of the Council district briefing is not to change project prioritization or prevent projects from moving forward, but rather to provide Council Members with an opportunity to provide early input in order to strengthen public involvement and to increase transparency and predictability of local mobility projects.

A more detailed multi-year implementation program for new sidewalks will be included as part of the Local Mobility Annual Implementation Update.

Local Mobility – Sidewalks Project Risks

Managing expectations about the timing of individual projects while keeping 12 to 14 sidewalk crews working efficiently citywide is a risk with the standard sidewalk delivery model used by the City of Austin. Occasionally there are projects that appeared feasible initially but upon close examination are determined to be unsuitable for field engineering and unit cost (IDIQ) construction approach. In addition Austin's dynamic development environment will sometimes result in projects being deferred at the last moment in order to avoid construction conflicts and/or maximize public investments. The Sidewalk Program is developing new web-based project management, mapping and communication tools in an effort to address these issues and provide public access to the most up to date scheduling information.

Exhibit A: Early-Out Sidewalk Projects

New Sidewalks - Potential 2017 Projects			
Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D1 / Alamo - E 20th to Manor	ALAMO ST	220	Significant
D1 / Alamo - E 20th to Manor	ALAMO ST	326	Significant
D1 / Alamo - E 20th to Manor	ALAMO ST	323	Significant
D1 / Alamo - E 20th to Manor	ALAMO ST	328	Moderate
D1 / Chestnut - Manor to MLK	CHESTNUT AVE	327	Significant
D1 / Chestnut - Manor to MLK	CHESTNUT AVE	193	Significant
D1 / Chestnut - Manor to MLK	CHESTNUT AVE	331	Significant
D1 / Chestnut - Manor to MLK	CHESTNUT AVE	328	Significant
D1 / Coleto - MLK to Manor	COLETO ST	178	Significant
D1 / Coleto - MLK to Manor	COLETO ST	174	Significant
D1 / Coleto - MLK to Manor	COLETO ST	329	Moderate
D1 / Coleto - MLK to Manor	COLETO ST	325	Significant
D1 / E 20th - Leona to Chestnut gaps	E 20TH ST	270	Significant
D1 / E 20th - Leona to Chestnut gaps	E 20TH ST	79	Not yet rated
D1 / E 20th - Leona to Chestnut gaps	E 20TH ST	272	Significant
D1 / E 20th - Leona to Chestnut gaps	E 20TH ST	266	Limited
D1 / E 21st - Poquito to Maple	E 21ST ST	167	Moderate
D1 / E 21st - Poquito to Maple	E 21ST ST	261	Moderate
D1 / E 21st - Poquito to Maple	E 21ST ST	297	Significant
D1 / E 21st - Poquito to Maple	E 21ST ST	281	Moderate
D1 / E 21st - Poquito to Maple	E 21ST ST	269	Moderate
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	436	Significant
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	265	Significant
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	18	Moderate
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	156	Significant
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	121	Significant
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	2,455	Significant
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	253	Significant
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	236	Significant
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	30	Limited
D1 / Loyola - Northeast to Manor gaps	LOYOLA LN	20	Limited
D1 / Manor - Anchor to Manorwood	MANOR RD	146	Limited
D1 / Manor - Anchor to Manorwood	MANOR RD	421	Significant
D1 / Manor - Reicher to Walnut Hills	MANOR RD	363	Extreme
D1 / Manor - Reicher to Walnut Hills	MANOR RD	159	Extreme
D1 / Manor - Reicher to Walnut Hills	MANOR RD	505	Extreme
D1 / Pecan Brook gap to Springdale	PECAN BROOK DR	272	Limited

New Sidewalks - Potential 2017 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D1 / Pecan Brook gap to Springdale	PECAN BROOK DR	11	Limited
D1 / Poquito - E 16th to E 22nd	POQUITO ST	324	Significant
D1 / Poquito - E 16th to E 22nd	POQUITO ST	324	Significant
D1 / Rogge - Manor to Wellington	ROGGE LN	74	Moderate
D1 / Rogge - Manor to Wellington	ROGGE LN	148	Moderate
D1 / Rogge - Manor to Wellington	ROGGE LN	244	Moderate
D1 / Rogge - Manor to Wellington	ROGGE LN	76	Moderate
D1 / Rogge - Manor to Wellington	ROGGE LN	445	Moderate
D1 / Rogge - Manor to Wellington	ROGGE LN	144	Moderate
D2 / Freidrich - Woodward to E St Elmo	FREIDRICH LN	266	Moderate
D2 / Freidrich - Woodward to E St Elmo	FREIDRICH LN	325	Moderate
D2 / Freidrich - Woodward to E St Elmo	FREIDRICH LN	670	Limited
D3 / Burton gaps	BURTON DR	554	Significant
D3 / Burton gaps	BURTON DR	43	Significant
D3 / Castro - Pleasant Valley to Tillery	CASTRO ST	622	Significant
D3 / Castro - Pleasant Valley to Tillery	CASTRO ST	293	Moderate
D3 / Castro - Pleasant Valley to Tillery	CASTRO ST	221	Moderate
D3 / Chicon, Nash Hernandez - Jesse Segovia to I-35 NB	CHICON ST	583	Limited
D3 / Chicon, Nash Hernandez - Jesse Segovia to I-35 NB	CHICON ST	450	Limited
D3 / Chicon, Nash Hernandez - Jesse Segovia to I-35 NB	NASH HERNANDEZ SR RD	957	Moderate
D3 / Chicon, Nash Hernandez - Jesse Segovia to I-35 NB	NASH HERNANDEZ SR RD	196	Moderate
D3 / Chicon, Nash Hernandez - Jesse Segovia to I-35 NB	NASH HERNANDEZ SR RD	1,050	Moderate
D3 / Chicon, Nash Hernandez - Jesse Segovia to I-35 NB	NASH HERNANDEZ TO IH 35 SVRD RAMP	40	Moderate
D3 / Francisco, Castro - Webberville to Pleasant Valley	CASTRO ST	112	Moderate
D3 / Francisco, Castro - Webberville to Pleasant Valley	FRANCISCO ST	1,024	Moderate
D3 / Ramos - Gonzales to Castro	RAMOS ST	278	Significant
D3 / Ramos - Gonzales to Castro	RAMOS ST	265	Extreme
D3 / Ramos - Gonzales to Castro	RAMOS ST	298	Limited
D4 / Cameron - Anderson to Mc Kie gap	CAMERON RD	671	Significant
D4 / Camino la Costa - Bennett to I-35 NB gaps	CAMINO LA COSTA	127	Moderate
D4 / Camino la Costa - Bennett to I-35 NB gaps	CAMINO LA COSTA	124	Moderate
D4 / Camino la Costa - Bennett to I-35 NB gaps	CAMINO LA COSTA	607	Moderate
D4 / Camino la Costa - Bennett to I-35 NB gaps	CAMINO LA COSTA	268	Moderate
D4 / Chesterfield - North Loop to Koenig	CHESTERFIELD AVE	271	Moderate
D4 / Chesterfield - North Loop to Koenig	CHESTERFIELD AVE	274	Significant
D4 / Chesterfield - North Loop to Koenig	CHESTERFIELD AVE	89	Limited

New Sidewalks - Potential 2017 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D4 / Chesterfield - North Loop to Koenig	CHESTERFIELD AVE	139	Moderate
D4 / Deen - Georgian to N Lamar	DEEN AVE	1,273	Moderate
D4 / Fairfield gap at Research	FAIRFIELD DR	151	Limited
D4 / Georgian - Fawnridge to E Wonsley	GEORGIAN DR	596	Significant
D4 / Georgian - Fawnridge to E Wonsley	GEORGIAN DR	939	Significant
D4 / Georgian - Fawnridge to E Wonsley	GEORGIAN DR	168	Significant
D4 / Georgian - Fawnridge to E Wonsley	GEORGIAN DR	264	Moderate
D4 / Georgian - Fawnridge to E Wonsley	GEORGIAN DR	67	Limited
D4 / Georgian - Fawnridge to E Wonsley	GEORGIAN DR	134	Moderate
D4 / Georgian - Fawnridge to E Wonsley	GEORGIAN DR	209	Moderate
D4 / Jamestown - Research to Maine gaps	JAMESTOWN DR	68	Moderate
D4 / Jamestown - Research to Maine gaps	JAMESTOWN DR	215	Significant
D4 / Quail Wood - Rundberg to Quail Park	QUAIL WOOD DR	554	Not yet rated
D5 / Guide Post - Davis to Curlew	GUIDEPOST TRL	924	Limited
D6 / Olson gap @ Anderson Mill	OLSON DR	388	Limited
D7 / Alguno - Arroyo Seco to Grover	ALGUNO RD	278	Moderate
D7 / Alguno - Arroyo Seco to Grover	ALGUNO RD	825	Limited
D7 / Alguno - Arroyo Seco to Grover	ALGUNO RD	450	Moderate
D7 / Alguno - Arroyo Seco to Grover	ALGUNO RD	81	Moderate
D7 / Camino Real - W Koenig to Palo Duro	CAMINO REAL	64	Not yet rated
D7 / Camino Real - W Koenig to Palo Duro	CAMINO REAL	63	Not yet rated
D7 / Camino Real - W Koenig to Palo Duro	CAMINO REAL	131	Significant
D7 / Clay - Houston to Ullrich	CLAY AVE	24	Limited
D7 / Palo Duro - Laird to Arroyo Seco	PALO DURO RD	706	Moderate
D7 / Palo Duro - Laird to Arroyo Seco	PALO DURO RD	711	Moderate
D7 / Palo Duro - Woodrow to Grover	PALO DURO RD	758	Moderate
D7 / Romeria - Woodrow to N Lamar	ROMERIA DR	257	Limited
D7 / Romeria - Woodrow to N Lamar	ROMERIA DR	859	Significant
D7 / Tech Ridge gap	TECH RIDGE BLVD	456	Limited
D7 Grover gaps - Koenig to Brentwood	GROVER AVE	148	Limited
D7 Grover gaps - Koenig to Brentwood	GROVER AVE	207	Moderate
D8 / Convict Hill - Flaming Oak to Woodcreek	CONVICT HILL RD	617	Limited
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	67	Not yet rated
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	248	Not yet rated
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	409	Not yet rated
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	191	Not yet rated
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	412	Not yet rated
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	412	Not yet rated
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	91	Not yet rated
D9 / Avenue G - E 45th to E 42nd gaps	AVENUE G	418	Not yet rated
D9 / Chesterfield - North Loop to Koenig	CHESTERFIELD AVE	333	Significant

New Sidewalks - Potential 2017 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D9 / Chesterfield - North Loop to Koenig	CHESTERFIELD AVE	336	Moderate
D9 / E 51st - Berkman to Manor gaps	E 51ST ST	274	Moderate
D9 / E 51st - Berkman to Manor gaps	E 51ST ST	923	Significant
D9 / E 51st - Berkman to Manor gaps	E 51ST ST	753	Moderate
D9 / E 51st - Berkman to Manor gaps	E 51ST ST	457	Moderate
D9 / E 51st - Berkman to Manor gaps	E 51ST ST	253	Moderate
D9 / E 51st - Depew to Harmon	E 51ST ST	529	Significant
D9 / E 51st - Depew to Harmon	E 51ST ST	492	Significant
D9 / Hemphill - W 33rd to W 34th	HEMPHILL PARK	222	Moderate
D9 / Nueces - W 12th to W 11th	NUECES ST	200	Significant
D9 / Speedway - W 32nd to W 33rd	SPEEDWAY	105	Significant
D9 / Speedway - W 32nd to W 33rd	SPEEDWAY	127	Limited
D9 / W 11th - Shoal Creek to Rio Grande gaps	W 11TH ST	420	Significant
D9 / W 11th - Shoal Creek to Rio Grande gaps	W 11TH ST	90	Significant
D9 / W 34th - Speedway to Guadalupe gaps	W 34TH ST	26	Significant
D9 / W 34th - Speedway to Guadalupe gaps	W 34TH ST	117	Significant
D9 / W 34th - Speedway to Guadalupe gaps	W 34TH ST	156	Significant
D9 / W 34th - Speedway to Guadalupe gaps	W 34TH ST	13	Moderate
D9 / W 34th - Speedway to Guadalupe gaps	W 34TH ST	181	Significant
D9 / W 34th - Speedway to Guadalupe gaps	W 34TH ST	223	Moderate
D9 / W 34th - Speedway to Guadalupe gaps	W 34TH ST	147	Moderate
D10 / Jollyville gaps	JOLLYVILLE RD	141	Moderate
D10 / Jollyville gaps	JOLLYVILLE RD	347	Moderate

Exhibit B: New Sidewalks—Potential 2018-2021 Projects (still under development)

New Sidewalks—Potential 2018-2021 Projects (partial list, less than 50% complete, additional 25+ miles of projects to be identified and reviewed for constructability by the end of 2017. Additional projects will be included in every Council District as part of Local Mobility Annual Implementation Update).

New Sidewalks—Potential 2018 - 2021 Projects			
Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D1 / Belfast, Glenwood - Briarcliff to Cameron	BELFAST DR	271	Not yet rated
D1 / Belfast, Glenwood - Briarcliff to Cameron	BELFAST DR	314	Not yet rated
D1 / Belfast, Glenwood - Briarcliff to Cameron	BELFAST DR	327	Not yet rated
D1 / Belfast, Glenwood - Briarcliff to Cameron	BELFAST DR	456	Not yet rated
D1 / Belfast, Glenwood - Briarcliff to Cameron	GLENWOOD DR	620	Not yet rated
D1 / Carol Ann, Arnold - Lakeside to Northeast	ARNOLD DR	411	Moderate
D1 / Carol Ann, Arnold - Lakeside to Northeast	CAROL ANN DR	353	Not yet rated
D1 / Carol Ann, Arnold - Lakeside to Northeast	CAROL ANN DR	643	Not yet rated
D1 / Cherrywood to E 32nd to Walnut and Manor	CHERRYWOOD RD	605	Moderate
D1 / Cherrywood to E 32nd to Walnut and Manor	E 32ND ST	769	Significant
D1 / Cherrywood to E 32nd to Walnut and Manor	WALNUT AVE	357	Moderate
D1 / Chestnut - E 18th to E 13th	CHESTNUT AVE	321	Extreme
D1 / Chestnut - E 18th to E 13th	CHESTNUT AVE	166	Extreme
D1 / E 10th - Chicon to Mill	E 10TH ST	269	Extreme
D1 / E 10th - Chicon to Mill	E 10TH ST	44	Moderate
D1 / E 10th - Chicon to Mill	E 10TH ST	367	Moderate
D1 / E 12th - Walnut to Chestnut	E 12TH ST	248	Extreme
D1 / E 12th - Walnut to Chestnut	E 12TH ST	156	Extreme
D1 / E 12th - Walnut to Chestnut	E 12TH ST	277	Extreme
D1 / E 12th - Walnut to Chestnut	E 12TH ST	266	Significant
D1 / E 8th - Chicon to Prospect	E 8TH ST	201	Significant
D1 / E 8th - Chicon to Prospect	E 8TH ST	347	Significant
D1 / E 8th - Chicon to Prospect	E 8TH ST	282	Significant
D1 / E 8th - Chicon to Prospect	E 8TH ST	399	Significant
D1 / Glencrest - Berkman to Cameron	GLENCREST DR	810	Not yet rated
D1 / Glencrest - Berkman to Cameron	GLENCREST DR	1,004	Not yet rated
D1 / Glencrest - Berkman to Cameron	GLENCREST DR	310	Not yet rated
D1 / Lincoln - College Row to E 8th	LINCOLN ST	279	Extreme
D1 / Lincoln - College Row to E 8th	LINCOLN ST	163	Significant
D1 / Lincoln - College Row to E 8th	LINCOLN ST	270	Extreme
D1 / Manor - Susquehanna to Ed Bluestein	ED BLUESTEIN BLVD SVRD SB	30	Limited
D1 / Manor - Susquehanna to Ed Bluestein	MANOR TO ED BLUESTEIN SVRD SB RAMP	712	Significant

New Sidewalks—Potential 2018 - 2021 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D1 / Mill - E 9th to E 8th	MILL ST	108	Significant
D1 / Mill - E 9th to E 8th	MILL ST	152	Significant
D1 / Pennsylvania - Chicon to Chestnut	PENNSYLVANIA AVE	265	Significant
D1 / Pennsylvania - Chicon to Chestnut	PENNSYLVANIA AVE	198	Moderate
D1 / Pennsylvania - Chicon to Chestnut	PENNSYLVANIA AVE	275	Moderate
D1 / Pennsylvania - Chicon to Chestnut	PENNSYLVANIA AVE	269	Significant
D1 / Poquito - E 12th to E 16th	POQUITO ST	320	Significant
D1 / Poquito - E 12th to E 16th	POQUITO ST	319	Significant
D1 / Poquito - E 12th to E 16th	POQUITO ST	171	Significant
D1 / Poquito - E 16th to E 22nd	POQUITO ST	343	Moderate
D1 / Poquito - E 16th to E 22nd	POQUITO ST	337	Moderate
D1 / Poquito - E 16th to E 22nd	POQUITO ST	82	Moderate
D1 / Poquito - E 16th to E 22nd	POQUITO ST	83	Moderate
D1 / Rockhurst - Tulane to Manor	ROCKHURST LN	437	Moderate
D1 / Rutherford - Centre Creek to Cameron gaps	CENTRE CREEK DR	399	Moderate
D1 / Rutherford - Centre Creek to Cameron gaps	RUTHERFORD LN	695	Moderate
D1 / Rutherford - Centre Creek to Cameron gaps	RUTHERFORD LN	312	Moderate
D1 / Sheridan - Clayton to 290 Hwy	SHERIDAN AVE	573	Moderate
D1 / Sheridan - Clayton to 290 Hwy	SHERIDAN AVE	301	Significant
D1 / Sheridan - Clayton to 290 Hwy	SHERIDAN AVE	286	Moderate
D1 / Stafford, Oaklawn - Manor to Walnut	OAKLAWN AVE	368	Significant
D1 / Stafford, Oaklawn - Manor to Walnut	STAFFORD ST	326	Moderate
D1 / Tulane - Loyola to Rockhurst	TULANE DR	1,054	Moderate
D1 / W Kings, Kings to Loyola	KINGS PT	550	Significant
D1 / W Kings, Kings to Loyola	W KINGS PT	170	Moderate
D1 / W Kings, Kings to Loyola	W KINGS PT	608	Moderate
D1 / Yager - Thompkins to Shropshire	E YAGER LN	950	Extreme
D2 / Burleson - Todd to Promontory Point	BURLESON RD	377	Moderate
D2 / Burleson - Todd to Promontory Point	BURLESON RD	1,218	Significant
D2 / Burleson - Todd to Promontory Point	BURLESON RD	222	Limited
D2 / Burleson - Todd to Promontory Point	BURLESON RD	991	Limited
D2 / Freidrich - Woodward to E St Elmo	FREIDRICH LN	376	Limited
D3 / Broadway - E Cesar Chavez to E 5th	BROADWAY	311	Limited
D3 / Canterbury - Pedernales to Pleasant Valley	CANTERBURY ST	244	Moderate
D3 / Canterbury - Pedernales to Pleasant Valley	CANTERBURY ST	423	Moderate
D3 / Canterbury - Pedernales to Pleasant Valley	CANTERBURY ST	114	Limited
D3 / Canterbury - Pedernales to Pleasant Valley	CANTERBURY ST	420	Significant

New Sidewalks—Potential 2018 - 2021 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D3 / Clara - Canterbury to E Cesar Chavez	CLARA ST	46	Moderate
D3 / Clara - Canterbury to E Cesar Chavez	CLARA ST	151	Moderate
D3 / Clara - Canterbury to E Cesar Chavez	CLARA ST	60	Moderate
D3 / Clara - Canterbury to E Cesar Chavez	CLARA ST	123	Limited
D3 / Clara - Canterbury to E Cesar Chavez	CLARA ST	145	Moderate
D3 / Clara - Canterbury to E Cesar Chavez	CLARA ST	17	Limited
D3 / Krebs, Wilson - S Congress to S 1st	KREBS LN	971	Moderate
D3 / Krebs, Wilson - S Congress to S 1st	KREBS LN	372	Significant
D3 / Krebs, Wilson - S Congress to S 1st	KREBS LN	30	Significant
D3 / Krebs, Wilson - S Congress to S 1st	WILSON ST	137	Moderate
D3 / Pleasant Valley near Lakeshore	S PLEASANT VALLEY RD	53	Moderate
D3 / Pleasant Valley near Lakeshore	S PLEASANT VALLEY RD	2,011	Moderate
D3 / San Saba - Canterbury to E Cesar Chavez	SAN SABA ST	310	Moderate
D3 / San Saba - Canterbury to E Cesar Chavez	SAN SABA ST	313	Moderate
D3 / Springdale - Airport to Lyons	SPRINGDALE RD	470	Significant
D3 / Springdale - Airport to Lyons	SPRINGDALE RD	197	Significant
D3 / Springdale - Airport to Lyons	SPRINGDALE RD	141	Limited
D3 / Springdale - Airport to Lyons	SPRINGDALE RD	1,154	Significant
D3 / Springdale - Glissman to E 5th	SPRINGDALE RD	121	Moderate
D3 / Springdale - Glissman to E 5th	SPRINGDALE RD	690	Moderate
D3 / Springdale - Glissman to E 5th	SPRINGDALE RD	413	Moderate
D3 / Springdale - Glissman to E 5th	SPRINGDALE RD	438	Moderate
D3 / Willow - Pedernales to Pleasant Valley	WILLOW ST	410	Moderate
D3 / Willow - Pedernales to Pleasant Valley	WILLOW ST	135	Moderate
D3 / Willow - Pedernales to Pleasant Valley	WILLOW ST	401	Moderate
D3 / Willow - Pedernales to Pleasant Valley	WILLOW ST	253	Moderate
D4 / Brentwood - N Lamar to Chesterfield	BRENTWOOD ST	743	Not yet rated
D4 / Brentwood - N Lamar to Chesterfield	BRENTWOOD ST	306	Not yet rated
D4 / Brentwood - N Lamar to Chesterfield	BRENTWOOD ST	77	Not yet rated
D4 / Brentwood - N Lamar to Chesterfield	BRENTWOOD ST	546	Not yet rated
D4 / Briardale - Colony Creek to Pointer	BRIARDALE DR	52	Not yet rated
D4 / Briardale - Colony Creek to Pointer	BRIARDALE DR	77	Not yet rated
D4 / Briardale - Colony Creek to Pointer	BRIARDALE DR	44	Not yet rated
D4 / Briardale - Colony Creek to Pointer	BRIARDALE DR	51	Not yet rated
D4 / Briardale - Colony Creek to Pointer	BRIARDALE DR	46	Not yet rated
D4 / Briardale - Colony Creek to Pointer	BRIARDALE DR	47	Not yet rated
D4 / Galewood - Payton Gin to Colony Creek	COLONY CREEK DR	264	Moderate
D4 / Galewood - Payton Gin to Colony Creek	GALEWOOD DR	232	Moderate
D4 / Galewood - Payton Gin to Colony Creek	GALEWOOD DR	289	Limited
D4 / Galewood - Payton Gin to Colony Creek	GALEWOOD DR	290	Limited
D4 / Grouse Meadow - Rundberg to Rutland	GROUSE MEADOW LN	618	Limited

New Sidewalks—Potential 2018 - 2021 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D4 / Ken St gap	KEN ST	249	Not yet rated
D4 / Neans - N Lamar to Parkfield	NEANS DR	2,037	Not yet rated
D4 / Neans - N Lamar to Parkfield	NEANS DR	739	Not yet rated
D4 / Neans - N Lamar to Parkfield	NEANS DR	8	Not yet rated
D4 / Northcrest - Anderson to Prairie Dell	NORTHCREST BLVD	89	Moderate
D4 / Northcrest - Anderson to Prairie Dell	NORTHCREST BLVD	137	Moderate
D4 / Northcrest - Anderson to Prairie Dell	NORTHCREST BLVD	336	Moderate
D4 / Northcrest - Anderson to Prairie Dell	NORTHCREST BLVD	153	Limited
D4 / Parkfield gap	PARKFIELD DR	62	Limited
D4 / Pointer - Briardale to Payton Gin	POINTER LN	641	Not yet rated
D4 / Pointer - Briardale to Payton Gin	POINTER LN	191	Not yet rated
D4 / Sagebrush, S Meadows - N Lamar to Plains Trail	S MEADOWS DR	1,046	Not yet rated
D4 / Sagebrush, S Meadows - N Lamar to Plains Trail	SAGEBRUSH DR	1,146	Not yet rated
D4 / Stonebridge - Rutland to Parkfield	STONEBRIDGE DR	579	Not yet rated
D4 / Stonebridge - Rutland to Parkfield	STONEBRIDGE DR	166	Not yet rated
D4 / W Crestland - N Lamar to Northcrest	W CRESTLAND DR	452	Not yet rated
D4 / W Crestland - N Lamar to Northcrest	W CRESTLAND DR	259	Not yet rated
D4 / W Crestland - N Lamar to Northcrest	W CRESTLAND DR	169	Not yet rated
D4 / W Crestland - N Lamar to Northcrest	W CRESTLAND DR	350	Not yet rated
D4 / W Crestland - N Lamar to Northcrest	W CRESTLAND DR	259	Not yet rated
D4 / W Crestland - N Lamar to Northcrest	W CRESTLAND DR	420	Not yet rated
D4 / W Pointer - Pointer to Colony Creek gaps	W POINTER LN	112	Not yet rated
D4 / W Pointer - Pointer to Colony Creek gaps	W POINTER LN	94	Not yet rated
D5 / Clawson - Morgan to Fort View	CLAWSON RD	513	Moderate
D5 / Collier - Kinney to S Lamar	COLLIER ST	831	Not yet rated
D5 / Del Curto - S Lamar to Bluebonnet	DEL CURTO RD	212	Not yet rated
D5 / Del Curto - S Lamar to Bluebonnet	DEL CURTO RD	293	Not yet rated
D5 / Del Curto - S Lamar to Bluebonnet	DEL CURTO RD	311	Not yet rated
D5 / Fort View - Ben White to Manchaca	FORT VIEW RD	449	Significant
D5 / Fort View - Ben White to Manchaca	FORT VIEW RD	504	Moderate
D5 / Fort View - Ben White to Manchaca	FORT VIEW RD	122	Moderate
D5 / Fort View - Ben White to Manchaca	FORT VIEW RD	98	Limited
D5 / Frontier - Taos to Pack Saddle	FRONTIER TRL	287	Moderate
D5 / Frontier - Taos to Pack Saddle	FRONTIER TRL	264	Moderate
D5 / Frontier - Taos to Pack Saddle	FRONTIER TRL	455	Moderate
D5 / Leo - Guide Post to Cameron gaps	LEO ST	97	Not yet rated
D5 / Leo - Guide Post to Cameron gaps	LEO ST	1,020	Moderate
D5 / Leo - Guide Post to Cameron gaps	LEO ST	246	Moderate
D5 / Morgan - Banister to Clawson	MORGAN LN	206	Moderate
D5 / Morgan - Banister to Clawson	MORGAN LN	34	Moderate

New Sidewalks—Potential 2018 - 2021 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D5 / Morgan - Banister to Clawson	MORGAN LN	275	Moderate
D5 / Morgan - Banister to Clawson	MORGAN LN	62	Moderate
D5 / Morgan - Banister to Clawson	MORGAN LN	91	Moderate
D5 / Morgan - Banister to Clawson	MORGAN LN	33	Moderate
D5 / Morgan - Banister to Clawson	MORGAN LN	349	Moderate
D5 / Morgan - Banister to Clawson	MORGAN LN	42	Moderate
D5 / Russell - Ben White to Fort View	RUSSELL DR	214	Moderate
D5 / W Riverside - Lee Barton to West Bouldin Creek	W RIVERSIDE DR	304	Significant
D7 / Adelphi Amherst to WatersPark	ADELPHI LN	2,260	Significant
D7 / Adelphi Amherst to WatersPark	ADELPHI LN	872	Limited
D7 / Brentwood gaps Grover to N Lamar	BRENTWOOD ST	134	Significant
D7 / Brentwood gaps Grover to N Lamar	BRENTWOOD ST	163	Moderate
D7 / Brentwood gaps Grover to N Lamar	BRENTWOOD ST	361	Significant
D7 / Brentwood gaps Grover to N Lamar	BRENTWOOD ST	362	Significant
D7 / Brentwood gaps Grover to N Lamar	BRENTWOOD ST	146	Significant
D7 / Cedar Bend - Metric to Alderbrook gaps	CEDAR BEND DR	246	Moderate
D7 / Cedar Bend - Metric to Alderbrook gaps	CEDAR BEND DR	959	Moderate
D7 / Clay - Houston to Ullrich	CLAY AVE	59	Limited
D7 / Clay - Houston to Ullrich	CLAY AVE	894	Moderate
D7 / Clay - Houston to Ullrich	CLAY AVE	446	Moderate
D7 / Clay - Houston to Ullrich	CLAY AVE	10	Moderate
D7 / Clay - Houston to Ullrich	CLAY AVE	68	Moderate
D7 / Clay - Houston to Ullrich	CLAY AVE	143	Limited
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	57	Moderate
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	4	Not yet rated
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	56	Moderate
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	50	Moderate
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	45	Moderate
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	21	Moderate
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	34	Moderate
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	35	Moderate
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	56	Significant
D7 / Fairfield, Contour, Ohlen to Research	CONTOUR DR	93	Moderate
D7 / Fairfield, Contour, Ohlen to Research	FAIRFIELD DR	569	Moderate
D7 / Fairfield, Contour, Ohlen to Research	OHLEN RD	315	Significant
D7 / Fairfield, Contour, Ohlen to Research	RESEARCH BLVD SVRD SB	106	Moderate
D7 / Jeff Davis - North Loop to W Koenig gaps	JEFF DAVIS AVE	197	Moderate
D7 / Jeff Davis - North Loop to W Koenig gaps	JEFF DAVIS AVE	1,614	Moderate
D7 / Jeff Davis - North Loop to W Koenig gaps	JEFF DAVIS AVE	220	Significant
D7 / Jeff Davis - North Loop to W Koenig gaps	JEFF DAVIS AVE	150	Moderate

New Sidewalks—Potential 2018 - 2021 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D7 / Laird, Ullrich - W Koenig to Arroyo Seco	ARROYO SECO	121	Significant
D7 / Laird, Ullrich - W Koenig to Arroyo Seco	LAIRD DR	352	Significant
D7 / Laird, Ullrich - W Koenig to Arroyo Seco	ULLRICH AVE	243	Significant
D7 / Laird, Ullrich - W Koenig to Arroyo Seco	ULLRICH AVE	296	Moderate
D7 / Laird, Ullrich - W Koenig to Arroyo Seco	ULLRICH AVE	171	Limited
D7 / Laird, Ullrich - W Koenig to Arroyo Seco	ULLRICH AVE	64	Moderate
D7 / Laird, Ullrich - W Koenig to Arroyo Seco	ULLRICH AVE	377	Limited
D7 / Lamplight Village - Leeann to Metric	LAMPLIGHT VILLAGE AVE	398	Limited
D7 / Thompkins gap near Yager	THOMPKINS DR	103	Limited
D7 Grover gaps - Koenig to Brentwood	GROVER AVE	151	Limited
D8 / Convict Hill - Brush Country to Flaming Oak	CONVICT HILL RD	622	Significant
D8 / Convict Hill - Brush Country to Flaming Oak	CONVICT HILL RD	36	Limited
D8 / Convict Hill - Brush Country to Flaming Oak	CONVICT HILL RD	81	Limited
D8 / Convict Hill - Brush Country to Flaming Oak	CONVICT HILL RD	188	Significant
D8 / Convict Hill - Brush Country to Flaming Oak	CONVICT HILL RD	73	Limited
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	75	Moderate
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	24	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	19	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	47	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	67	Moderate
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	25	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	62	Moderate
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	149	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	215	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	90	Moderate
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	41	Moderate
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	177	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	198	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	172	Significant
D9 / Bruning - Duval to Airport gaps	BRUNING AVE	58	Significant
D9 / E 41st - Duval to Red River gaps	E 41ST ST	82	Moderate
D9 / E 41st - Duval to Red River gaps	E 41ST ST	178	Significant
D9 / E 41st - Duval to Red River gaps	E 41ST ST	183	Moderate
D9 / E 41st - Duval to Red River gaps	E 41ST ST	1,202	Moderate
D9 / E 41st - Duval to Red River gaps	E 41ST ST	82	Significant
D9 / E 41st - Duval to Red River gaps	E 41ST ST	84	Significant
D9 / E 45th - Airport to Duval gaps	E 45TH ST	292	Moderate
D9 / E 45th - Airport to Duval gaps	E 45TH ST	289	Significant

New Sidewalks—Potential 2018 - 2021 Projects

Project Name	Street Name	Segment Length (feet)	Construction Constraint Rating
D9 / E 45th - Airport to Duval gaps	E 45TH ST	23	Not yet rated
D9 / E 45th - Airport to Duval gaps	E 45TH ST	199	Significant
D9 / E 45th - Airport to Duval gaps	E 45TH ST	538	Moderate
D9 / E 45th - Airport to Duval gaps	E 45TH ST	250	Significant
D9 / E 45th - Airport to Duval gaps	E 45TH ST	189	Significant
D9 / E 45th - Airport to Duval gaps	E 45TH ST	92	Significant
D9 / E 45th - Airport to Duval gaps	E 45TH ST	421	Significant
D9 / E 51st - Duval to Avenue F	E 51ST ST	280	Moderate
D9 / E 51st - Duval to Avenue F	E 51ST ST	152	Limited
D9 / E 51st - Duval to Avenue F	E 51ST ST	106	Limited
D9 / E 51st - Duval to Avenue F	E 51ST ST	42	Significant
D9 / E 51st - Duval to Avenue F	E 51ST ST	240	Moderate
D9 / Longview - 24th to 22nd Half	LONGVIEW ST	147	Significant
D9 / Longview - 24th to 22nd Half	LONGVIEW ST	53	Moderate
D9 / Longview - 24th to 22nd Half	LONGVIEW ST	102	Significant
D9 / Longview - 24th to 22nd Half	LONGVIEW ST	194	Moderate
D9 / Red River - Ellingson to Hancock Shopping Center	RED RIVER ST	162	Moderate
D9 / Red River - Ellingson to Hancock Shopping Center	RED RIVER ST	126	Significant
D9 / Red River - Ellingson to Hancock Shopping Center	RED RIVER ST	240	Moderate
D9 / San Jacinto - near Speedway and E 30th	SAN JACINTO BLVD	212	Limited
D9 / Speedway gaps - 42nd to 46th	SPEEDWAY	313	Moderate
D9 / Speedway gaps - 42nd to 46th	SPEEDWAY	311	Moderate
D9 / Speedway gaps - 42nd to 46th	SPEEDWAY	784	Significant
D9 / W 24th - Leon to alley	W 24TH ST	208	Significant
D9 / W 5th - Powell to Campbell gaps	W 5TH ST	121	Limited
D9 / W 5th - Powell to Campbell gaps	W 5TH ST	11	Limited
D9 / W 5th - Powell to Campbell gaps	W 5TH ST	42	Limited
D9 / W 5th - Powell to Campbell gaps	W 5TH ST	21	Limited
D9 / W 5th - Powell to Campbell gaps	W 5TH ST	25	Limited
D9 / W 5th - Powell to Campbell gaps	W 5TH ST	22	Limited
D9 / W 5th - Powell to Campbell gaps	W 5TH ST	147	Limited
D9 / W 5th - Powell to Oakland	W 5TH ST	237	Significant
D9 / W 5th - Powell to Oakland	W 5TH ST	135	Significant
D9 / W Riverside - Lee Barton to West Bouldin Creek	W RIVERSIDE DR	152	Significant
D10 / Mesa - Spicewood Springs to Steck gaps	MESA DR	72	Limited
D10 / Mesa - Spicewood Springs to Steck gaps	MESA DR	28	Limited
D10 / Mesa - Spicewood Springs to Steck gaps	STECK AVE	21	Limited
D10 / Steck - MoPac to Bent Tree	STECK AVE	510	Not yet rated

2016 Mobility Bond

Local Mobility: Safe Routes to School (\$27.5 Million)

Introduction

The 2016 Mobility Bond dedicates \$27.5 million of Local Mobility funding for “Safe Routes to School”. The City of Austin has a Safe Routes to School (SRTS) Program, which 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 currently does this by providing crossing guards at warranted locations, educating students on pedestrian and bicycle safety, and engaging with the community to increase the number of students who choose human power to get to and from school.

The Safe Routes to School Program has not received funding for capital improvements prior to the 2016 Mobility Bond Program and has addressed infrastructure needs by working in partnership with other City of Austin programs. With the passing of the 2016 Mobility Bond, the SRTS Program has its first funding for infrastructure directly related to the program, with an allocated \$27.5 million to be divided evenly among ten City Council Districts. This will allow the program to identify, prioritize, and construct infrastructure that creates a safer environment for students to get to and from school such as sidewalks, traffic calming devices, protected bicycle facilities, etc.

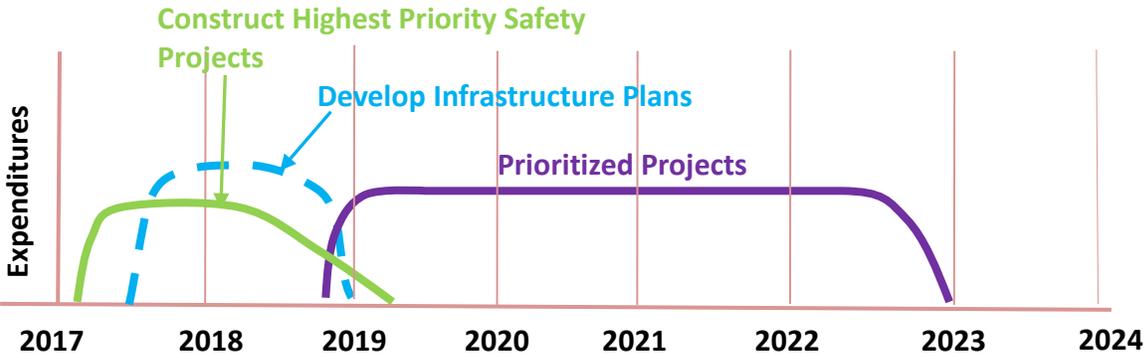
Early-Out Projects

Staff will seek direct input from elementary schools to identify the highest priority safety concerns. This will be done in conjunction with Campus Advisory Councils (CAC's), or similar advisory groups, that are comprised of school administrators, staff, parents and community members. City staff will then identify the appropriate treatment to address the priority safety concerns. Program staff will meet with City Council offices in May to discuss the highest priority concerns in their district provided by elementary school CACs. The goal is to begin construction on these high priority safety concerns as early as summer 2017 and finish construction by December 2018.

Project Delivery

Phase I (early-out) will address the highest priority safety needs in the short-term. Phase II will be a longer-term effort to address safety needs that will require a more robust planning process before moving into construction. The SRTS Program will work with a consultant to develop a Safe Routes to School Infrastructure Plan that identifies and strategically prioritizes projects at each school. Staff anticipates that the planning process will start in fall 2017 and be complete by spring 2019. Construction of prioritized projects will start shortly after with the goal of completing construction by spring 2022.

Safe Routes to School Implementation Plan



Phasing and Expenditure Plan		
Activity	Schedule	Spending Plan
Identify Early-Out School Priorities	Spring 2017	
Construct Early-Out School Priorities	June 2017 –Dec 2018	\$3,000,000
SRTS Infrastructure Plans	Fall 2017 - Spring 2019	\$1,000,000
Construct SRTS Infrastructure	Spring 2019 – Spring 2022	\$23,500,000
	Expenditure Total	\$27,500,000

Project Selection

The City of Austin’s Safe Routes to School Program will work with school officials, parent groups, and Austin City Council to identify and address safety issues that prevent students from actively getting to and from school. In order to accomplish this, city staff will work to identify infrastructure improvements that address safety concerns around each elementary school within the Austin Full Purpose jurisdiction.

In Phase II, the consultant will work with City of Austin Staff, local school districts, and other stakeholders to evaluate and analyze existing safety concerns within ½ mile of each school. The consultant will then develop a prioritized list of potential projects for each school that mitigate identified safety issues. The Safe Routes to School Infrastructure Plan will be used to prioritize projects for construction.

Since a primary purpose of SRTS is to safely increase the number of students choosing active modes of transportation to get to and from school, engaging students to use the new infrastructure is paramount to the success of the 2016 Mobility Bond funds. The SRTS staff will work alongside the development of the infrastructure plans to develop a Safe Routes to School Engagement Plan. This plan will lay out the steps for continued stakeholder engagement.

Together, the Safe Routes to School Infrastructure and Engagement Plans will make up the Safe Routes to School Action Plan that will lay out the strategic and holistic framework to maximize program outcomes. Staff will partner with schools districts and academic institutions to evaluate and determine the impact of this infrastructure funding based on specified metrics.

The Safe Routes to School Program is currently mapped as a half-mile walking and biking radius around identified schools within Austin's Full Purpose jurisdiction. Mapping will be updated as priority safety improvements are identified and infrastructure projects are developed.

Local Mobility – Safe Routes to School Project Risks

This is the first time the Safe Routes to School Program has received funding for infrastructure directly related to Safe Routes to School. Previously the Safe Routes to School Program has worked in partnership with other City programs to deliver infrastructure that creates a safer environment for students to get to and from school. There will be many challenges embarking on this new endeavor. This will be a significant effort in a new functional area of the Safe Routes to School Program that will involve outreach and projects at roughly 100 different schools. The sheer scale of this effort will require significant time and coordination with the various stakeholders.

As this is a new effort, there will be challenges in managing community expectations. While this is a significant amount of funding, with \$27.5 million to be divided evenly among all ten Council Districts, this amount will not be enough to meet all of the needs at every elementary school. The Safe Routes to School Program will stress that the City of Austin values the safety of every child and that we want to create a safe environment for children to actively get to and from school, but this funding will not be sufficient to design and construct every desired improvement. This is why the work will be broken into two phases. This will allow the City to address the most critical safety concerns at each school while providing the framework for strategically prioritizing the remaining capital projects.

Community engagement is crucial to the success of the Safe Routes to School Program, but it can be challenging to reach a general consensus. Past projects have revealed that it can be difficult to get the neighborhoods and schools to agree on a particular project. This can result in project delays as we address stakeholder concerns.

2016 Mobility Bond

Local Mobility: Urban Trails (\$26 Million)

Introduction

The 2016 Mobility Bond dedicates \$26 million of Local Mobility funding for “urban trails for transportation and mobility purposes.” The City of Austin has an Urban Trails Program already in place that is responsible for implementing the Urban Trails Master Plan (UTMP). The Program develops a citywide network of non-motorized, multi-use trails that are used for both transportation and recreation purposes. These trails are designed for users of all ages and abilities. The Urban Trails Program offers great benefits to Austin residents as it provides vital connections in our transportation network, providing an enhanced safety and user experience.

The goals of the Urban Trails Program include:

- 1) Providing easy access to Urban Trails from all parts of the City of Austin
- 2) Linking all Urban Trails to the on-street bicycle and sidewalk network around them
- 3) Ensuring that all Urban Trails are adequately sized to accommodate both recreation and transportation uses
- 4) Incorporating trail amenities and features that transform them from a paved surface into unique greenways that reflect the City around them
- 5) Providing adequate funding and resources to maintain and operate Urban Trails in Austin
- 6) Ensuring that all Urban Trails are context-sensitive and environmentally sustainable as well as preserve and improve upon the wildlife habitat

The Urban Trails Program was allocated \$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.

Early-Out Projects

Since urban trail projects are generally larger capital improvement projects that can take years of stakeholder engagement and design, prioritized projects will be done concurrently to construct as quickly as possible. Some projects will be funded for a Preliminary Engineering Report (PER) and/or design only, allowing them to be ready to construct once future funding sources have been identified. The first project to begin construction will be Northern Walnut Creek Trail Phase 2 since the design is already underway.

Project Delivery

Construction of urban trails in the 2016 Mobility Bond Program will be completed within six years. Each project will begin as quickly as possible. The table below details each selected project’s budget and schedule.

Urban Trails Program Implementation Plan



Phasing and Expenditure Plan				
Project	Budget	PER	Design*	Construction
Country Club Creek Trail	\$6.75M	Complete	2019	2021
Shoal Creek Trail (5 th – 15 th)	\$2M	Finalizing	2019	Future \$
La Loma Trail	\$500k	2018	Future \$	Future \$
Northern Walnut Creek Trail to Braker	\$5M	2018	2019	2022
Northern Walnut Creek Trail Phase 2	\$2.5M	Complete	2018*	2020
Northern Walnut Creek Trail Phase 3	\$1M	2018	Future \$	Future \$
Southern Walnut Creek Trail Renovation	\$1M			2018
YBC Trail	\$6.5M	Complete	2018	2021
Urban Trail Connectors	\$0.75M		Ongoing	Ongoing
TOTAL	\$26M			

*Design funded outside of 2016 Mobility Bond

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 then, several urban trail 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 various Urban Trail projects.

The Urban Trail projects identified in the UTMP are divided into two rankings based on their prioritization score. Tier I includes high priority Urban Trails that provide a strong potential for both transportation and recreational use; serve significant surrounding populations; enhance connections to the on-street bicycle, sidewalk, and transit networks; and are sensitive to the existing environment along the corridors that are used. Tier II Urban Trails are identified trails that also provide many of the same benefits as Tier I Urban Trails 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 an urban trail 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 robust public input and community engagement with the development of the UTMP that was adopted 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. In order for an identified trail in the UTMP to become an actual project, it must first go through the Preliminary Engineering Report (PER) process to evaluate 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 Urban Trail project candidates include those with completed PERs as well as candidates that will go through the PER and community engagement processes.

Project	Phase to be Completed	Scope
Country Club Creek Trail	Construction	Design and construct a trail along Country Club Creek from E Oltorf to Elmont Drive
Shoal Creek Trail (5th – 15th)	Design	Design a 0.8 mile trail along Shoal Creek from 5 th Street to 15 th Street
La Loma Trail	PER	Conduct a PER for a potential trail project to connect neighborhoods near the intersection of Prock Lane and Sara Drive to Eastside Memorial High School
Northern Walnut Creek Trail to Braker	Construction	Conduct a PER, design, and construct a trail along the Red Line, connecting Braker Lane and the CapMetro Kramer Redline Station to the existing Northern Walnut Creek trail system
Northern Walnut Creek Trail Phase 2	Construction	Construct approximately 1.8 miles of new trail on the Walnut Creek Greenbelt from Walnut Creek Metro Park to IH-35
Northern Walnut Creek Trail Phase 3	PER	Conduct a PER for a potential trail project to connect Northern Walnut Creek Phase 2 to the existing Southern Walnut Creek Trail
Southern Walnut Creek Renovation	Construction	Due to recent flood events, the streambank of Boggy Creek needs to be stabilized to maintain the integrity of the trail
YBC Trail	Construction	Design and construct a 5 mile trail from the Y at Oak Hill to Barton Creek, connecting to and building upon the existing Mopac Bicycle and Pedestrian Bridges project
Urban Trail Connectors	Construction	Construct various urban trail connecting segments as needed

Local Mobility – Urban Trails’ Project Risks

Each Urban Trail project faces unique risks; however, there are many risks that are generally 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 for Urban Trail projects. Many of the projects are located on environmentally sensitive lands that have additional regulations. While these regulations are in place to help protect the area, these regulations also add time and costs to a project.

The City of Austin values the input of citizens and wants to hear their feedback as it adds real value, but this process can also add extra time to a project's schedule.

Increased construction costs are a concern since construction costs fluctuate with the market. This is even more challenging when constructing an urban trail as these projects often require specialized construction methods on account of environmental considerations.

2016 Mobility Bond

Local Mobility: Bikeways (\$20 Million)

The 2016 Mobility Bond dedicates \$20 million of Local Mobility funding for “for bikeways for transportation and mobility purposes.” The foundation for project prioritization for the 2016 Bikeways funding will be the Bicycle Master Plan (BMP) that was last updated in 2014. 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. In early 2017, the City of Austin will develop a Bicycle Implementation Framework shaped by a robust public process (branded “Walk + Bike Talks”, in coordination with public outreach for the Pedestrian Safety Action Plan), which will provide project level project prioritization that will guide infrastructure investments moving forward.

The Bicycle Plan was two years in the making and engaged over 3,000 people in the planning process through public meetings, presentations, in-person surveys, online surveys, a technical advisory group and a citizen advisory group. The Bicycle Plan brought forward a significant shift in vision from the 2009 plan, focusing on using bicycling to bring benefit to Austin, helping meet our high level goals, rather than the former primary focus on what Austin can do to make bicycling better. The Bicycle Plan updated a 2009 plan with the latest in best practice for making bicycling a viable form of transportation for everyday trips.

The most significant shifts in best practice were the following

- **Design for all ages and abilities:** Over 55% of Austin’s population was found to be interested in riding a bicycle in protected bicycle lane compared to 15% in a painted bicycle lane on a busy road. The shift to protected bicycle lanes and generally all ages and abilities quality infrastructure represents a significant opportunity to expand access to bicycling.
- **Capturing short trips:** As bicycling is best for short trips in the 0.5-3 mile range, strategically orient investments to convert short trips to bicycle.
- **Building a complete bicycle network:** Combining a network approach that serves existing travel demand so people of all ages and abilities can get from A to B will make bicycling viable.

The Bicycle Plan also includes key high-level infrastructure priorities that provide the foundation for implementation of the 2016 Bikeways bond funding:

- 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

More information about the Bicycle Plan Implementation Framework, prioritization criteria, and priority projects are provided in this section below.

Early-Out Projects

The following are examples of projects or projects typologies that are anticipated to be ready for early-out implementation as part of the 2016 Mobility Bond Bikeways Program:

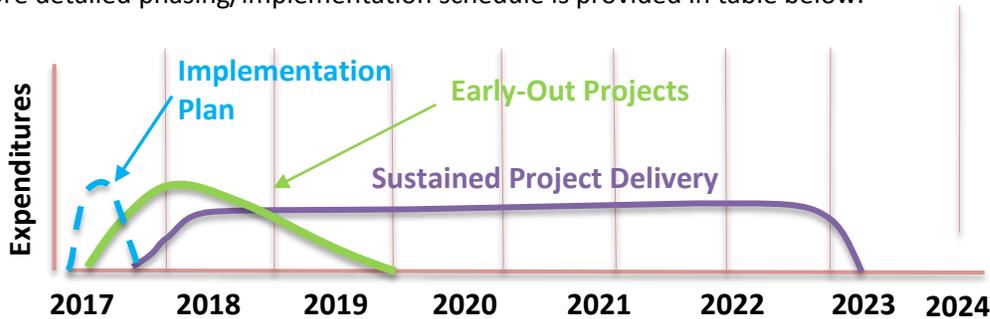
1. Upgrade of existing bicycle lanes to protected bicycle lanes, for example Congress from Live Oak to Williamson Creek Bridge. Austin currently has a total of 45 miles of buffered bicycle lanes that are candidates to upgrade to physically protected bicycle lanes.

2. LAB / Cross Town Bikeway was envisioned in 1998 and multiple phases have been constructed between 2000 and 2016. Most recently the reconstruction on 3rd Street downtown has been completed in late 2016. Plaza Saltillo sections are either under construction or planned to be implemented by multiple developers. The following are remaining phases to be addressed with the 2016 Mobility Bond.
 - 5th Street from Pedernales to Shady resurfacing 2017 coordination opportunity
 - I-35 signalized crossing improvements
 - Lake Austin physical protection upgrade
3. Coordination with routine street maintenance work to infuse with Bikeways funding for concrete, signal, or other capital costs to deliver successful projects.
4. Initiate project development (initial feasibility, design and public process as applicable) on projects with one- to three-year timelines.

Project Delivery

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 identify cost-saving leveraging and coordination opportunities for implementation.

A more detailed phasing/implementation schedule is provided in table below.



Bikeways Implementation Plan

Phasing and Expenditure Plan									
Year	2017	2018	2019	2020	2021	2022	2023	Total	%
ATD Street Design Contract	\$1.2M	\$0.56M	\$0.56M	\$0.56M	\$0.56M	\$0.56M	----	\$4M	20%
Flexible Construction Contracts	\$1.7M	\$2.5M	\$2.2M	\$2.2M	\$2.2M	\$2.2M	----	\$13M	65%
Standalone Projects	\$1.5M	\$0.5M	\$0.25M	\$0.25M	\$0.25M	\$0.25M	----	\$3M	15%
Total	\$4.4M	\$3.56M	\$3.01M	\$3.01M	\$3.01M	\$3.01M	----	\$20M	100%

The Bikeways program is expected to be a collection of many small projects that work to create network connectivity per the prioritization criteria described below. Projects take a complete streets approach and also make improvements to pedestrian safety, transit support, and motor vehicle operations through a variety of infrastructure tools. The cost of these projects is generally expected to be between \$100,000-200,000 per mile in construction costs and given the budget breakdown is expected to result in 60-120+ miles of roadway. These small projects will largely be delivered through flexible IDIQ construction contracts (concrete, signal, striping, and bolt down devices) that are shared across multiple programs. In addition to small project delivery through flexible contracts it is anticipated that larger stand-alone projects will go through the traditional design, bid, build processes.

The design support for these types of small projects is handled with Austin Transportation Department's (ATD) existing Street Design Team. ATD's Street Design is responsible for significant existing operational activity plus new demands from the 2016 Mobility Bond including most Bikeways program delivery as well as supporting the Sidewalks and Safe Routes to School Local Mobility programs. Due to the small scope of these projects as well as very fluid pacing, complex coordination demands, and public process integration, traditional rotation list design support has not proven an effective project development strategy. To expand the capacity of ATD's Street Design Team a Request for Qualifications will be issued for "sit in" consultant staff (termed ATD Street Design Contract in the table above).

The anticipated front-loaded spending plan shown above reflects the need to ramp up both project development/design capacity as well as construction capacity. The assumption at this time is that for the remaining years that spending will be steady state until exhausted and will be revised as more is known about the project pipeline and timing.

The project delivery 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 be up to several years and as quick as a few months.

Project Selection

The Bicycle Plan Implementation Framework will establish a detailed project prioritization criteria and prioritized project list as these were not part of the 2014 Bicycle Master Plan. The Implementation Framework will help respond to two significant developments since the adoption of the 2014 Bicycle Master Plan: the shift to District based representation (termed, '10-1' referring to 10 Council Districts and 1 Mayor) and the significant and new implementation resource for the 2014 plan through the 2016 Mobility Program. Each year this Implementation Framework will be updated with the intent of serving as an accountability and reporting tool and providing predictability for stakeholders through tiered priorities that will be pursued over time.

A project that is identified as a priority in the Implementation Framework will not necessarily be moved forward to implementation. 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 process, the process is used to determine the best balance of potential changes within the ROW given potential competing interests and through this process the no build scenario is always an option.

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. A significant portion of projects that implement Bicycle Plan recommendations are executed through coordination opportunities that are very dynamic. Coordinated project delivery is also particularly important with the aggressive six- to eight-year implementation timeframe for the 2016 Mobility Bond (see Sidewalks section on the Local Mobility Annual Implementation Update process). The Implementation Framework will be a tool to provide transparency and predictability for high priority projects as well as coordination opportunities while staying flexible to the dynamic coordination environment.

Prioritized Projects – Prioritized project selection and sequence will be based on the prioritization criteria detailed below. Particular focus will be given to developing the all ages and abilities network and removing network barriers outlined in the Bicycle Master Plan. Prioritized projects are grouped in five tiers of priority (Tier 1 is top priority and Tier 5 is the lowest priority). The intent of the tiers is to roughly reflect the sequence of upcoming project discussions that the public can expect and not intended to represent the exact year that a project might be initiated or completed due to many factors that affect project delivery sequence that are constantly in flux.

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. Coordination projects include opportunities to leverage street resurfacing work, named priorities, and other program partners' efforts. For example, for the Barton Hills Drive 'Quarter Cent' project, superior sidewalk, safe routes to school, bicycle, and pedestrian safety outcomes were delivered to the public through coordinated public engagement and construction activities.

Coordinated projects are identified in the Implementation Framework project lists to the degree that they are identified at the time of project lists are created. Generally there is a fairly clear 1 year horizon though it is common for changes (resulting in added or dropped projects) due to a dynamic coordination environment. Coordination projects are not represented in priority tiers but rather projects that have been selected based on the prioritization factors while accounting for the value of the coordination opportunity.

Capital budgeting for future coordination projects that are yet to be identified will be done based on an analysis of trends in historic project coordination opportunities. 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, B-Cycle. A portion of available capital funding, from permissible sources, will be used to expand the existing bike share system. Effort will be made to extend local bond dollars for B-Cycle expansion through either local, federal, or private match.

Bicycle Plan Implementation Framework Public Process

The Draft Bicycle Implementation Framework will be honed through a public engagement process before finalizing both in the initial year and annually thereafter.

As part of the initial development of the Implementation Framework in 2017 there will be a series of ten public meetings branded "Walk + Bike Talks", one in each council district as well as opportunity for online engagement. Public meetings will be held between mid-February and Early April. Feedback will be collected on both the proposed prioritization criteria and resulting project level prioritization and integrated into the final document.

In subsequent years, the Bicycle Implementation Framework will be updated annually based on changing conditions that affect project prioritization: projects completed, prioritization factors that have changed, new coordination opportunities, new funding sources, and any other factors. The updated Draft Implementation Framework would then undergo public review and comment and coordination with other local mobility programs before finalizing.

Project Prioritization Criteria

Prioritization of projects within the Bicycle Implementation Framework are based on goals and objectives in the Bicycle Plan with additional prioritization factors. The Implementation Framework public process will shape both the DRAFT proposed prioritization criteria and resulting prioritized projects and is discussed in the previous section in more detail.

Proposed Factors use to prioritize projects are as follows:

Ability of project to achieve high level goals in the Bicycle Plan:

- Ridership - Significantly increase bicycle use across the City of Austin for all trip purposes. Particular priority will be placed on the capture of short trips including connections to transit.
- Safety - Reduce bicycle deaths and injuries by implementing safety measures for all roadway users, including bicyclists.
- Connectivity - Create a bicycle network that provides connectivity for people of all ages and abilities, providing direct and comfortable connections to where they live work and play. Routes that provide network connectivity between origins and destinations both for All Ages and Abilities as well as top network barriers will be prioritized.
- Equity - Provide equal bicycling access for all through public engagement, program delivery and capital investment.
- Support of Imagine Austin - Realize the potential of bicycling to support and achieve multiple goals of the Imagine Austin Comprehensive Plan.

Ability of project to achieve sub goals in the Bicycle Plan:

- Create and all ages and abilities bicycle network – the plan calls for the completion of 50% of the plan by 2020.
- Remove barriers in the supporting bicycle network – the plan calls for the removal of 75% of barriers noted in the plan by 2020.
- Integrate and support transit – projects that provide connections to transit within 2 miles and up to 5 miles are prioritized.
- Expand the City’s bike share infrastructure.

Additional prioritization criteria:

- Support affordability – Projects that have the ability to reduce total household transportation costs, particularly for low income areas and those facing affordability pressures.
- Support equity of access to safe bicycling – Projects that support areas that are poorly connected.
- Degree of public support – Projects that have a high degree of public support identified through a wide variety of avenues including but not limited to neighborhood associations, school communities, and other organizations, and individuals.
- Support of other modal plans – Projects that support synergistic implementation of other modal plans with the goal of promoting total mobility and safety.

- Support other programs – Projects that assist in implementing other programs (SRTS, Neighborhood Partnering Program).
- Opportunity to coordinate – Projects that are coordination opportunities that have improved benefits to costs or advert a missed opportunity.
- Competitive cost-benefit – Projects with a higher benefit to cost to make better use of limited resources.
- Policy directives – Projects that fulfill policy directives.
- Network buildout – Projects that build out the network through completing gaps in existing facilities, extending adjacent facilities, and completing sections of corridors with existing facilities or future opportunities.

Local Mobility – Bikeways’ Project Risks

The most significant risk to the Bikeways Program is expanding the capacity of ATD’s Street Design Team that is responsible for development and delivery of most bikeways projects in addition to supporting the work of Sidewalks, Safe Routes to School, and other 2016 Mobility Bond programs. The strategy to expand capacity of this team will largely be through a Request for Qualifications for “sit in” consultant staff (discussed above in the Project Delivery section) has been elevated as a high priority procurement and is currently under development. Until this resource is on board it will be difficult to significantly and adequately accelerate project development for projects to meet the six- to eight-year delivery timeframe.

Exhibit C

Bikeway Projects Expected to be Initiated in 2017 (Implementation contingent upon successful feasibility analysis, coordination, and / or public process)	Length (mi)
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Priority All Ages and Abilities Projects

1st Street South (Barton Springs to Cesar Chavez)	0.5
12th Street (Airport to Webberville)	0.9
31st (Lamar to Shoal Creek Trail)	0.2
3rd (5th to Shoal Creek Tail)	0.4
46th (at Guadalupe)	0.1
46th (at Lamar)	0.0
46th (Guadalupe to Airport)	1.3
46th (Guadalupe W to Lamar)	0.3
51st (Berkman to Manor)	0.9
51st (Manor to Springdale)	0.6
53rd (Airport to Harmon)	0.3
5th (Chicon to Shady)	1.6
5th St (Patterson to Baylor)	0.7
6th Street (Blanco to Patterson)	0.6
6th Street (Henderson to Blanco)	0.3
Aldrich (Airport to Mueller)	0.1
Alexander (MLK to Manor)	0.3
Banister (Garden Villa to Casey)	0.6
Barton Springs (S 1st to Railroad Tracks)	0.5
Barton Springs Rd (MoPac to Lou Neff Road)	0.7

Bikeway Projects Expected to be Initiated in 2017 (Implementation contingent upon successful feasibility analysis, coordination, and / or public process)	Length (mi)
Baylor (5th to 6th)	0.1
Berkman (51st to 290)	1.4
Bluebonnet (Lamar to Ashby)	0.7
Bouldin (Live Oak to Barton Springs)	1.2
Burleson (Oltorf to Ben White)	1.1
Cherrywood (38th Half to Schieffer)	0.3
Clarkson / Middle Fiskville Bicycle (43rd to US 290)	1.4
Comal (Rosewood to Manor)	1.0
Congress S (Live Oak to Onion Creek)	2.4
Dean Keeton (San Jacinto to Manor)	1.0
Denson (Lamar to Airport)	0.5
Far West (MoPac to Chimney Corners)	0.8
Far West to Justin Connection (Ardath)	0.1
Far West to Justin Trail Connector (Northwest District Park)	0.3
Guadalupe (Cesar Chavez to MLK)	1.3
I35 (at 290)	0.4
I35 (at Lady Bird Lake)	0.3
I35 (Wilshire to 43rd)	0.3
Justin (Ardath to Burnet)	0.2
Lake Austin (MoPac to Enfield)	1.6
Lavaca (Cesar Chavez to MLK)	1.3
Manor (Theo to 51st)	0.8
Manor Rd (Clyde Littlefield to Dean Keeton)	0.6
Manor Rd (Dean Keeton to Golf Course Entry)	1.6
N Plaza and Furness (Rutherford to Rundberg)	1.2
Northloop (Ave F to I35)	0.4
Northloop (Huisache to Ave F)	0.5
Northloop/53rdHancock (Bull Creek to Huisache)	1.4
Oak Springs (Webberville to Springdale)	0.9
Pleasant Valley (Lakeshore to 7th)	0.7
Red Line - 34th/Clarkson/Skypark (Manor to Cherrywood)	0.3
Rio Grande to Lamar Connector	0.5
Rio Grande to Speedway Connector	0.6
Route 31 (Banister to Vinson)	1.1
Schieffer (Wilshire to Zach Scott)	0.3
Shady (Bolm to 5th Street)	0.6
South 5th Route 31 (Barton Springs to Western Trails)	2.7
Speedway (30st to 38th)	0.5
Speedway (38th to 46th)	0.8
St Johns (Lamar to Berkman)	2.0
Stassney (Congress to Rose Hill Circle)	1.6
Tillery/16th.5/16th (Pershing Tr to Boggy Creek Tr)	0.8

Bikeway Projects Expected to be Initiated in 2017 (Implementation contingent upon successful feasibility analysis, coordination, and / or public process)	Length (mi)
Todd Lane (Ben White to St Elmo)	0.7
Webberville Road (Pleasant Valley to Oak Springs)	0.5
Wilshire (I35 to Airport)	0.6
Zack Scott (Airport to Berkman)	0.4
Priority Barrier Projects	
11th Street (Sabine to NB I35 Frontage Road)	0.1
12th Street (across I-35)	0.1
4th Street (at I35)	0.0
Banister (across Ben White)	0.1
Congress S (across Ben White 290)	0.1
Holly (at I35)	0.1
Lake Austin (at Exposition)	0.2
Lake Austin (at Mopac)	0.1
Lamar (at 29th)	0.0
Vinson (Emerald Forest to St Elmo)	0.5
Coordination Projects	
27Th St W (Nueces St to Wichita St)	0.3
Ventura Drive/Catalina/Madera / Country Club Creek Trail (Powerline to Mabel Davis Park)	0.3

2016 Mobility Bond

Local Mobility: Fatality Reduction Strategies (\$15 Million)

Introduction

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.” The City has a Vision Zero/Safety Improvement Program already in place that will be used to develop and launch these strategies. Consistent with best practice in traffic safety, the 2016 Mobility Bond Fatality Reduction Strategies – Vision Zero/Safety Program has a two-fold strategy towards implementation of fatality reduction strategies in Austin:

- 1) Addressing multimodal traffic safety through major safety improvement projects at high crash locations (hereafter referred to as the **Major Safety Projects**); and,
- 2) Addressing pedestrian safety through low-cost, high impact safety improvements throughout the city (hereafter referred to as **Pedestrian Safety Projects**).

In June 2016, staff identified a list of 28 top crash locations/intersections for inclusion in the initial “Top Crash Location Intersection Priorities Improvements List” (Exhibit D). This list was formulated based on safety performance parameters such as crash frequency, crash rates, and severity levels of crashes for all modes. The \$15 million dedicated to fatality reduction strategies in the 2016 Mobility Bond will be used to implement Major Safety Projects on the Top Crash Location Intersections as identified in June. Staff will continue to seek alternative funding for Pedestrian Safety Projects to address top pedestrian crash locations, which tend to be dispersed throughout the transportation system rather than occurring in a few concentrated hot spots. We expect that both the Sidewalks and the Safe Routes to School programs will develop projects that will help implement some of the Pedestrian Safety Projects.

The funding allocated from the 2016 Mobility Bond Program will not be enough to implement all 28 Major Safety Projects for the intersections identified on the Top Crash Location Intersection list. At this time, City staff projects that we can complete 15 to 18 Major Safety Projects with the available 2016 Mobility Bond funding. This Program Summary describes the prioritization processes and project delivery frameworks for these Major Safety Projects.

Early-Out Projects

Using existing safety performance data (crash frequency, crash rates, severity level of crashes, e.g., frequency and rate of serious [fatal or injury] crashes) at the intersections, the top five highest priority intersections are as follows:

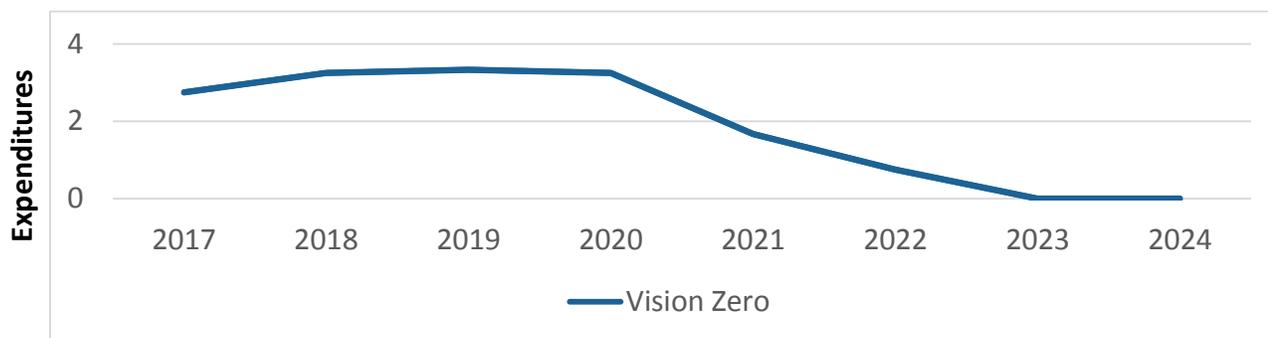
1. Riverside Dr/Pleasant Valley Rd (needs additional coordination)
2. IH-35 Service Road / Braker Lane (needs additional coordination)
3. *Slaughter/South 1st (early-out project)*
4. *Oltorf/South Congress (early-out project)*
5. *Pleasant Valley/Elmont (early-out project)*

The Riverside Dr/Pleasant Valley Road and the IH-35 Service Road / Braker Lane intersections need additional coordination with other 2016 Mobility Bond Program (e.g. Corridor Project) and/or with TxDOT for the Mobility 35 Project. This coordination will take additional time, so these projects are suitable for construction in the coming years, not as early-outs this year.

Project Delivery

The proposed target for substantial completion is six years from funding availability. The six-year target was established to balance demand for rapid implementation while also allowing sufficient time to identify leveraging and coordination opportunities with other local mobility bond programs and external stakeholders. Early-Out Projects will be designed in-house and constructed via a new Indefinite Delivery Indefinite Quantity (IDIQ) program. Remaining projects will be designed by consultants using either existing Rotation Lists or utilizing a new Request for Qualifications (RFQ) process and will use the traditional Invitation for Bid (IFB) process to procure contractors to construct the improvements. Where possible, intersections/locations will be bundled in groups for efficiency.

Fatality Reduction Strategies – Vision Zero/Safety Program Implementation Plan



Project Phasing and Expenditure Plan*							
Calendar Year	2017	2018	2019	2020	2021	2022	2023
# Projects in Concurrent Phases (Safety Study or Design or Construction)	6	7	7	7	3	1	Evaluation + Closeout
# Projects in Construction	3	4	4	4	2	1	
Expenditure Total = \$15M	\$2.75M	\$3.25M	\$3.33M	\$3.25M	\$1.67M	\$0.75M	

Expenditure Plan assumptions:

- A total of 18 safety projects with an average estimated project cost (includes detailed design and construction cost) of \$800,000 per intersection/location. More refined cost estimates can be developed after recommendations for safety improvements are available at the conclusion of the safety study for each intersection/location.

Project Delivery Timelines (Typical):

- Study Phase: Includes crash analyses, safety recommendations; ~ 2 months.
- Design Phase: Includes detailed design, preparation of complete bid package (plans, specifications, estimates); ~ 4 to 6 months.
- Construction Phase: Includes bidding phases and contractor selection - ~ 6 months; construction work is an additional ~ 4 months.

Some activities may run concurrently. The estimated total timeline for a typical Major Safety Project is between 12 to 14 months from inception to construction completion.

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 data on fatalities and severity of injuries. Considering crash frequency, crash rate, severity level of crashes, 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 (see Exhibit D). 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 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 medians or the modification of existing medians, 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 and Safe Routes to Schools, etc., to deliver the most comprehensive and cost-effective safety and mobility benefits to the community.

Local Mobility – Fatality Reduction Strategies’ Project Risks

We project that up to 18 intersections may be delivered with the \$15 million budget under the 2016 Mobility Bond. 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, requiring 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 2016 Mobility Bond Fatality Reduction Strategies – Vision Zero/Safety 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 that while all 28 intersections will receive a comprehensive safety study, the project budget will not provide for 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.

Exhibit D
Top Intersection Priorities (June 2016)

	Intersections	District(s)
	<u>Airport Blvd / MLK</u>	1
	<u>Airport Blvd / 12 St</u>	1
	<u>Airport Blvd. / Oak Springs Dr.</u>	1,3
	<u>IH 35 SR (NB) / 7 Street</u>	1, 3, 9
	<u>I-35 Service Rd. (NB) / Braker Ln</u>	1,4,7
	<u>8th Street/IH35</u>	1,9
	<u>Slaughter Ln. / Cullen Ln.</u>	2,5
	<u>Slaughter Ln / South 1st Street (early-out)</u>	2,5
	<u>Willow Creek Dr./Riverside Dr.</u>	3
	<u>Riverside Dr. / Wickersham Ln.</u>	3
	<u>East Riverside / Tinnin Ford Rd</u>	3
	<u>Pleasant Valley / Elmont (early-out)</u>	3
	<u>EB Riverside Dr. / Pleasant Valley Rd.</u>	3
	<u>E Oltorf/Parker Ln</u>	3,9
	<u>S Congress Ave. / Oltorf St (early-out)</u>	3,9
	<u>I-35 Service Rd. (NB) / Cesar Chavez St.</u>	3,9
	<u>I-35 Service Rd. (NB) / Rundberg Ln.</u>	4
	<u>Lamar Blvd. / Payton Gin Rd.</u>	4
	<u>Airport Blvd. / RM 2222 (Koenig Ln)</u>	4
	<u>Lamar Blvd. (Loop 275) / RM 2222 (Koenig Ln.)</u>	4,7
	<u>N lamar Blvd/W St Johns Ave</u>	4,7
	<u>S Lamar Blvd / Manchaca Rd</u>	5
	<u>US 183 SR (NB) / Lakeline Blvd</u>	6
	<u>Braker Ln. / Stonelake Blvd.</u>	7
	<u>Red Bud Trail / 3400 Block - W of River Crossing</u>	8,10
	<u>Slaughter Ln/Brodie Ln</u>	8,5
	<u>45th St. / Red River St.</u>	9
	<u>Barton Springs Rd / S 1st St</u>	9

2016 Mobility Bond

Local Mobility: Sub-Standard Streets/Capital Renewal (\$11 Million)

Introduction

The 2016 Mobility Bond dedicates \$11 million to fund preliminary engineering and design for 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.

Early-Out Projects

Brodie Lane was identified as an "early-out" project in an effort to coordinate closely with preliminary engineering work on the William Cannon Drive and Slaughter Lane corridor projects. Staff used an existing Council-authorized engineering rotation list for the consultant assignment.

- Council Districts 5 & 8
- Limits: Slaughter Lane to FM 1626
- Consultant Notice to Proceed is expected to be issued in February 2017

Project Delivery

Capital Renewal

The Fallwell Lane and William Cannon Railroad Overpass Projects are being 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 is in development. Preliminary engineering and design work is anticipated to begin in July and October 2017, respectively, and be completed for both by January 2020.

- Fallwell Lane
 - Council District 2
 - 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.
- William Cannon Drive Railroad Bridge Overpass
 - Council Districts 2 and 5.
 - 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.

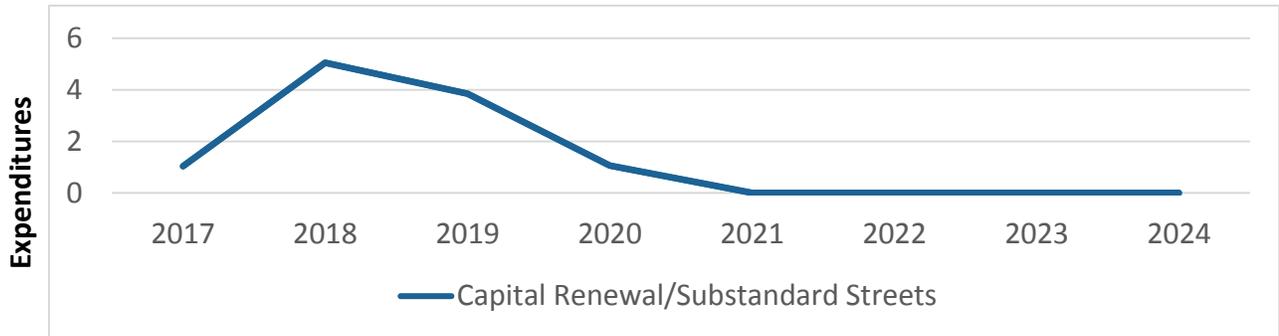
- Extended design timeline is due to the need for an existing condition assessment, determination/evaluation of repair alternatives, and coordination with Union Pacific Rail Road.

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 will be assigned to consultants from a future Preliminary Engineering Rotation List that is currently in the evaluation process and anticipated for Council recommendation on May 18, 2017. Preliminary engineering for the eight projects assigned from the future rotation list is estimated to begin in August 2017, with Preliminary Engineering Reports completed between July 2018 and February 2019.

- Cooper Lane
 - Council Districts 2 & 5
 - Limits: Dittmar Road to Mathew Lane
- Ross Road
 - Council District 2
 - Limits: Highway 71 to Heine Farm Road
- Circle S Road
 - Council District 2
 - Limits: Eberhart Lane to Foremost Drive
- Rutledge Spur
 - Council District 6
 - Limits: Lakeline Mall Drive to Ranch Road 620
- Davis Lane
 - Council Districts 5 & 8
 - Limits: Brodie Lane to West Gate Blvd. and from Leo Street to Manchaca Road
- Latta Drive/Brush Country
 - Council District 8
 - Limits: William Cannon Drive to Tiffany Drive
- Johnny Morris Road
 - Council District 1
 - Limits: Loyola Lane to FM 969
- FM 1626
 - Council District 5
 - Limits: Manchaca to Hwy I-35

Capital Renewal/Substandard Streets Implementation Plan



Phasing and Expenditure Plan					
Year	2017	2018	2019	2020	TOTAL
Brodie Lane - "Early-Out"	\$200,000	\$250,000	\$50,000		\$500,000
Fallwell Lane	\$200,000	\$1,500,000	\$2,800,000	\$1,000,000	\$5,500,000
William Cannon RR Overpass	\$40,000	\$300,000	\$600,000	\$60,000	\$1,000,000
(8) Substandard Streets	\$600,000	\$3,000,000	\$400,000		\$4,000,000
	Expenditure TOTAL				\$11,000,000

Project Selection

The Substandard Street/Capital Renewal Projects were specifically identified in the 2016 Mobility Bond referendum and thus are already "selected." 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.

Local Mobility – Sub-Standard Streets/Capital Renewal 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.

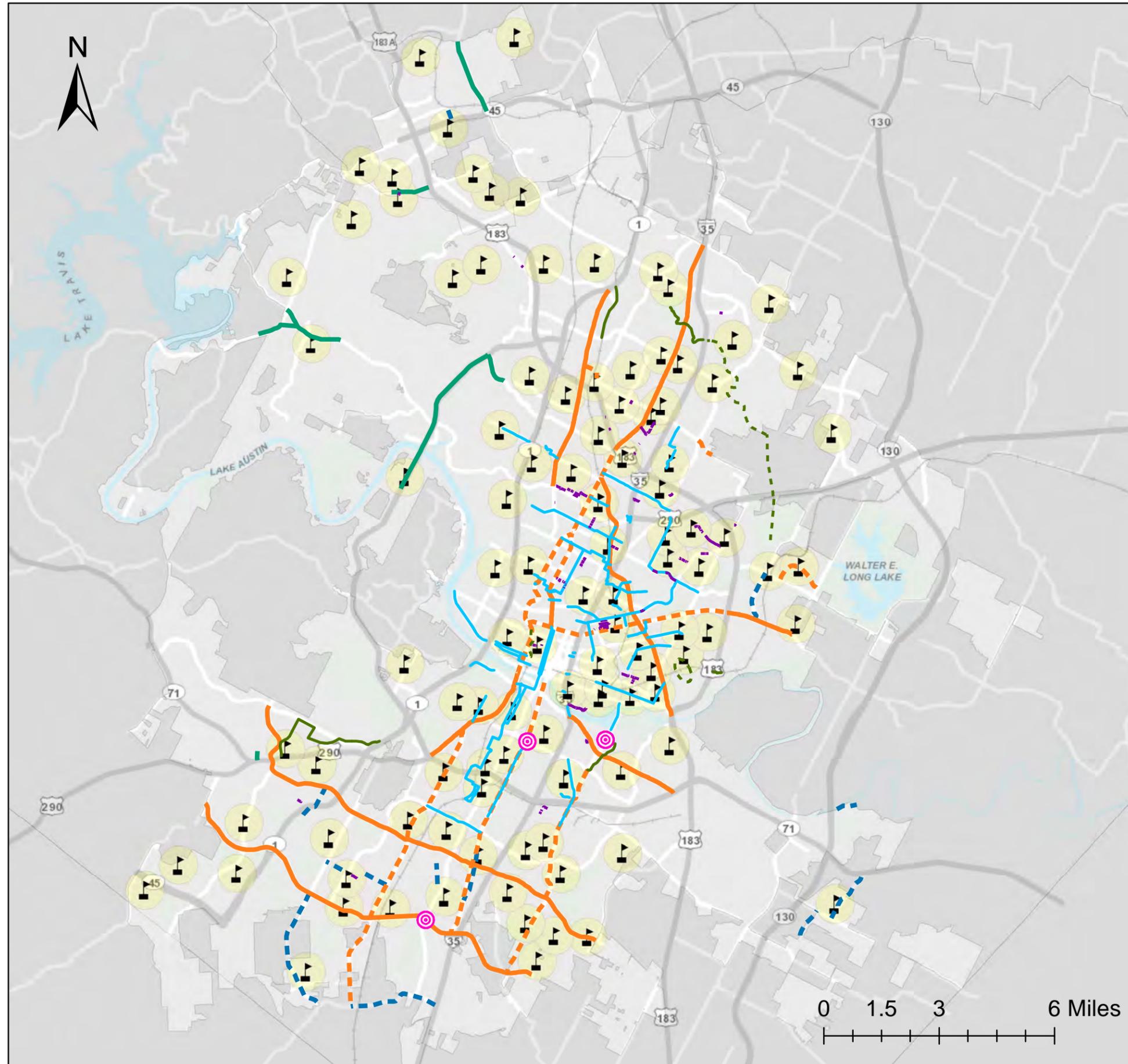
William Cannon Railroad Overpass – East Side

- 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.

MOBILITY BOND 2017 ACTIVE PROJECTS MAP



Legend

Corridor Mobility Projects

- North Lamar Boulevard
- Burnet Road
- Airport Boulevard
- East Martin Luther King Jr. Boulevard/ FM 969
- South Lamar Boulevard
- East Riverside Drive
- Guadalupe Street
- William Cannon Drive
- Slaughter Lane
- - - North Lamar Boulevard / Guadalupe Street
- - - West Rundberg Lane
- - - East Rundberg Lane
- - - Colony Loop Drive
- - - Martin Luther King Jr. Boulevard
- - - South Congress Avenue
- - - Manchaca Road
- - - South Pleasant Valley Road

Regional Mobility Projects

- Anderson Mill Road
- Loop 360 Intersection Improvements
- Old Bee Caves Road Bridge
- Parmer Lane
- RM 620 at RM 2222 Intersection Improvements
- Spicewood Springs Road

Local Mobility Projects

- - - Falwell Lane
- - - William Cannon Railroad Overpass
- - - FM 1626
- - - Cooper Lane
- - - Ross Road
- - - Circle S Road
- - - Rutledge Spur
- - - Davis Lane
- - - Latta Drive /Brush Country Road
- - - Johnny Morris Road
- - - Brodie Lane

Intersection Safety Improvements

- ⊙ South Congress / Oltorf intersection
- ⊙ Pleasant Valley / Elmont intersection
- ⊙ South 1st / Slaughter intersection

Urban Trails

- Country Club Creek Trail
- Northern Walnut Creek Trail Braker
- Northern Walnut Creek Trail Phase II
- Southern Walnut Creek Trail
- YBC Trail
- - - Northern Walnut Creek Trail Phase III
- - - Shoal Creek Trail (5th - 15th)
- - - La Loma

Sidewalks

- Potential Sidewalk Projects

Bikeways

- Bond Bikeway Projects

Safe Routes to School

- ▲ Schools
- Half-Mile Buffer

- - - = Preliminary Engineering and Design
— = Eligible for Project Construction

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.