

2021 MOBILITY ANNUAL PLAN

CLICK A SECTION TO
JUMP TO THE PAGE!

CONTENTS

Introduction.....	3
Mobility Annual Plan Overview Map.....	6
Corridor Mobility Program.....	7
Regional Mobility Program.....	15
Sidewalks.....	21
Safe Routes to School.....	38
Urban Trails.....	55
Bikeways.....	61
Vision Zero / Intersection Safety.....	85
Substandard Streets / Capital Renewal.....	93
Construction Maps by Council District.....	97
Completed Projects.....	108

INTRODUCTION

WHERE WE ARE NOW

In November 2016, Austin voters passed the 2016 Mobility Bond, providing \$720 million in funding for a variety of transportation infrastructure projects. The 2016 Mobility Bond Program is composed of eight distinct programs, including the \$482 million Corridor Program, the \$101 million Regional Mobility Program, and the \$137 million Local Mobility Program. The Local Mobility Program is composed of the Bikeways and Intersection Safety/Vision Zero programs, managed by the Austin Transportation Department, and the Sidewalks, Safe Routes to School and Urban Trails programs, managed by the Public Works Department. The sixth Local Mobility program, Substandard Streets and Capital Renewal, is sponsored by the Austin Transportation Department and

managed by the Public Works Department.

This 2021 Mobility Annual Plan provides an annual “look ahead” at planned work across the entire city, made possible through the 2016 Mobility Bond resources. This process is designed to leverage coordination opportunities, reduce conflicts, and provide a transparent and flexible means of delivering a very dynamic, interdependent, and complex set of bond-funded projects. This process is repeated each year in order to capture any changes or new opportunities that feedback from the public and coordination and leveraging among the 2016 Mobility Bond Program and/or other partners may yield.



INTRODUCTION

Through the MAP process, both the Austin City Council and the community can expect to receive an updated list of projects and program information each year from all six of the Local Mobility programs, as well as status updates from the Regional Mobility Program and the Corridor Program Office.

The 2021 MAP consists of a program summary for all eight programs of the 2016 Mobility Bond, including information on project selection, prioritization, program risks and accomplishments since the 2020 Mobility Annual Plan was published.

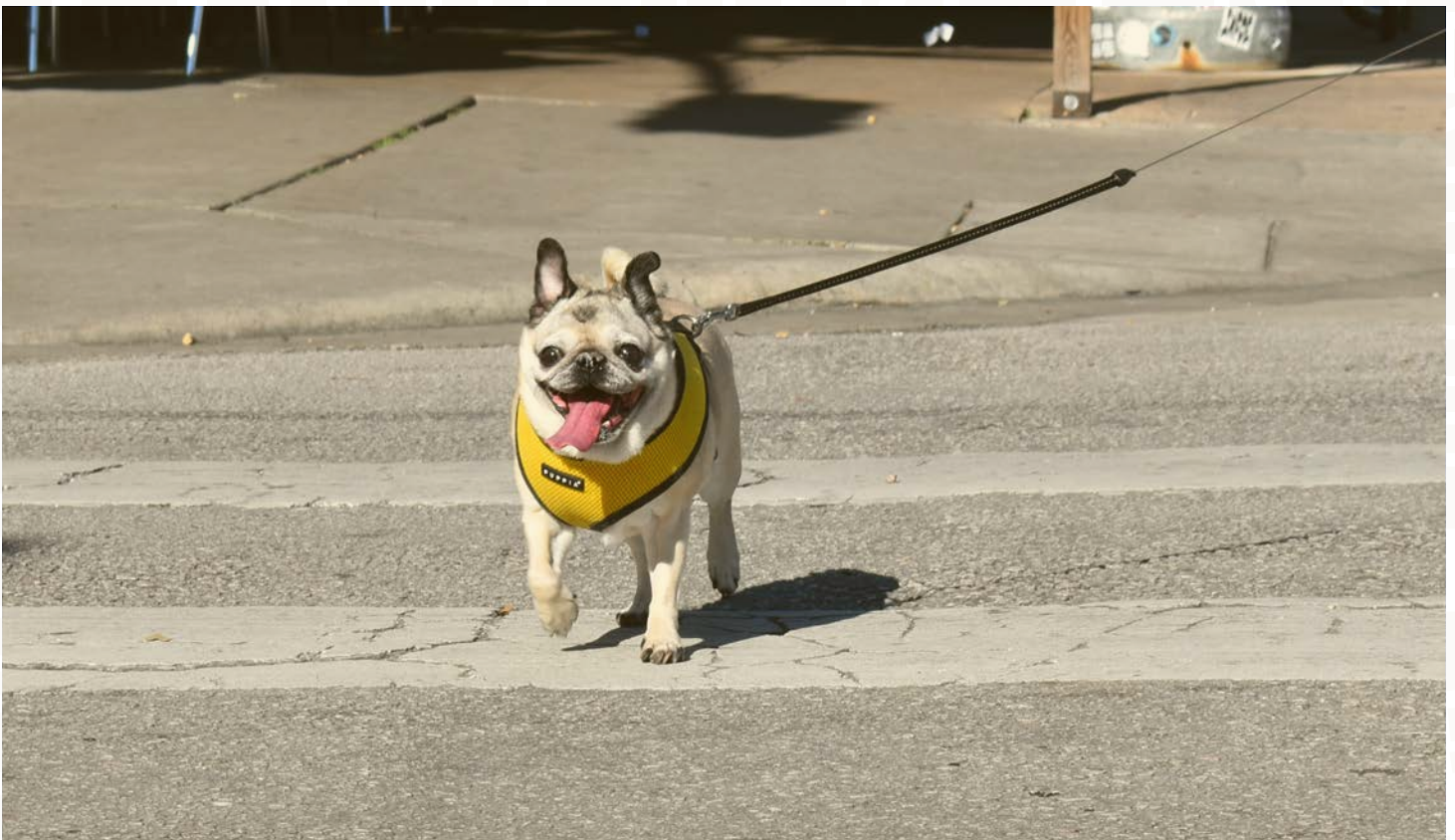
The 2021 MAP also includes a number of coordinated projects and program-specific projects with accompanying maps. A subset of these coordination projects are identified as leveraging projects, which means funding has been identified from multiple programs.

Project information contained in the 2021 MAP can also be found on an [interactive web map published on the 2016 Mobility Bond website](#). The maps only include projects funded by 2016 Mobility Bond funding. Work funded by other sources does not necessarily appear on the map, unless there is a 2016 Mobility Bond funding source tied to that project.

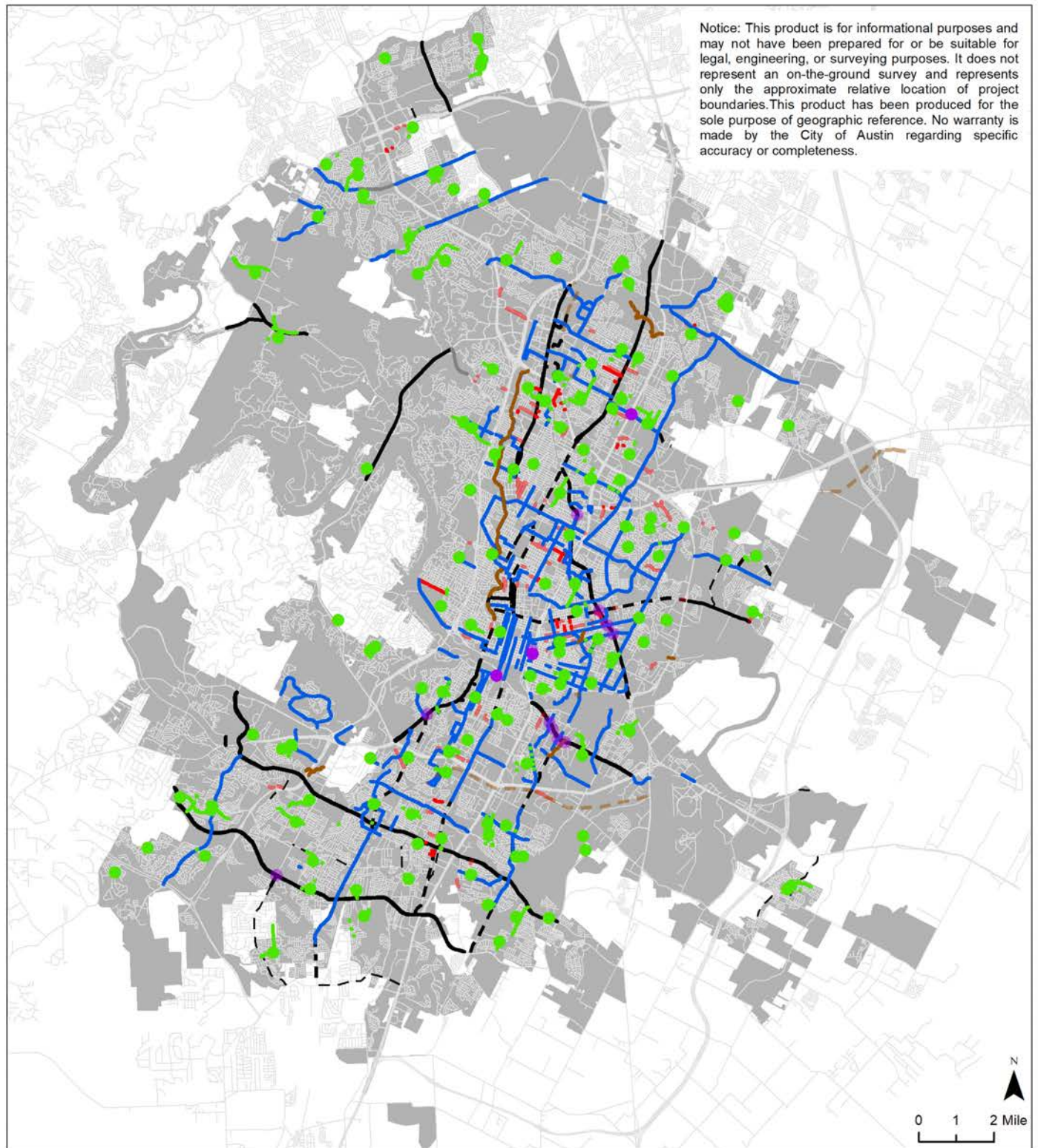


INTRODUCTION

Staff is publishing a preliminary draft 2021 MAP for public review and comment through February 7, 2021. Feedback gathered during this preliminary release will be used by all 2016 Mobility Bond programs, respectively, as their projects and processes further develop. In many cases, project implementation remains contingent upon successful feasibility analysis, coordination, and/or additional public processes. Feedback will also be used to improve the overall MAP process and in the development of future MAPs. Coordination among the 2016 Mobility Bond programs will continue through the project development and delivery process, as well as in the development of the 2022 MAP.



2021 MOBILITY ANNUAL PLAN OVERVIEW MAP



Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

An aerial photograph of a city street intersection. In the background, a large stadium with a distinctive white, angular roof is under construction, with a yellow crane visible. The foreground shows a multi-lane road with cars and a bus. To the right, there's a Starbucks and other commercial buildings. The text "CORRIDOR MOBILITY PROGRAM" is overlaid in white, serif, all-caps font across the center of the image.

CORRIDOR MOBILITY PROGRAM

OVERVIEW

On April 26, 2018, Austin City Council adopted the Corridor Construction Program (CCP) and the dedication of 2016 Mobility Bond funds to prioritized corridor projects. The Corridor Construction Program is composed of mobility, safety, and connectivity improvements on nine major roadways, or corridors, throughout Austin.

1. North Lamar Boulevard (US Highway 183 to Howard Lane)
2. Burnet Road (Koenig Lane to Mopac Expressway)
3. Airport Boulevard (North Lamar Boulevard to US Highway 183)
4. East Martin Luther King Jr. Boulevard/Farm to Market 969 (US Highway 183 to Decker Lane)
5. South Lamar Boulevard (Riverside Drive to Ben White Boulevard/West US Highway 290)
6. East Riverside Drive (Interstate Highway 35 to State Highway 71)
7. Guadalupe Street (Martin Luther King Jr. Boulevard to West 29th Street)
8. William Cannon Drive (Southwest Parkway to McKinney Falls Parkway)
9. Slaughter Lane (Farm to Market 1826 to Vertex Boulevard)

The Corridor Construction Program is based on recommendations included in existing Corridor Mobility Plans and direction given by City Council's 2016 Contract with Voters. It uses four Mobility Priorities and six Community Considerations as guiding criteria to rank mobility improvements and develop a series of investment packages that incrementally realize the full vision of each corridor. The estimated cost to design and construct all improvements included in the Corridor Construction Program is approximately \$1.4 billion. The 2016 Mobility Bond can fund a portion of the improvements, and the City of Austin will pursue partnerships, leveraging opportunities, and other funding strategies to fully implement the entire Corridor Construction Program.

The CCP projects will occur in "waves" of implementation based on estimated project delivery constraints such as necessary right-of-way acquisition, expected utility relocations, coordination with external agencies, etc. The bulk of construction for the CCP is anticipated to occur between 2021 and 2024. The Corridor Program Office (CPO) has also identified smaller projects that broke ground prior to Summer 2020. Those "early-out" projects include new signals, sidewalks, and more. As part of the design phase, the Corridor Program Office continues to refine the strategy for packaging and sequencing the corridor projects.



PROJECT PRIORITIZATION

For the 2021 MAP process, the Corridor Program Office referenced the 2020 Mobility Annual Plan and future projects identified by the Local Mobility programs of the 2016 Mobility Bond. The Corridor Program Office evaluated each opportunity to determine connectivity to community points of interest, affordable housing sites, or other destinations that further the desired outcomes outlined in the Contract with Voters. Projects with connections to the program's Community Considerations, existing or near future mobility infrastructure were prioritized.

PROJECT SELECTION

The Corridor Program Office worked with each Local Mobility group to review 2021 MAP coordination opportunities and determine which opportunities should be carried into design and construction along the corridors. Ongoing coordination efforts and conversations determine the feasibility and timing of projects and how coordination will impact each program's budget and prioritized investment schedules.

During the MAP process, two types of projects emerged for the Corridor Program Office to pursue for coordination:



1. PROJECTS THAT FURTHER COMPLETE COMMUNITIES GOALS

Chosen from MAP coordination meeting conversations, connectivity to locations included in the CPO's previous Community Considerations analysis, and the range of Local Mobility programs included. The next page includes examples of the types of projects identified along each corridor. The CPO plans to evaluate each project for feasibility in 2021.



2. PROJECTS CONNECTING LOCAL MOBILITY NETWORKS AND PLANNED PROJECTS

Examples include extended sidewalks to meet the existing network, or provision of shared use paths behind the curb on adjacent streets so cyclists and pedestrians can safely cross the corridor.

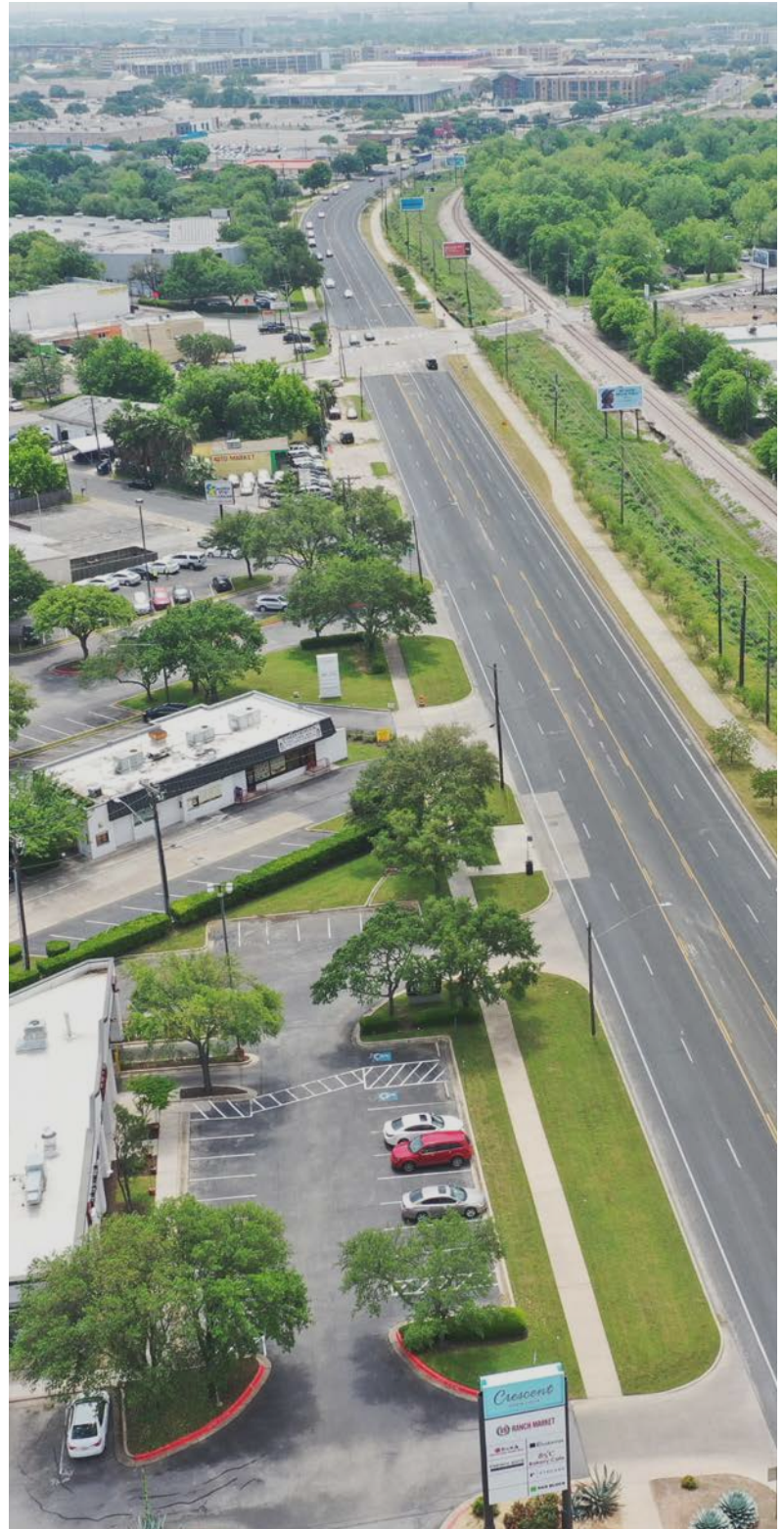
Corridor Mobility Program Project Selection, continued:

The Corridor Program Office also coordinated with Local Mobility programs on a variety of other projects, many of which are listed in the project tables in other program sections of this document.

The Corridor Program Office is a partner in these projects, but the other programs are considered leads in the design and implementation of the projects.

In addition to ongoing, specific project coordination opportunities, conversations at the MAP coordination meetings led to a larger effort to determine how the Corridor Construction Program's design can better connect to the Local Mobility network that crosses the nine corridors in the Corridor Construction Program.

- The Corridor Program Office and Bikeways Program continue to evaluate how both planned and existing bicycle routes that cross the corridor are incorporated into the design of intersections.
- Similar work is planned for coordination with other Local Mobility programs to ensure all modes can travel along, and across nine of Austin's major corridors safely and comfortably.



PROGRAM ACCOMPLISHMENTS

The Corridor Program Office reached many milestones during Fiscal Year 2020, including:

- Broke ground on North Lamar Boulevard intersection improvements in November 2019 for Cooper, Grady, Fairfield and West Powell. Anticipated completion **October 2020**.
- ADA-compliant curb ramps installed at Emerald Forest intersection on William Cannon Drive in **April 2020**.
- Completed Corridor Mobility Plans (Martin Luther King Jr. Boulevard, South Pleasant Valley Road, Menchaca Road) in **July 2020**.
- Coordinated with Public Works Department Sidewalk Program to begin shared-use path construction on North Lamar Boulevard between Caddo Street and On the Green Apartments in **July 2020** with funding from the 2016 Mobility Bond and a TxDOT grant.
- First two Indefinite Delivery Indefinite Quantity (IDIQ) Corridor Mobility Program contracts for Bicycle and Pedestrian Improvements and Traffic Signal and PHB Installation were approved by Council in **July and September 2020**, respectively.
- Began East Riverside intersection improvements at Tinnin Ford, Willow Creek, Wickersham and Coriander in **August 2020**.
- Guadalupe corridor additional West Campus sidewalk improvements began in **September 2020**.



Improvements at North Lamar Boulevard/Fairfield Drive intersection

Corridor Mobility Program Accomplishments, continued:



- Previously identified projects have continued to be advanced to final design and will begin construction January 2021:
 - Burnet Road intersections at Braker Lane and Koenig Lane (construction anticipated to begin **January 2021 and June 2021 respectively**).
 - South Lamar enhanced multimodal improvements between Riverside Drive and Barton Springs Road (construction anticipated **spring 2021**).
 - Guadalupe Contraflow Transit Lane Phase II scheduled to begin **December 2020/early 2021**.
 - William Cannon Drive CAMPO-funded improvements between Running Water Drive and McKinney Falls Parkway (construction anticipated to begin **summer 2021**).
 - Slaughter Lane CAMPO-funded improvements between MoPac Expressway and Brodie Lane (construction anticipated to begin **fall 2021**).
 - Slaughter Lane intersection at Escarpment Boulevard (construction anticipated to begin **spring 2021**).
- Top crash intersections identified by Vision Zero that fall along the corridors continue to be evaluated for improvements in coordination with Austin Transportation Department. Many safety improvements are needed at these intersections now, and each will continue to be evaluated ahead of the planned construction schedule to ensure safe passage before, during, and after corridor construction.

Community outreach in 2020 to support these and other efforts included engagement with corridor businesses, property owners and neighborhoods, as well as coordination with other City departments and local agencies. Specific community engagement efforts that took place during Fiscal Year 2020 include but are not limited to:

- Public meetings such as open houses and “office hours” events to share program-wide and corridor-specific updates.
- One-one-one meetings with property owners and businesses to discuss potential property impacts.
- Participation in partner agencies’ engagement events, which include tabling Project Connect open houses and workshops (particularly related to their Orange and Blue Line plans).
- One-on-one meetings and presentations with stakeholders, neighborhood groups, and business owners, upon request.
- Three corridor specific, virtual public hearings were conducted as part of the environmental clearance process in accordance with the National Environmental Policy Act (NEPA) for the roadways that are owned by the State of Texas, including North Lamar Boulevard, South Lamar Boulevard and portions of Burnet Road.

2021 CORRIDOR MOBILITY PROJECTS LIST

Project Name	Project Description and Limits	Length (miles)	Council District(s)
Airport Boulevard – Bruning Avenue	Explore alternatives to partner with Local Mobility Programs to fund and implement mobility and safety improvements along Bruning Avenue from Airport Boulevard to Eilers Avenue, to support the planned improvements in this area by the Local Mobility Programs.	0.10	9
Airport Boulevard - North Lamar Boulevard	Partner with Bikeways Program to convert sidewalk to a 10-foot shared use path on the southwest side of North Lamar Boulevard, from Airport Boulevard to Justin Lane.	0.10	7, 4
East Martin Luther King Jr. Boulevard/Farm to Market 969 – Oak Meadows	Partner with Safe Routes to School, Sidewalks, and Bikeways programs to extend a shared use path from East Martin Luther King Jr. Boulevard/Farm to Market 969 up Decker Lane to Park At Woodlands Drive. <i>Community Considerations Connections: Oak Meadows Elementary School, KIPP Austin</i>	0.30	1
East Riverside Drive – Country Club Creek Trail	Partner with Capital Metro, Urban Trails, and Bikeways programs to coordinate a connection from East Riverside Drive to the trail crossing underneath the Country Club Creek bridges. <i>Community Considerations Connections: Country Club Creek Trail, affordable housing, community shopping center</i>	N/A	3
Guadalupe Street/ Lavaca Street Bikeways	Partner with Capital Metro and the Bikeways Program to improve bicycle and transit facilities immediately south of Martin Luther King Jr. Boulevard. This will be in close coordination with Project Connect and their vision for this corridor. <i>Community Considerations Connections: Texas Homeless Education Office, Texas Workforce Commission, Texas Department of Insurance, The G Apartments (affordable housing)</i>	0.25	9
North Lamar Boulevard – Grady Drive	In conjunction with the construction of a traffic signal at North Lamar Boulevard and Grady Drive, partner with Sidewalks and Bikeways to close sidewalk gaps and improve bicycle connections along Grady Drive. <i>Community Considerations Connections: Chinatown Center, Marketplace</i>	0.25	4

Project Name	Project Description and Limits	Length (miles)	Council District(s)
Slaughter Lane – Onion Creek Trail connections	Partner with Urban Trails Program to connect the proposed Onion Creek Trail to Slaughter Lane at Brandt Road and Bluff Springs Road. <i>Community Considerations Connections: IDEA Bluff Springs, Onion Creek Trail</i>	N/A	2
South Lamar Boulevard - Barton Skyway/Menchaca Road Intersection Improvements	Explore partnership opportunities with the Sidewalks Program to fund and implement mobility and safety improvements at the intersection of Barton Skyway and Menchaca Road. The Corridor Program Office will explore options for integrating this planned work into the South Lamar Corridor Improvement Implementation Project.	0.10	5
South Lamar Boulevard - Barton Springs Road	Partner with Bikeways Program to connect to existing westbound bike lane on Barton Springs Road through a behind curb shared-use-path from railroad crossing to South Lamar intersection.	0.10	5
South Lamar Boulevard – Bluebonnet Connection	Explore partnership opportunities with Safe Routes to Schools to fund and implement mobility and safety improvements on Bluebonnet Lane. This provide a critical off-corridor connection between the South Lamar Corridor and the proposed roundabout at Bluebonnet and Del Curto.	0.12	5
William Cannon Drive – Brodie Lane	Partner with Bikeways and Safe Routes to School programs to provide a bicycle connection along Brodie Lane from William Cannon Drive to Covington Middle School. <i>Community Considerations Connections: Covington Middle School</i>	0.25	
William Cannon Drive – Violet Crown Trail Connection	Partnering with the Urban Trails Program to fund a connection from the Violet Crown Trail crossing MoPac along the West side of the MoPac right-of-way to the William Cannon intersection, to support the planned Violet Crown trail construction planned by the Urban Trails Program.	0.23	8

A long-exposure photograph of a large arch bridge at night. The bridge's steel arch structure is prominent, with light trails from traffic on the bridge deck. The surrounding landscape includes a river, trees, and distant hills with some buildings and communication towers visible under a dark sky. The text "REGIONAL MOBILITY PROGRAM" is overlaid in white, serif, all-caps font.

REGIONAL MOBILITY PROGRAM

OVERVIEW

The 2016 Mobility Bond dedicates \$101 million to six Regional Mobility projects to address congestion and enhance safety. Of these six projects, four are partnership projects with the Texas Department of Transportation (TxDOT) and two are being developed with in-house City resources. These projects are focused on major roadways and their intersections. Improvements may include roadway expansion, signal modifications, changes to the design of medians, driveway reconstruction, and improved bicycle and pedestrian facilities.

Per Council Resolution 20160818-074,

Council's "Contract with the Voters," 2016 Mobility Bond funding is to be invested in the following Regional projects:

- R1 – Loop 360 corridor intersections at Westlake Drive, Courtyard Drive, Ranch to Market 2222, Lakewood Drive, and Spicewood Springs Road/Bluffstone Drive
- R2 – Spicewood Springs Road east of Loop 360
- R3 – Anderson Mill Road
- R4 – Intersection of Ranch to Market 620 and Ranch to Market 2222
- R5 – Parmer Lane between State Highway 45 and Brushy Creek
- R6 – Improvements to Old Bee Caves Road Bridge



PROJECT DELIVERY

\$70.5 million, or 70% of the \$101 million Regional Mobility Program, is in the form of partnership Advanced Funding Agreements for the following partnership projects:

- R1 – Loop 360 (\$46 million – executed June 2017)
- R4 – Ranch to Market 620 at Ranch to Market 2222 (\$7.5 million executed August 2017)
 - \$5.2 million contribution made to TxDOT for right-of-way acquisition/utility adjustments August 2017
 - \$2.3 million contribution made to TxDOT for Project 2 construction May 2019
- R5 – Parmer Lane/Farm to Market 734 (\$17 million – executed June 2017)

Since the Old Bee Caves Road Bridge project (R6) is included in the non-tolled Oak Hill Parkway project's Build Alternative "A", in accordance with Council Resolution 20190131-030, the City entered into the required 10% local participation agreements with TxDOT in March 2019 for right-of-way acquisition and utility adjustments in the amount of \$3.3 million, which was contributed to TxDOT in April 2019. The City also entered into an Environmental Memorandum of Understanding with TxDOT Austin District in February 2019 regarding collaboration on storm water management and environmental protection.

The remaining \$4.7 million of originally allocated \$8 million of 2016 Regional Mobility Bond funds (8%) will be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented in accordance with Council Resolution 20160818-074 and the memo to Mayor and Council dated April 12, 2019.

Approximately \$22.5 million, or 22% of the \$101 million Regional Mobility Program, is being developed in-house by City resources. These projects are:

- R2 – Spicewood Springs Road (\$17 million)
- R3 – Anderson Mill Road (\$5.5 million)
 - Preliminary engineering funded by non-2016 Mobility Bond (\$500,000)
 - Design and construction funded by 2016 Mobility Bond

PROGRAM RISKS

Partnership project delivery is contingent upon the environmental review and approval process and partner delivery schedule. Project development is prioritized on funded for construction projects such as Loop 360 at Westlake Drive. Development of projects unfunded for construction continue with available resources as TxDOT seeks to secure funding. This is being mitigated with constant communication with partners, timely execution of Advanced Funding Agreements, coordination of storm water quality and quantity, bicycle/pedestrian mobility, and cross-street opportunities.

Major in-house project delivery risks are balancing public engagement with long-term needs of the regional transportation network, adjacent project coordination, and managing scope of work to fit within the available budget and other identified funding sources.

PROGRAM

ACCOMPLISHMENTS

R1 – Loop 360

- TxDOT and their General Engineering Consultant are managing the environmental study and schematic development of the entire Loop 360 corridor. Coordination with Watershed Protection Department for water quality, Active Transportation and Street Design Division for corridor bicycle and pedestrian connectivity, Arterial Management Division for signal design and operation, and Office of Sustainability for Dark Skies lighting initiative is ongoing
- The Loop 360 at Westlake Drive/Cedar Street project received environmental clearance in March 2020, began utility relocations, and is scheduled for a January 2022 construction letting
- The Loop 360 at Lakewood Drive and Spicewood Springs Road projects completed 60% design in July 2020 and 90% design in October and November 2020 respectively; environmental clearance is anticipated in mid 2021. The City's Spicewood Springs Road design team is continuing to coordinate with TxDOT on the tie-in at the Spicewood Springs Road/Loop 360 intersection as well as with Watershed Protection Department on the Old Spicewood Springs Road Low Water Crossing under Loop 360
- The Loop 360 at Courtyard Drive and RM 2222 project completed 60% design in September 2020 and a virtual Public Hearing was held in October 2020. Environmental clearance is anticipated in early 2021.
- Coordination ongoing with Travis County's proposed bridge replacement project for Spicewood Springs Road Low Water Crossing #1



R2 – Spicewood Springs Road

- 60% design completed July 2020
- Coordination with adjacent TxDOT Loop 360 at Spicewood Springs Road/Bluffstone Lane ongoing
- 90% design anticipated March 2021
- Construction anticipated in early 2022

R3 – Anderson Mill Road

- City Council approved construction contract award with M.A. Smith Contracting in May 2020
- Construction notice to proceed issued July 2020
- Virtual groundbreaking ceremony held August 2020
- Construction phase anticipated to last up to 18 months

R4 – Ranch to Market 620 at Ranch to Market 2222

- Project 1 construction continuing; completion anticipated mid-2021
- Project 2 construction continuing; completion anticipated late-2021

R5 – Parmer Lane/Farm to Market 734

- Environmental clearance received February 2020
- 30% design completed May 2020
- City Council approved an additional \$1.2M of Watershed Protection Department funding for water quality improvements and an Environmental Memorandum of Understanding Appendix with the TxDOT Austin District in August 2020
- 60% design anticipated October 2020
- 90% design anticipated January 2021
- Anticipated construction start in 2022

R6 – Old Bee Caves Road Bridge

- As discussed under Project Delivery, since the Old Bee Caves Road Bridge project (R6) is included in the non-tolled Oak Hill Parkway project's Build Alternative "A", in accordance with Council Resolution 20190131-030, the City entered into the required 10% local participation agreements with TxDOT in March 2019 for right-of-way acquisition and utility adjustments in the amount of \$3.3 million, which was contributed to TxDOT in April 2019. The remaining \$4.7 million of originally allocated \$8 million of 2016 Regional Mobility Bond funds (8%), will be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented in accordance with Council Resolution 20160818-074 and the memo to Mayor and Council dated April 12, 2019.
- Texas Transportation Commission approved the Oak Hill Parkway design-build contract award to Colorado River Constructors in April 2020; and Notice to Proceed #1 was issued in September 2020.



2021 REGIONAL MOBILITY PROJECTS LIST

Project Name	Project Description and Limits	Length (miles)	Council District(s)
Anderson Mill Road	Safety and mobility improvements between Spicewood Parkway and US Highway 183	1.0	6
Loop 360	Grade separation of Loop 360 and Westlake Drive, Spicewood Springs Road/Bluffstone Drive, Lakewood Drive, Courtyard Drive/Ranch to Market 2222	4.3	6
Old Bee Caves Road Bridge	Replacement of the existing low water crossing structure at Old Bee Caves Road over Williamson Creek as part of TxDOT's Oak Hill Parkway project	0.5	8
Parmer Lane/Farm to Market 734	Addition of a third lane in each direction from North State Highway 45 to Farm to Market 1431 (Whitestone Boulevard). City funding will only be used for the portion of the project within the City limits (State Highway 45 to Brushy Creek)	2.3	6
Ranch to Market 620 at Ranch to Market 2222	Addition of a bypass road to provide additional capacity in the Four Points area from Steiner Ranch Boulevard to McNeil Drive. Consists of two sub-projects	2.6	6, 10
Spicewood Springs Road	Safety and mobility improvements east of Loop 360 to 0.2 miles west of Mesa Drive	1.0	10

SIDEWALKS



OVERVIEW

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



PROJECT DELIVERY

Since the adoption of the 2016 Mobility Bond, the number of active sidewalk/local mobility construction sites has doubled to meet the implementation requirements of the Local Mobility sidewalk portion of the 2016 Mobility Bond. The successful ramping up of construction capacity was only possible through a focused and coordinated effort by all departments and programs that make up the City's capital delivery system. Implementation will continue to occur primarily through a combination of field engineering and Unit Cost/Indefinite Delivery Indefinite Quantity contracts, which yields significant cost and time savings over traditional design/bid/build delivery methods.

PROJECT SELECTION

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

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

This section of the report only covers the \$37.5 million allocated under the Local Mobility portion of the 2016 Mobility Bond. In order to select the small subset of projects outlined in the tables below, the very high and high priority "needs" identified by the 2016 Sidewalk Master Plan Update were overlaid with "opportunities" that would allow a single sidewalk project to address multiple City



priorities. The projects developed had a primary focus on new sidewalks that address gaps in the network consistent with the February 2017 Bond Overview and Implementation Plan.

The Local Mobility sidewalk project list includes the potential projects for the remaining four years of the eight-year construction program. The list is divided into two parts: 1) projects planned to start construction in 2021; and 2) the balance of projects anticipated to start construction in the years 2022- 2024. These lists will be updated and refined each year, based on review and feedback by Council offices, internal/external stakeholders, and the public.



PROGRAM RISKS

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

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

PROGRAM

ACCOMPLISHMENTS

“...COMPLETED 82,177
LINEAR FEET OF NEW AND
REHABILITATED SIDEWALKS IN
67 PROJECTS THROUGHOUT
THE CITY OF AUSTIN...”

The sidewalk quarterly report maps show where sidewalk improvements are active, completed, and planned as part of the Sidewalk Master Plan and ADA Transition Plan. In 2020, the Sidewalk Program completed **82,177 linear feet of new and rehabilitated sidewalks in 67 projects throughout the City of Austin**. Additional information can be found on the Sidewalk Program website.



2021 SIDEWALKS PROJECTS LIST

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Bennett Avenue	East 43rd Street to East 46th Street	1,024	9
Chantilly Lane	Chantilly Lane (gap)	84	4
Chestnut Avenue	East 18th Street to East 13th Street	660	1
Clearday Drive	South Congress Avenue to Star Drive	438	2
Depew Avenue	East 45th Street to East 46th Street	319	9
East 12th Street	Walnut Avenue to Chestnut Avenue	948	1
East 18th 1/2 Street	Harvey Street to McKinley Avenue	345	1
East 45th Street*	Airport Boulevard to Duval Street (gaps)	2,095	9
East 46th Street*	Red River Street to Airport Boulevard	571	9
East Yager Lane	Jourdan Crossing Boulevard to Cottage Promenade Court	3,646	1

* **Denotes a coordination project.** Projects shown are anticipated to be in active development in 2021. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Enfield Road	Exposition Boulevard to Lake Austin Boulevard	3,629	10
Fairfield Drive, Contour Drive	Ohlen Road to Research Boulevard (US Highway 183 Service Road)	115	7
Fenelon Drive	Tecumseh Drive (gap)	154	4
Garden Villa Lane	Barton Skyway to South Center Street	1,310	3
Ken Street	Ken Street (gap)	249	4
Lake Creek Parkway	Lake Creek Parkway and US Highway 183 Service Road (gaps)	390	6
Leo Street	Guidepost Trail to Cameron Loop (gaps)	1,435	5
Leona Street	East 16th Street to East Martin Luther King Jr. Boulevard	966	1
Liberty Street	East 32nd Street to Harris Avenue (gaps)	150	9
Locke Lane	Weathers Lane to Barton Skyway	570	3
Mahone Avenue [*]	Burnet Road (gap)	261	7

*** Denotes a coordination project.** Projects shown are anticipated to be in active development in 2021. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

Project Name	Project Description and Limits	Length (feet)	Council District(s)
McKinley Avenue	East 18th 1/2 Street to East 12th Street	1,698	1
Meteor Drive	Star Drive to South Congress Avenue	522	2
Neans Drive	North Lamar Boulevard to Parkfield Drive	2,784	4
Ohlen Road	Research Boulevard (US Highway 183 Service Road) (gaps)	432	7
Parker Lane	Wickshire Lane (gap)	312	3
Payton Gin Road	Putnam Drive to Research Boulevard (US Highway 183 Service Road)	473	7
Poquito Street	East 12th Street to East 16th Street	809	1
Putnam Drive	Ohlen Road to Research Boulevard (US Highway 183 Service Road)	2,385	7
Ramble Lane	Hedgewood Drive to South 1st Street	1,104	3
Ray Wood Drive	Weathers Lane to Barton Skyway	485	3
Red River Street	Ellingson Lane to Hancock Shopping Center	543	9
Rockwood Lane *	Burnet Road (gap)	756	7

*** Denotes a coordination project.** Projects shown are anticipated to be in active development in 2021. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Rockwood Lane	West Anderson Lane (gap)	260	7
South Center Street	South 2nd Street to Garden Villa Lane	625	3
Sunstrip Drive *	William Cannon Drive (gap)	122	2
Teakwood Drive	Burnet Road (gap)	152	7
Tecumseh Drive	Tecumseh Drive at Fenelon Drive (gaps)	154	4
Thompkins Drive	East Yager Lane (gap)	103	7
US Highway 290 Westbound Service Road	Cameron Road (gaps)	281	4
Wilshire Boulevard *	Schieffer Avenue to Interstate Highway 35 Service Road Northbound	1,651	9

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2022 - 2024 POTENTIAL SIDEWALKS PROJECTS LIST

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Adams Avenue	Ullrich Avenue to Burnet Road	623	7
Amber Street	Navasota Street to Waller Street	129	1
Ashdale Drive *	Burnet Road to Rockwood Lane	2,127	7
Avenue C	West 45th Street to West 44th Street	124	9
Avenue D	West 43rd Street to West 45th Street	451	9
Avenue F	West 44th Street to West 45th Street	634	9
Balcones Woods Drive	Research Boulevard (US Highway 183 Service Road) (gap)	180	7
Barton Skyway *	South Lamar Boulevard (gap)	134	5
Baylor Street	West 11th Street to Parkway	647	9
Blue Meadow Drive	Stoneleigh Place to Deep Lane	1,432	2
Bluff Springs Road	Quicksilver Boulevard to Tranquilo Trail	757	2

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Project Name	Project Description and Limits	Length (feet)	Council District(s)
Bramble Drive	Cedardale Drive to South First Street	721	2
Bruning Avenue *	Duval Street to Airport Boulevard (gaps)	1,698	9
Burleson Road	Todd Lane to Promontory Point	2,807	2
Charlton Drive	US Highway 290 Service Road to Geneva Drive	632	1
Clay Avenue	Houston Street to Ullrich Avenue	1,552	7
Clifford Avenue	East 13th Street to East 16th Street	575	1
Colony Loop Drive	Loyola Lane (gap)	345	1
Convict Hill Road	Brush Country Road to Flaming Oak Place	1,152	8
Decker Lane	Loyola Lane to FM 969 (potential Travis County partnership)	TBD	1
East 13th Street	Leona Street to Navasota Street	1,326	1
East 14th Street	Chestnut Avenue to Ulit Avenue	1,110	1
East 18th Street	Leona Street to Poquito Street	717	1

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Project Name	Project Description and Limits	Length (feet)	Council District(s)
East 30th Street	Speedway to Duval Street	113	9
East 33rd Street	Speedway to Duval Street	728	9
East 41st Street	Duval Street to Red River Street (gaps)	564	9
East 51st Street	Pecan Springs Road to Springdale	903	1
East 51st Street	Duval Street to Avenue F	820	9
East 53rd 1/2 Street	Interstate Highway 35 Service Road to Helen Street	1,322	4
East Martin Luther King Jr. Boulevard	E.M. Franklin Avenue (gap)	334	1
East Martin Luther King Jr. Boulevard	Tannehill Lane to US Highway 183 Service Road	577	1
East Oltorf Street	Alvin Devane Boulevard (gap)	391	3
Eberhart Lane	Starstreak Drive to Sunstrip Drive	1,138	2
Elm Creek Drive *	East Bluff Drive to East William Cannon Drive	564	2
Fletcher Street	Euclid Avenue to Wilson Street	474	9

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Project Name	Project Description and Limits	Length (feet)	Council District(s)
Frontier Trail	Pack Saddle Pass to Menchaca Road	1,491	5
Frontier Trail	Taos Boulevard to Pack Saddle Pass	1,005	5
Gardner Road	Jain Lane to Lotus Lane	1,015	3
Gaston Place Drive	Briarcliff Boulevard, Gaston Place Drive, Westminster Drive (ramps)	24	1
Gault Street	Wooten Drive to West Anderson Lane	1,275	7
Geneva Drive	US Highway 290 Service Road to Langston Drive	3,135	1
Glen Oaks Drive	North Pleasant Valley Road to Neal Street	273	1
Greenlawn Parkway	Greenhaven Drive to Burnet Road	1,509	7
Hearn Street	Lake Austin Boulevard (gap)	153	10
Hermitage Drive	Interstate Highway 35 Service Road to Loralinda Drive	1,149	4
Kerbey Lane	West 35th Street to West 38th Street	459	10
Krebs Lane, Wilson Street	South Congress Avenue to South 1st Street	1,150	3

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Project Name	Project Description and Limits	Length (feet)	Council District(s)
Laird Drive, Ullrich Avenue	West Koenig Lane to Arroyo Seco	1,571	7
Lazy Creek Drive	Pecan Brook Drive (gap)	91	1
Mesa Drive	Spicewood Springs Road to Steck Avenue (gaps)	149	10
Middle Lane	North Drive to North Interstate Highway 35 Frontage Road	1,364	4
New York Avenue	Chicon Street to Chestnut Avenue	1,020	1
North Farm to Market 620	North Lake Creek Parkway (gaps)	498	6
North Farm to Market 620	West of Lyndhurst Street (gap)	203	6
Norwood Hill Road	Pecan Springs Road to Springdale Road	2,159	1
Parker Lane	Woodland Avenue to East Riverside Drive	1,462	9
Ptarmigan Drive	Metric Boulevard (gap)	71	7
Pearl Street	West 29th Street (gap)	51	9
Penny Lane	Stillwood Lane to Burnet Road	757	7

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Project Name	Project Description and Limits	Length (feet)	Council District(s)
Quicksilver Boulevard	Bluff Springs Road (gaps)	149	2
Research Boulevard (US Highway 183 Northbound Service Road)	Seton Center to Balcones Woods Drive	884	7
Rutherford Lane	Centre Creek Drive to Cameron Road (gaps)	1,405	1
Sagebrush Drive, South Meadows Drive *	North Lamar Boulevard to Plains Trail	2,189	4
Salado Street	West 28th Street (gaps)	566	9
San Jacinto Boulevard	Speedway and East 30th Street	212	9
San Pedro Street	West 26th Street to West 28th 1/2 Street	1,292	9
Sheridan Avenue	Clayton Lane to US Highway 290	1,160	1
South 2nd Street	Fletcher Street to West Mary Street	1,031	9
South 3rd Street	West Annie Street to West Monroe Street	696	9
S L Davis Avenue	Coleto Street to Chestnut Avenue	224	1
Southridge Drive	Banister Lane to Southport Drive	378	3

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Project Name	Project Description and Limits	Length (feet)	Council District(s)
Southway Drive	Southridge Drive to Banister Lane	648	3
Speedway	East 42nd Street to East 46th Street (gaps)	12	9
Springdale Road *	Airport Boulevard to Lyons Road	1,960	3
Springdale Road	Glissman Road to East 5th Street	1,638	3
Stark Street	North Lamar Boulevard (gap)	41	7
Steck Avenue *	Burnet Road to Valleydale Cove	600	7
Steck Avenue	North Mopac Expressway to Bent Tree Road	510	10
Sunshine Drive	Houston Street to North Loop Boulevard	831	7
Tumbleweed Drive	Pecan Brook Drive (gap)	117	1
Vinson Drive *	Emerald Forest Drive to West Saint Elmo Road	2,665	3
West 28th Street	San Pedro Street to Salado Street	172	9
West 30th 1/2 Street	North Lamar Boulevard (gap)	285	9

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Project Name	Project Description and Limits	Length (feet)	Council District(s)
West 35th Street	Camp Mabry (gap)	249	10
West 35th Street	Guadalupe Street to Home Lane (gaps)	358	9
West 44th Street	Guadalupe Street to Avenue H	1,686	9
West 5th Street	West Powell Street to Campbell Street (gaps)	389	9
West 5th Street	West Powell Street to Oakland Avenue	372	9
West Braker Lane	North Mopac Expressway to Seton Center	3,819	7
West Braker Lane	Ptarmigan Drive (gap)	527	4
West Grady Drive	Georgian Drive to North Lamar Boulevard	1,436	4
Wheless Street	East 10th Street to East 11th Street	207	1
Whitis Avenue	West 27th Street to West 29th Street	604	9
William Holland Avenue	North Loop Boulevard to West Koenig Lane (gaps)	2,182	7
Wilson Street	West Live Oak Street (gap)	102	9

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SAFE ROUTES TO SCHOOL



OVERVIEW

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

The Safe Routes to School Program has employed a two-phase approach to implementing infrastructure projects, each with a separate prioritization process. Phase 1 focused on “early out” projects that address safety concerns raised by the campus communities. The current phase, Phase 2, includes identifying and prioritizing potential projects through the development of Safe Routes to School Infrastructure Reports. Phase 2 also includes moving forward with projects identified in the Infrastructure Report process. The Safe Routes to School Infrastructure Reports were developed through a robust planning and engagement process, with the help of a consultant, to identify and prioritize the best projects to implement in each district.



PROJECT DELIVERY

The 2016 Mobility Bond provides \$27.5M divided equally between Austin's ten City Council Districts. Safe Routes to School coordinates with partner programs through the 2016 Mobility Bond such as sidewalks and bikeways, as well as with other City partners to deliver as many projects as possible across Austin.

PROJECT SELECTION

Final Safe Routes to School Infrastructure Reports are completed and available for review online at AustinTexas.gov/SafeRoutesProjects. This website includes infrastructure reports for all ten City Council districts, and infrastructure plans for 137 elementary and middle schools within the City of Austin full-purpose area.

In early Phase 2, the Safe Routes to School Program consultant team conducted “walk audits” to inform needed projects at elementary and middle schools in all City council districts. Then, identified projects were prioritized based on safety, demand, equity, and stakeholder input to classify projects into five priority categories ranging from very low to very high. The Safe Routes to School Program is now focusing on implementing projects that rank high or very-high in terms of overall benefit ranking as well as projects that rank high or very-high in terms of cost-benefit. Projects that provide leveraging opportunities to extend funding further will also be prioritized. A project notification will be sent to each school's principal in advance of construction to make sure that projects selected to move forward are the best fit for the community.



PROGRAM

ACCOMPLISHMENTS

The 2020 fiscal year saw the completion of the Safe Routes to School Infrastructure Reports for all districts, as well as individual infrastructure reports for 137 elementary and middle schools across Austin. All reports, as well as an interactive virtual map showing the plan recommendations can be accessed at austintexas.gov/saferoutesprojects.

With the Safe Routes to School planning process coming to a close, fiscal year 2020 also marked a transition into full project implementation across the city. The Safe Routes to School program addressed 64 barriers identified in the Infrastructure Reports at 19 different schools across the city. The types of improvements ranged from sidewalks to crossing improvements, to signal upgrades, to trails and improvements to bicycling infrastructure.



2021 SAFE ROUTES TO SCHOOL PROJECTS LIST

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Anderson Mill Elementary - Grisham Middle	Pedestrian crossing improvements at Salt Mill Hollow, Deerbrook Trail / Lake Creek Parkway, Deerbrook Trail / School House Lane, Lake Creek Parkway / Pecan Creek Parkway, School House Lane, Pecan Creek Parkway / Salt Mill Hollow. A public engagement period will begin for protected bike lanes on Pecan Creek Parkway.	3,715	6
Andrews Elementary	Pedestrian crossing improvements at Langston Drive / Loyola Lane, Loyola Lane / Roanoke Drive.	N/A	1
Baranoff Elementary	Pedestrian crossing improvements at Gatling Gun Lane / Warwick Way, Gatling Gun / Brodie Lane, Brodie Lane / Gatling Gun Lane. Signal upgrades and timing adjustments at Brodie Lane / Gatling Gun Lane. Add lighting at Brodie Lane / Gatling Gun Lane. A public engagement period will begin for protected bike lanes on Gatling Gun Lane.	5,144	8
Barrington Elementary	Shared-use path near 503 Capitol Drive Pedestrian crossing improvements at Cooper Drive / Glenn Lane, East Fawnridge Drive / Georgian Drive / West Fawnridge Drive, Cooper Drive / Slayton Drive.	154	4
Barton Hills Elementary	Bicycle and pedestrian crossing improvements at Barton Hills Drive / Barton Skyway. New sidewalk on Barhill Drive.	254	5
Baty Elementary	Pedestrian crossing improvements at East Riverside Drive / Faro Drive, Faro Drive / Summer Drive, Faro Drive / Whitney Way, Crossing Place / Faro Drive. New sidewalk on Faro Drive. Sidewalk repairs on Faro Drive.	1,643	3
Bertha Sadler Means Middle	Pedestrian crossing improvements at Northeast Drive / Willamette Drive, Manor Road / Walnut Hills Drive, Bristol Drive / North Hampton Drive.	N/A	1

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Blanton Elementary	Pedestrian crossing improvements at Blanton Drive / Greenbrook Parkway, Blanton Drive / Rogge Lane. New sidewalk on Rogge Lane (Ridgemont Drive to Delwood Drive).	279	4
Bluebonnet Trail Elementary	Pedestrian crossing improvements at Farmhaven Road / Harris Branch Parkway. Add lighting at Farmhaven Road / Harris Branch Parkway.	N/A	1
Boone Elementary	A public engagement period will begin for protected bike lanes on Eskew Drive.	4,752	8
Brentwood Elementary	Pedestrian crossing improvements at Arroyo Seco / Ruth Avenue, Midblock - Arroyo Seco, Brentwood Street, Brentwood Street / Goodnight Lane / Yates Avenue Shared-use path on Yates Avenue (Brentwood Street to Redlands Street). Shared-use path on Brentwood Street.	1,171	7
Bridge Point Elementary	Pedestrian crossing improvements near 6401 Cedar Street.	N/A	10
Brown Elementary	Pedestrian crossing improvements at Delafield Lane / Northway Drive, Creston Lane / Northway Drive, Northcrest Boulevard / Prairie Dell, Guadalupe Street / Northway Drive. Shared-use path Creston Lane / Northway Drive.	N/A	4
Bryker Woods Elementary	New sidewalk on West 33rd Street.	469	10
Burnet Middle	Pedestrian crossing improvements at Ohlen Road / Hathaway Drive, Doris Drive / Hathaway Drive, Ohlen Road / Renton Drive, Shamrock Avenue / Hathaway Drive, Ohlen Road / Payton Gin Road. New pedestrian hybrid beacon (PHB) at Burnet Road / Doris Drive / Penny Lane. New pedestrian hybrid beacon (PHB) at Burnet Road / Shamrock Avenue. Signal upgrades and timing adjustments at Ohlen Road / Research Boulevard Service Road Northbound. New sidewalk on Shamrock Avenue. Shared-use path on Doris Drive (Stillwood Lane to Hathaway Drive).	2,420	7

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Campbell Elementary	Signal upgrades and timing adjustments at Cedar Avenue / East Martin Luther King Jr Boulevard. New sidewalk on Alexander Avenue.	434	1
Canyon Creek Elementary	Pedestrian crossing improvements at Boulder Lane / Crossland Drive, Boulder Lane / Ember Glen Drive, Calavar Drive / Ember Glen Drive, Boulder Lane / Chestnut Ridge Road	N/A	6
Canyon Vista Middle School	Shared-use path near 8431 Spicewood Springs Road. Pedestrian crossing improvements at Chancellroy Drive / Spicewood Springs Road, Four Iron Drive / Heathrow Drive / Spicewood Springs Road, Saber Creek Trail / Spicewood Springs Road, Bintliff Drive / Spicewood Springs Road, Spicewood Springs Road / Wexford Drive, Chessington Drive / Rustic Rock Drive, Spicewood Springs Road / Yaupon Drive. A public engagement period will begin for protected bike lanes on Spicewood Springs Road Signal upgrades and timing adjustments at Spicewood Springs Road / Yaupon Drive.	9,989	6
Casey Elementary	Pedestrian crossing improvements at Jesse James Drive / Texas Sun Drive, Texas Oaks Drive / Texas Sun Drive, Independence Loop / Texas Oaks Drive. Shared-use path near 9209 Sweetgum Drive. New sidewalk on Texas Oaks Drive.	973	5
Casis Elementary	Pedestrian crossing improvements on Hillview (in front of the school), Near 2727 Exposition Boulevard.	N/A	10
Cedar Creek Elementary	New sidewalk on Pinnacle Road / Walsh Tarlton Lane. New rapid rectangular flashing beacon (RRFB) at Dusky Thrush Trail/Pinnacle Road Shared-use path North of Pinnacle Road to the East side of Walsh Tarlton. Pedestrian crossing improvements at Thousand Oaks Cove / Thousand Oaks Drive / Walsh Tarlton Lane, Pinnacle Road / Walsh Tarlton Lane, Dusky Thrush Trail / Pinnacle Road	543	8

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Cook Elementary	Pedestrian crossing improvements at Quail Valley Boulevard / Rutland Drive. New pedestrian hybrid beacon (PHB) at Quail Valley Boulevard / Rutland Drive.	N/A	4
Copperfield Elementary	Shared-use path connecting from Copperfield to Shropshire Boulevard and Peggoty Place.	598	1
Covington Middle	Pedestrian crossing improvements at Convict Hill Road / Kandy Drive. Shared-use path between Kandy Drive and Stonecroft Drive. New sidewalk on Kandy Drive. Shared-use path Between Hays Hill Drive And Harleyhill Drive.	1,678	8
Cowan Elementary	Signal upgrades and timing adjustments at Davis Lane / West Gate Boulevard. Pedestrian crossing improvements at Midblock - Kentish Drive, Curlew Drive / Kentish Drive. New sidewalk on Piney Creek. New rapid rectangular flashing beacon (RRFB) at Davis Lane / Piney Creek. Shared-use path Davis Lane. Shared-use path Pectoral Drive.	1,270	5
Cunningham Elementary	New pedestrian hybrid beacon (PHB) at Berkett Drive / Menchaca Road. Signal upgrades and timing adjustments at West William Cannon Drive. Signal upgrades and timing adjustments at Berkeley Avenue / Menchaca Road. Add lighting at Berkeley Avenue / Menchaca Road. Pedestrian crossing improvements at Berkett Drive / Buffalo Pass, Buffalo Pass / Hillston Drive.	N/A	5
Davis Elementary	New pedestrian hybrid beacon (PHB) at Angus Road / Duval Road. Shared-use path Mustang Chase (Hereford Way to Rambling Range).	1,730	6
Del Valle Elementary	Pedestrian crossing improvements at Alomar Cove / Thome Valley Drive, Fort Lexington Drive / Gilwell Drive / Ross Road. Shared-use path Fort Lexington Drive / Gilwell Drive / Ross Road. A public engagement period will begin for protected bike lanes on Gilwell Drive.	2,080	2
Dessau Elementary - Delco Primary - Dessau Middle	Shared-use path near 1620 Weatherford Drive. Pedestrian crossing improvements on Dessau Road.	455	7

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Dobie Middle	A public engagement period will begin for protected bike lanes on Teasdale Terrace, Northcape Drive, Tartan Lane, Aberdeen Way. Pedestrian crossing improvements at Aberdeen Way / Tartan Lane, Tartan Lane / Teasdale Terrace, Aberdeen Way / Childress Drive. New sidewalk on Crown Ridge Path. New sidewalk on Northcape Drive New sidewalk on Teasdale Terrace. Shared-use path East Rundberg Lane.	11,637	4
Doss Elementary - Murchison Middle	Pedestrian crossing improvements at Midblock - North Hills Drive, Hart Lane, North Hills Drive / Northledge Drive, Hart Lane / North Hills Drive, North Hills Drive / Thorncliffe Drive. Shared-use path Northledge Drive. Shared-use path Hart Lane (Far West Boulevard to North Hills Drive). New sidewalk on North Hills Drive (Northledge Drive to Thorncliffe Drive). A public engagement period will begin for protected bike lanes on North Hills Drive (Northledge Drive to Mopac Frontage SouthBound).	9,481	10
Elsa England Elementary - Pearson Ranch Middle	Bicycle and pedestrian crossing improvements at Neenah Avenue / Pearson Ranch Road. A public engagement period will begin for protected bike lanes on Pearson Ranch Road. A public engagement period will begin for protected bike lanes on Neenah Avenue (Iveans Way to Pearson Ranch Road).	8,548	6
Forest North Elementary	Pedestrian crossing improvements at Lyndhurst Street / Parliament House Road. A rapid rectangular flashing beacon (RRFB) at Midblock - Lyndhurst Street. Shared-use path from Lyndhurst to back of school.	518	6
Galindo Elementary	Signal upgrades and timing adjustments at South 1 Street Street / South Center Street. Pedestrian crossing improvements at South 2Nd Street, Midblock - Garden Villa Lane, Birch Street / South Center Street, Garden Villa Lane / South Center Street, S 2Nd Street / South Center Street. Shared-use path South Center Street.	1,758	3

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Gorzycki Middle - Mills Elementary	Pedestrian crossing improvements at Barstow Drive / Davis Lane, Hillside Terrace Drive / Ruxton Lane, Barstow Avenue / Hillside Terrace Drive, Hillside Terrace Drive / La Puente Drive / Taylorcrest Drive, Lantana Way / La Siesta Bend, Hillside Terrace Drive / Lantana Way. All-way stop study at Allerton Avenue / Barstow Avenue / Ruxton Lane. A public engagement period will begin for protected bike lanes on Allerton Avenue, Barstow Avenue, Taylorcrest Drive, Hillside Terrace Drive, Lantana Way, Escarpment Boulevard. All-way stop study at Salcon Cliff Drive / Taylorcrest Drive. New rapid rectangular flashing beacon (RRFB) at Davis Lane / Lantana Way. Signal upgrades and timing adjustments at Escarpment/Hillside Terrace.	11,137	8
Govalle Elementary	Pedestrian crossing improvements at Govalle Avenue / Gunter Street, Govalle Avenue / Springdale Road, Gunter Street / Lyons Road, Gunter Street / Neal Street, Lyons Road / Springdale Road, Gunter Street / Thompson Street. Signal upgrades and timing adjustments at Airport Boulevard / Springdale Road. New sidewalk on Springdale Road.	1,129	3
Graham Elementary	Pedestrian crossing improvements at East Braker Lane / Tom Adams Drive.	N/A	1
Grandview Hills Elementary	Pedestrian crossing improvements at Vista Parke Drive / Wilson Parke Avenue. Bicycle and pedestrian crossing improvements at Forest Parke Drive / Wilson Parke Avenue, Denali Parkway / Wilson Parke Avenue. A public engagement period will begin for protected bike lanes on Wilson Parke Avenue, Vista Parke Drive.	11,716	6
Guerrero Thompson Elementary	Pedestrian crossing improvements at East Longspur Boulevard / Oriole Drive, Eastwend Drive / West Longspur Boulevard, North Creek Drive / Rock Hollow Lane.	N/A	4
Gullett Elementary	Pedestrian crossing improvements at Bullard Drive / Treadwell Boulevard, Hunt Trail / Treadwell Boulevard. Shared-use path Bullard Drive. A public engagement period will begin for protected bike lanes on Treadwell Boulevard.	3,001	7

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Hart Elementary	Pedestrian crossing improvements at Furness Cove / Furness Drive, Danville Drive / Furness Drive Add lighting at Furness Drive (Durham Drive to Hermitage Drive).	352	4
Hill Elementary	Pedestrian crossing improvements at Austin Woods Drive / Mesa Drive New sidewalk on Austin Woods Drive.	979	10
Hillcrest Elementary	New pedestrian hybrid beacon (PHB) at East William Cannon Drive / Springfield Drive.	N/A	2
Houston Elementary	Pedestrian crossing improvements at Jacaranda Drive / Lemon Drive, Lemon Drive / Ponciana Drive, Dove Springs Drive / East Stassney Lane / Jacaranda Drive, Jacaranda Drive / Tallow Tree Drive. All-way stop study at Deadwood Drive / Ponciana Drive New pedestrian hybrid beacon (PHB) at East Stassney Lane / Tallow Tree Drive.	N/A	2
Jollyville Elementary	Pedestrian crossing improvements at Corpus Christi Drive. Signal upgrades and timing adjustments at Corpus Christi Drive / Mc Neil Drive / Melrose Trail. New sidewalk on McNeil Drive (Dakota Lane to Corpus Christi Drive).	1,151	6
Joslin Elementary	New rapid rectangular flashing beacon (RRFB) at Midblock - Redd Street. Signal upgrades and timing adjustments at Menchaca Road / Redd Street. Pedestrian crossing improvements at Cactus Lane / Cimarron Trail. New pedestrian hybrid beacon (PHB) at Forest Hill Drive / Menchaca Road.	N/A	5
Kathy Caraway Elementary	A public engagement period will begin for protected bike lanes on Fireoak Drive. Pedestrian crossing improvements at Barrington Way / Fireoak Drive.	7,790	10
Kealing Middle	Pedestrian crossing improvements at Chicon Street / Pennsylvania Avenue, Rosewood Avenue / Salina Street.	N/A	1

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Kiker Elementary	Pedestrian crossing improvements at Midblock - Dahlgreen Avenue. Add lighting at Escarpment Boulevard / La Crosse Avenue. Bicycle and pedestrian crossing improvements at Escarpment Boulevard / La Crosse Avenue.	1,475	8
Kocurek Elementary	Signal upgrades and timing adjustments at Lindshire Lane / West Slaughter Lane. New pedestrian hybrid beacon (PHB) at Riddle Road / West Slaughter Lane. Pedestrian crossing improvements at Midblock - Curlew Drive, Aftonshire Way / Holly Springs Drive, Curlew Drive / Monarch Drive Signal upgrades and timing adjustments at Curlew Drive / West Slaughter Lane.	N/A	5
Lamar Middle	Pedestrian crossing improvements at Wynona Avenue, White Rock Drive / Wynona Avenue, White Horse Trail / Wynona Avenue. New pedestrian hybrid beacon (PHB) at Allandale Road / Wynona Avenue. New sidewalk on Wynona Avenue. Shared-use path Wynona Avenue.	1,613	7
Laurel Mountain Elementary	Pedestrian crossing improvements at Cassia Drive / Yaupon Drive.	N/A	10
Linder Elementary	Shared-use path Near 2809 Metcalfe Road. Pedestrian crossing improvements at Burleson Road / Iroquois Lane, Wickshire Lane, Metcalfe Road, Parker Lane, Parker Lane / Wickshire Lane, Burleson Road / Metcalfe Road, Burleson Road / Catalina Drive. New sidewalk on Wickshire Lane.	1,574	3
Live Oak Elementary - Deerpark Middle	Shared-use path Near 8204 Foxhound Trail. Pedestrian crossing improvements at Midblock - Turtle Rock Road New sidewalk on Turtle Rock Road.	2,699	6
Lively Middle	New sidewalk on Terrace Drive. Pedestrian crossing improvements at Newning Avenue / Terrace Drive, Brackenridge Street / Terrace Drive, Brackenridge Street / East Mary Street, East Mary Street / Nickerson Street, Brackenridge Street / East Annie Street. New sidewalk on Brackenridge Street New sidewalk on Nickerson Street.	1,711	9

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Maplewood Elementary	New sidewalk on Cherrywood Road.	2,807	9
Martin Middle	Pedestrian crossing improvements at Haskell Street / Chicon Street, Holly Street / Chalmers Avenue, Chalmers Avenue / Haskell Street, Comal Street / Haskell Street.	N/A	3
McBee Elementary	Pedestrian crossing improvements at Midblock - Kramer Lane. New sidewalk on Prairie Trail. New sidewalk on Windy Trail.	1,198	4
Mendez Middle	New rapid rectangular flashing beacon (RRFB) at Nuckols Crossing Road / Village Square Drive.	N/A	2
Norman Elementary	Pedestrian crossing improvements at Near 5745 Samuel Huston Avenue.	N/A	1
O Henry Middle	Pedestrian crossing improvements at Enfield Road / Norwalk Lane, Bridle Path / Exposition Boulevard.	N/A	10
Oak Hill Elementary	Pedestrian crossing improvements at Midblock - School Road. Shared-use path from School Road to School Entrance.	122	8
Oak Meadows Elementary	Shared-use path connection from Oak Meadows to Quickstream Drive. New pedestrian hybrid beacon (PHB) at near 5606 Decker Lane.	1,197	1
Oak Springs Elementary	Pedestrian crossing improvements at Neal Street / Webberville Road, Hargrave Street / Rosewood Avenue / Thompson Street, Midblock - Webberville Road, Goodwin Avenue / Webberville Road, Thompson Street / Webberville Road.	N/A	3
Overton Elementary	Shared-use path from Colony Loop Drive to school. Pedestrian crossing improvements at Colony Loop Drive / Siepel Drive.	699	1
Padron Elementary	Pedestrian crossing improvements at Colony Creek Drive / Northgate Boulevard, Northgate Boulevard / West Rundberg Lane. New sidewalk on West Rundberg Lane.	1,161	4

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Palm Elementary	Pedestrian crossing improvements at Asa Drive / Colton Bluff Springs Road / Salt Springs Drive, Salt Springs Drive / Tara Drive. New sidewalk on Dixie Drive. A public engagement period will begin for protected bike lanes on Salt Springs Drive.	4,863	2
Paredes Middle	Pedestrian crossing improvements at Bilbrook Place / Silcantu Drive, Bilbrook Place / Shade Tree Drive. Shared-use path Mary Moore Searight Drive. New sidewalk on Bilbrook Place.	268	5
Parmer Lane Elementary - Westview Middle	Shared-use path Near 1753 Dapplegrey Lane. Pedestrian crossing improvements at Metric Boulevard / Scofield Lane, Paris Avenue / Rampart Street, Esplanade Street / Rampart Street, Rampart Street / Scofield Lane, Meehan Drive / Scofield Lane, Scofield Lane / Withers Way.	201	7
Patsy Sommer Elementary	Pedestrian crossing improvements at Indina Hills Drive / Palmbrook Drive.	N/A	6
Patton Elementary	Pedestrian crossing improvements at Morning Dew Drive / Westcreek Drive, Hill Forest Drive / Westcreek Drive.	N/A	8
Pecan Springs Elementary	Pedestrian crossing improvements at Edgedale Drive / Reicher Drive, Preswyck Drive / Rogge Lane, Reicher Drive / Rogge Lane.	N/A	1
Perez Elementary	Pedestrian crossing improvements at Edge Creek Drive / Teal Trail. New sidewalk on Edge Creek Drive.	422	2
Pickle Elementary	Pedestrian crossing improvements at East St. Johns Avenue / Meador Avenue, Bethune Avenue / East St. Johns Avenue, Midblock - Meador Avenue, East St. Johns Avenue / Providence Avenue, East St. Johns Avenue / Grand Canyon Drive. Shared-use path Near 7400 Providence Avenue.	304	4
Pillow Elementary	Pedestrian crossing improvements at Midblock - Crosscreek Drive, Crosscreek Drive / Flagstone Drive, Crosscreek Drive / Rockwood Lane, Penny Lane / Rockwood Lane, Crosscreek Drive / Winding Walk.	N/A	7

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Pioneer Crossing Elementary	Pedestrian crossing improvements at Liberty Farms Drive / Taebaek Drive, Samsung Boulevard / Taebaek Drive.	N/A	1
Pleasant Hill Elementary	Pedestrian crossing improvements at Midblock - Circle S Road, Midblock - North Bluff Drive. Signal upgrades and timing adjustments at Circle S Road / Eberhart Lane / South Congress Avenue.	N/A	2
Pond Springs Elementary	Pedestrian crossing improvements at Elkhorn Mountain Trail / Oro Valley Trail, Elkhorn Mountain Trail / Pheasant Rock Road.	N/A	6
Purple Sage Elementary	Pedestrian crossing improvements at Lake Creek Parkway / Powder Mill Trail, Tanglebriar Trail.	N/A	6
Reilly Elementary	Pedestrian crossing improvements at Denson Drive midblock between Guadalupe Street and Chesterfield Avenue, Chesterfield Avenue / Denson Drive. A public engagement period will begin for protected bike lanes on Guadalupe Street from 2222 to Airport Boulevard.	4,474	4
Ridgetop Elementary	Pedestrian crossing improvements at Caswell Avenue / East 50th Street, Airport Boulevard / East 51st Street, Clarkson Avenue / East 51st Street, Caswell Avenue / East 51st Street. Signal upgrades and timing adjustments at Airport Boulevard / East 51st Street.	N/A	9
River Oaks Elementary	Shared-use path Near 1401 Old Cedar Lane.	909	7
River Place Elementary	Shared-use path near 10104 FM 2222 Road. Pedestrian crossing improvements at River Place Boulevard, Fm 2222 Road / River Place Boulevard, Fm 2222 Road / Sitio Del Rio Boulevard. New sidewalk on River Place Boulevard.	5,143	6
Rodriguez Elementary	Pedestrian crossing improvements at Spruce Lane / Teri Road New pedestrian hybrid beacon (PHB) at Franklin Park Drive / South Pleasant Valley Road.	N/A	2
Rutledge Elementary	Pedestrian crossing improvements at Staked Plains Drive.	N/A	6

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Sanchez Elementary	Pedestrian crossing improvements at Garden Street / Waller Street. New sidewalk on Waller Street. Shared-use path Waller Street from Spence Street to Holly Street.	847	3
Spicewood Elementary	Pedestrian crossing improvements at Spicewood Club Drive / Spicewood Parkway, Olson Drive, Spicewood Parkway / Tin Cup Drive, Olson Drive / Tin Cup Drive. New sidewalk on Spicewood Parkway (Tin Cup Drive to Cedar Crest Drive). New sidewalk on Spicewood Parkway (Pickfair Drive to Tin Cup Drive).	2,142	6
St. Elmo Elementary	Pedestrian crossing improvements at Vinson Drive / West Street Elmo Road, South 3rd Street / West Street Elmo Road, Mount Vernon Drive / West Street Elmo Road, James Casey Street / West Street Elmo Road. Signal upgrades and timing adjustments at S 1 Street Street / West Street Elmo Road. New sidewalk on West Street Elmo Road.	950	3, 5
Summitt Elementary	Pedestrian crossing improvements at Amherst Drive / Mosley Lane, Cassady Drive / Brigadoon Lane, Brigadoon Lane (mid-block), Brigadoon Lane / Mosely Lane.	N/A	7
Sunset Valley Elementary	Shared-use path Jones Road.	569	5
Uphaus Early Childhood Center	Pedestrian crossing improvements at Midblock - Freidrich Lane, Midblock - Teri Road, Freidrich Lane / Freidrich Lane / Ponciana Drive Signal upgrades and timing adjustments at Freidrich Lane / Freidrich Lane / Teri Road. New sidewalk on Freidrich Lane.	3,554	2
Walnut Creek Elementary	Shared-use path near 500 Ferguson Drive. Pedestrian crossing improvements at Hornsby Street / West Braker Lane.	1,034	4
Webb Middle	New sidewalk on Duval Street. Pedestrian crossing improvements at East St. Johns Avenue, Northcrest Boulevard / West St. Johns Avenue, East St. Johns Avenue / Roland Johnson Drive.	477	4

Project Name	Project Description and Limits	Length (feet)	Council District(s)
Widen Elementary	Pedestrian crossing improvements at Hidden Valley Trail / Village Square Drive, Nuckols Crossing Road / S Pleasant Valley Road.	N/A	2
Williams Elementary	Pedestrian crossing improvements at Midblock - Blue Valley Drive, Midblock - Mairo Street, Belclaire Lane / Mairo Street, Blue Valley Drive / Mairo Street, Blue Valley Drive / Coldstream Drive, Blue Valley Drive / Belclaire Lane. New sidewalk on Blue Valley Drive.	923	2
Wooldridge Elementary	Pedestrian crossing improvements at Parkfield Drive/Thornridge Road, Parkfield Drive / Payton Gin Road, Parkfield Drive / Quail Park Drive, Norseman Terrace / Parkfield Drive, Parkfield Drive / Payton Gin Road, Hunters Trace / Payton Gin Road, Midblock - Colony Creek Drive, Norseman Terrace, Payton Gin Road / Tronewood Drive, Hunters Trace / Norseman Terrace. New sidewalk on Hunters Trace.	645	4
Wooten Elementary	Pedestrian crossing improvements at Mullen Drive / Wooten Drive, Burrell Drive / Wooten Drive, Lazy Lane / Wooten Drive. New sidewalk on Wooten Drive.	524	7
Zavala Elementary	Pedestrian crossing improvements at Robert T Martinez Jr Street / Santa Rita Street, East 3rd Street / Robert T Martinez Jr Street, Chicon Street / East 3rd Street.	N/A	3
Zilker Elementary	Pedestrian crossing improvements at Bluebonnet Lane, Anita Drive / Bluebonnet Lane, Bluebonnet Lane / Hether Street, Ann Arbor Avenue / Rundell Place, Goodrich Avenue / Hether Street. Shared-use path on Del Curto.	743	5

URBAN TRAILS



OVERVIEW

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



PROJECT SELECTION

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

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

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

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



PROGRAM RISKS

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

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

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

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

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

PROGRAM ACCOMPLISHMENTS

Since 2016, the Urban Trails Program has completed 4 Preliminary Engineering Reports and 6 trail projects. These projects and all existing, active, and proposed trail projects can be found on the recently launched [Urban Trails Interactive Web Map](#).



2021 URBAN TRAILS PROJECTS LIST

Project Name	Project Description and Limits	Length (miles)	Council District(s)
Austin to Manor Phase 2	This project connects to the Austin to Manor trail at Lindell Lane and extends to Ben E. Fischer Park.	2.9	1, ETJ
Bergstrom Spur	An abandoned railroad corridor runs from Vinson Drive to US 183. Urban Trails program will work on ROW acquisition and planning in preparation for design.	5	2, 3, 5
Boggy Creek Trail *	This project is constructing a dual track trail from Rosewood to 12th (Urban Trails Plan Tier I Trail).	0.33	1
Butler Trail to Pedernales Street Connector *	This project will connect the existing on-street protected bike lanes on Pedernales Street to the Butler Trail. Active Transportation and Urban Trails are working with the Parks and Recreation Department to identify possible improvements.	0.02	3
Copperfield *	This project will connect Pegotty Place, Abbey Glen Lane and Shropshire Boulevard creating new, safe connections to Copperfield Elementary School.	0.15	1
Country Club Creek Trail: Elmont Drive to East Oltorf Street	This project includes the design and construction of an Urban Trails Plan Tier I trail along Country Club Creek from Elmont Drive to East Oltorf Street.	1	3
Northern Walnut Creek Trail Phase 2	This project includes the continued design and construction of a new Urban Trails Plan Tier I trail on the Walnut Creek Greenbelt from Walnut Creek Metro Park to I-35.	1.80	7
Northgate Boulevard to Rutland Drive Connector	Urban Trails connector funding will be utilized to construct a trail from Northgate Boulevard to Rutland Drive, improving connectivity to East Rundberg Lane and to transit stops along this street.	0.16	4

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Red Line Trail: Walnut Creek Trail to Braker Lane	This project includes the PER, design and construction of a Urban Trails Master Plan Tier I trail along the Red Line, connecting Braker Lane and the Capital Metro Red Line Kramer Station to the existing Northern Walnut Creek trail system.	0.75	4, 7
Shoal Creek Trail Improvements *	The Urban Trails program will work with Shoal Creek Conservancy, Active Transportation and the Parks and Recreation Department to identify high priority, low cost projects along Shoal Creek, a Tier I trail in the Urban Trails Plan.	N/A	7, 9, 10
Southern Walnut Creek Renovation	Due to recent flood events, the streambank of Boggy Creek needs to be stabilized to maintain the integrity of the trail, a Tier I trail in the Urban Trails Plan. This project will design and construct the bank stabilization.	0.10	1
Violet Crown Trail North	This project extends the Violet Crown Trail providing a connection south from Home Depot Boulevard and a safe crossing under Mopac Expressway.	0.95	8, Sunset Valley

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BIKEWAYS



OVERVIEW

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



PROJECT DEVELOPMENT & DELIVERY

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

The project development timeline for Bikeways projects varies significantly. Most projects take between six months to two years from start to end, including feasibility analysis, design, public process and implementation. Depending on complexity and coordination dependencies, this can take up to several years or as quick a few months. The project list below includes projects that are anticipated to be active in any phase of development in 2021. Some may take several years to implement, and some may not move forward depending on the results of feasibility, fiscal constraint or public processes.

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

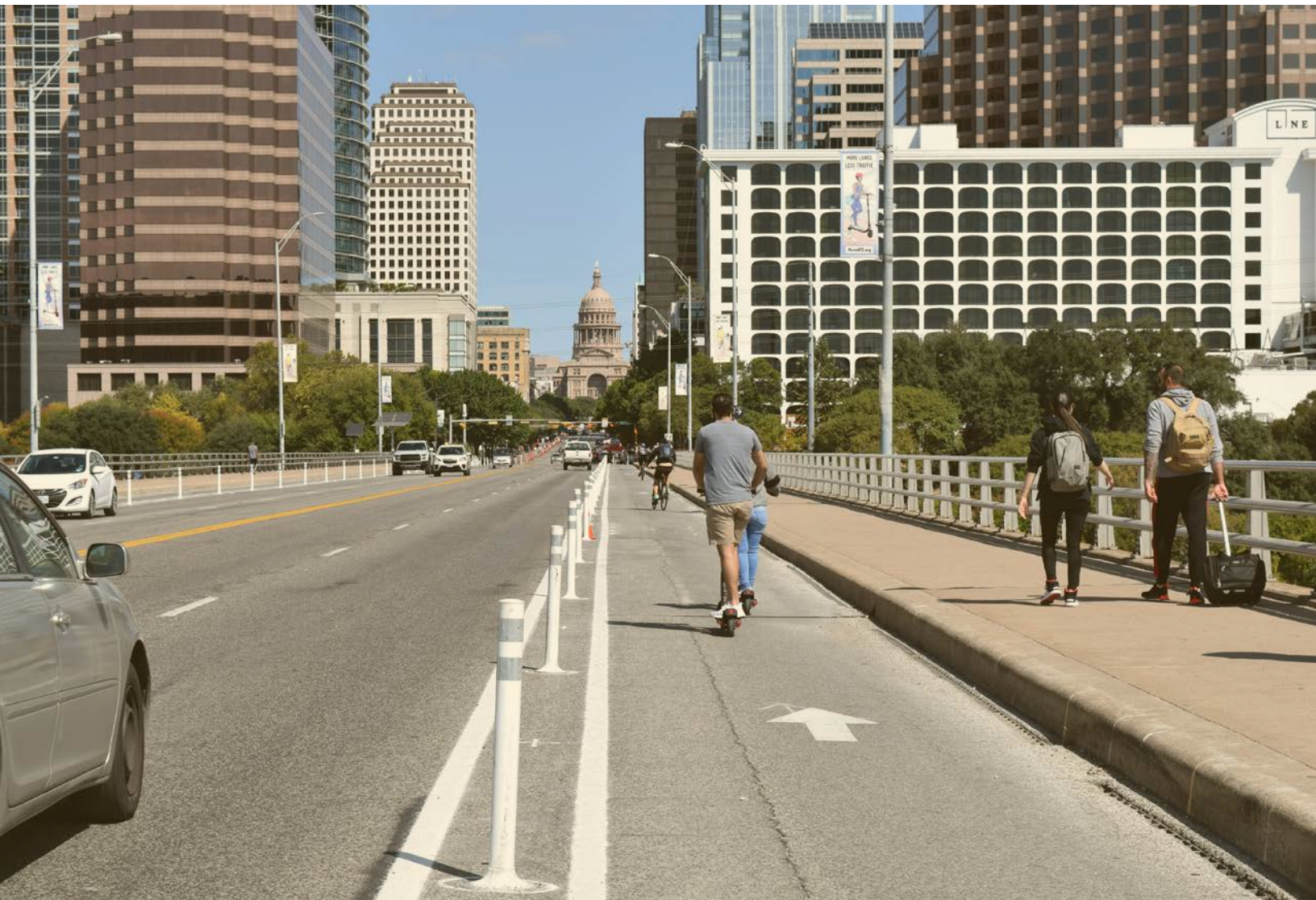


PROJECT PRIORITIZATION

The Council-adopted 2019 Austin Strategic Mobility Plan, 2014 Bicycle Plan, and other related plans include key high-level infrastructure priorities that provide the foundation for implementation of the 2016 Bikeways Bond funding. These priorities are as follows:

- Create an All Ages and Abilities Bicycle Network
- Remove existing top network barriers
- Continue implementing infrastructure through high value coordination opportunities
- Balance investment across the City considering equity, localized strategies to convert short trips, and need to provide access to complete streets for all
- Expand the existing bike share infrastructure
- Other infrastructure priorities: bicycle parking, wayfinding, lighting

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



BICYCLE PLAN IMPLEMENTATION NETWORK

The Bicycle Plan Implementation Framework, shaped by Walk + Bike Talks public engagement, established project prioritization criteria and priority projects. Between Feb. 25 and May 1 of 2017, staff visited with community members in all 10 Council Districts in 11 meetings held citywide to understand local priorities, in addition to hosting an online virtual open house. Feedback was collected on both the proposed prioritization criteria and the proposed priorities for projects. Prioritization of projects within the Bicycle Implementation Framework are based on Bicycle Plan goals and additional prioritization factors. The Implementation Framework public process shaped the weight of the prioritization criteria and resulted in prioritized projects listed here.

Factors used to prioritize projects are as follows, with the highest-ranking factors from the public process numbered 1 (most support) to 9 (least support):

Supports Bike Plan Goals

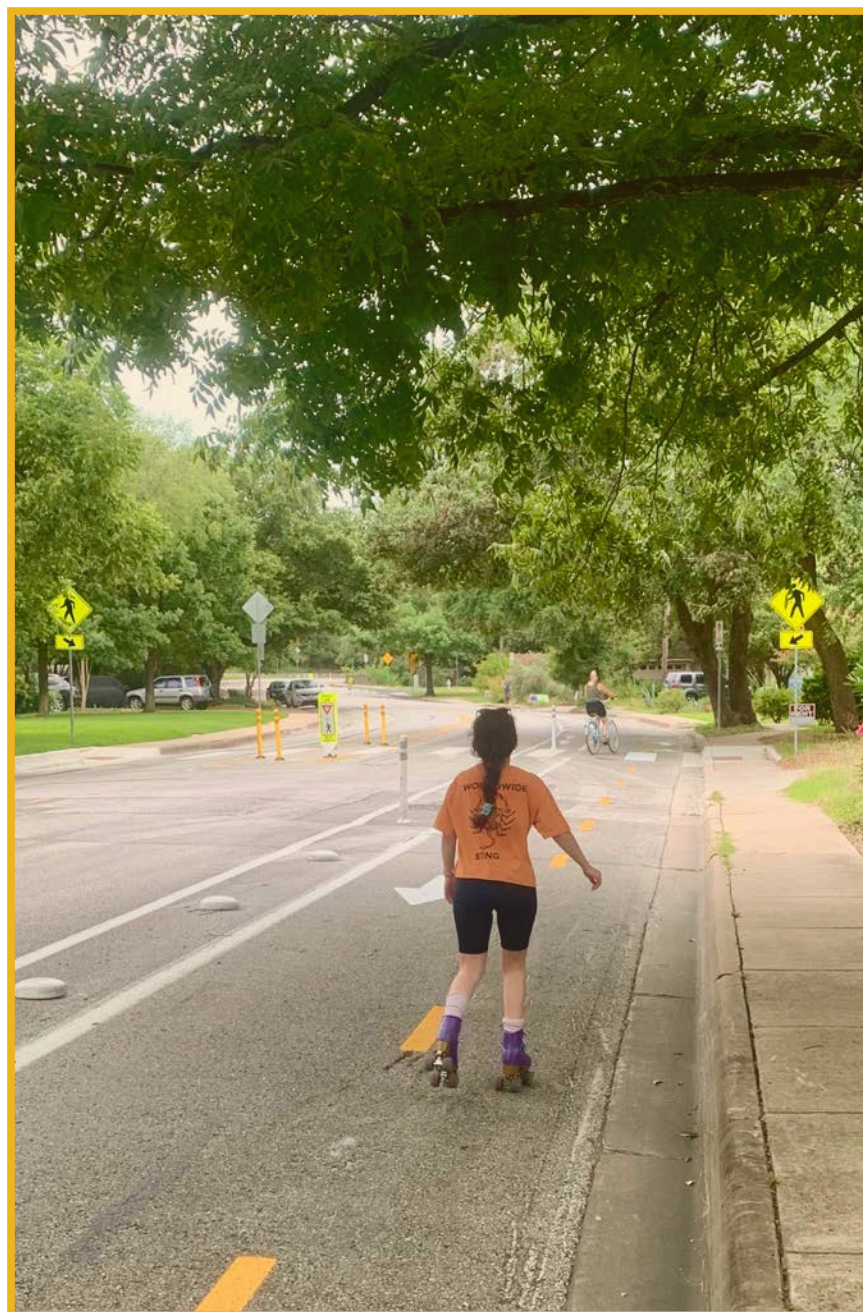
- Increase connectivity (1)
- Improve safety (2)
- Increase ridership (4)
- Support equity (9)
- Support Imagine Austin

Supports Bike Plan Sub-goals

- Remove barriers in Network (3)
- Create an All Ages and Abilities Network (6)
- Integrate and support transit (7)
- Expand the bike share system

Other Prioritization Criteria

- Network buildout (5)
- Support affordability (8)
- Degree of public support
- Support of modal plans
- Support of other programs
- Opportunity to coordinate
- Competitive cost-benefit
- Policy directives



PROJECT SELECTION

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

Prioritized Projects

Prioritized project selection and sequence was based on the Bicycle Implementation Framework. Per the Bicycle Plan, particular focus will be given to developing the All Ages and Abilities Network and removing network barriers. Examples of barriers include gaps in the network caused by freeways, intersections and disconnected facilities, as well as a lack of awareness and acceptance of people riding bicycles.

Coordinated Projects

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

There are other top priorities for the bicycle infrastructure network set in the Bicycle Plan and Urban Trails Plan that are priorities for 2016 Bikeways Bond funding.

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



Bikeways Project Selection, continued:

- The Bicycle Plan also calls for a robust approach to increasing bicycle parking supply so that bicycle parking is secure, convenient and meets demand. A portion of 2016 Bikeways funding dollars is planned to be used to address deficient bicycle parking supply with a particular focus on addressing connections to transit and other intermodal integration, commercial areas and civic destinations.
- The Bicycle Plan calls for high quality wayfinding to help people understand the destinations served and improve the comfort and ease of traveling along routes. A portion of the 2016 Bikeways funding is planned to be used to implement system wide wayfinding.
- The Urban Trail plan calls for lighting to be located along Urban Trails and high-quality Shared Use Paths. The recent Shared Use Path along TxDOT-maintained Highway 71 project provides an excellent example of the value of Shared Use Path-oriented lighting. A portion of 2016 Bikeways funding will be potentially used to upgrade Shared Use Path and Urban Trail lighting.



PROGRAM RISKS

While not a risk to the success of the program as noted above, a number of factors could potentially affect the development and delivery of a project, including further feasibility study, the results of project delivery public processes, and coordination needs. For any project that triggers a public process, the process is used to determine the best balance of potential changes within the right-of-way, given potential competing interests. **Through this process, the no build scenario is always an option.** While this approach could be perceived to create a risk to the delivery of a particular project, this flexible approach is at the heart of delivering a large-scale program of projects that are successful at building out a connected bicycle network while balancing local or other mobility needs.

PROGRAM

ACCOMPLISHMENTS

The focus of 2017 for the 2016 Bond Bikeways Program was about developing a framework for prioritization and implementation. The Walk + Bike Talks public engagement occurred in spring 2017 and the subsequent Bicycle Plan Implementation Framework was developed later that year. A few early out projects were developed in 2017. In 2018, capacities to deliver the scale of the bond commitment were brought online, including flexible contracts for project development and design and also for implementation through flexible Indefinite Delivery Indefinite Quantity contacts for concrete, signals, markings, and bolt-down devices. Additional program staff and in-house

contractors were brought on between December 2017 and May 2018, and training continued through the remainder of 2018. Project development has significantly ramped up and is now near full capacity.

While these figures are quickly changing as the projects continue to progress, the following summarizes the 185 projects in the 2017 - 2020 Mobility Annual Plans by development phase:

- **43 completed**
- **12 in construction**
- **7 with public process complete**
- **57 in active development**



2021 ALL AGES AND ABILITIES BIKEWAYS PROJECTS LIST

Project Name	Project Description and Limits	Length (miles)	Council District(s)
12th Street	Trinity Street to Springdale Road	3.3	1
14th Street / 14th 1/2 Street / Tillery Street / 17th Street / Loreto Drive	Boggy Creek Trail to MLK Boulevard / Pershing Trail	0.8	1
1st Street South	Riverside Drive to Cesar Chavez Street	1.2	9
3rd Street	Shoal Creek Bridge to West Avenue	0.1	9
3rd Street / Baylor Street	Shoal Creek Tail to 5th Street	0.4	9
46-47th and Bennett-Middle Fiskville Neighborhood Bikeways	N/A	4.2	9
4th Street	IH 35	0.0	3, 9
51st Street	Berkman Drive to Manor Road	0.9	1, 4, 9
51st Street	Cameron Road to Berkman Drive	0.7	4, 9
51st Street	Manor Road to Springdale Lane	0.6	1, 9

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
5th Street	San Saba to Shady Lane	1.0	3
5th Street	Chicon Street to Pedernales Street	0.7	3
5th Street South / Bouldin Avenue / Cumberland Road / Raywood Drive / Gar- den Villa Lane	Barton Springs Road to Banister Lane	4.7	3, 5, 9
6th Street	Blanco Street to Patterson Avenue	0.6	9
6th Street	Henderson Street to Blanco Street	0.2	9
Aldrich Street	Mueller Boulevard	0.1	9
Alexander Avenue	MLK Station to Manor Road	0.4	1, 9
Anderson Mill Road *	FM 620 to Spicewood Parkway	1.3	6
Anderson Mill Road *	Pond Springs Road to Parmer Lane	2.3	6
Ann and Roy Butler Trail *	Robert T. Martinez Street to Pedernales Street	0.7	3
Avenue F	46th Street to North Loop	0.6	4, 9

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Banister Lane	Morgan Lane to Casey Street	0.2	5
Barton Skyway *	Barton Hills Drive to Menchaca Road	0.7	5
Barton Springs Road	MoPac Expressway to Lou Neff Road and Union Pacific Railroad Tracks to South 1st Street	1.0	8, 9
Baylor Street	5th Street to 6th Street	0.1	9
Berkley Avenue / Cannonleague Drive *	Buffalo Pass to Matthews Lane	1.0	5
Berkman Drive	Manor Road to 51st Street	1.1	1, 4, 9
Blue Meadow Drive *	Bluff Springs Road to Meadow Lake Boulevard	0.9	2
Bluebonnet Lane / Melridge Place	Rabb Road to Del Curto Road (Zilker Elementary)	2.3	5
Boggy Creek Trail *	Rosewood Avenue to 12th Street	0.4	1
Buffalo Pass	Stassney Lane to Jones Road	0.5	5
Buffalo Pass / Berkley Avenue / Aldford *	Stassney Lane to William Cannon Drive	1.6	5
Bull Creek	45th Street to Hancock Drive	0.6	10

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Bull Creek	Jefferson to 39th Street	0.2	10
Bull Creek Road	39th Street to 45th Street	1.3	7, 10
Burleson Road	Oltorf Street to Highway 71	1.2	2, 3
Cameron Road	51st Street to Parmer Lane	6.7	1, 4
Cesar Chavez Street	IH 35 to Linden Street	1.6	3
Cherrywood Neighborhood Bikeways	Randolph Road to Cherrywood Road	1.4	9
Clarkson Avenue / 34th Street *	Airport Boulevard to Middle Fiskville	0.5	9
Clayton Lane	Airport Boulevard to Middle Fiskville	0.3	4
Comal Street	Rosewood Avenue to Manor Road	1.0	1, 9
Congress Avenue	700' south of Riverside Drive to 11th Street	1.1	1, 9
Congress Street South *	Live Oak Street to Williamson Creek	2.5	3, 9

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Country Club Creek Trail - Ventura Drive / Catalina Drive / Madera Drive	Powerline to Mabel Davis Park	0.3	3
Dean Keeton Street	Red River Street to Manor Road	0.5	1, 9
Dean Keeton Street	San Jacinto Boulevard to Red River Street	0.5	1, 9
Duval Road	Jollyville Road to Mopac Expressway	2.4	6, 10
Duval Street	San Jacinto Boulevard to 53rd Street	2.1	4, 9
Escarpment Boulevard	William Cannon Drive to SH 45	5.4	8
Far West Boulevard	Northledge Drive to MoPac Expressway	0.9	10
Far West Trail	Shoal Creek Boulevard to MoPac Expressway	0.1	7
Far West Trail	Shoal Creek Boulevard to MoPac Expressway	0.3	7, 10
Gracy Farms Lane	Burnet Lane to Metric Boulevard	0.9	7
Grove Boulevard	Fairway Street to Riverside Drive	0.2	3

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Grove Boulevard	Riverside Drive to Montopolis Drive	0.5	3
Grove Boulevard	Roy G. Guerro Park to Fairway Street	1.1	3
Guadalupe Street / Lavaca Street	Cesar Chavez Street to MLK Jr. Boulevard	2.6	9
Highland Mall Boulevard	Airport Boulevard to Middle Fiskville Road	0.5	4
Highway 71	Thornsberry Road to Spirit of Texas Drive	0.4	2
IH 35	Holly Street to Woodland Avenue	1.9	3, 9
IH 35	Highway 71 to US 290	0.5	1, 3, 4, 9
Industrial Oaks Boulevard	US 290 to future YBC Trail	0.2	8
Jones Road *	Pillow Road to Menchaca Road	1.1	5
Jones Road	Pillow Road to Reese Drive	0.1	5
Justin Lane / Pegram Avenue / Ardath Street / Far West Trail	Burnet Road to MoPac Expressway	0.5	7
Koenig Lane at Burnet Road	White Rock Drive to Romeria Drive	0.2	7

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Kramer Lane *	Burnet Road to Lamar Boulevard	2.3	4, 7
Lake Austin Boulevard	MoPac Expressway to Enfield Road	1.9	10
Longhorn Boulevard	Neils Thompson Drive to Burnet Road	0.8	7
Loyola Lane	US 183 to Decker Lane	2.2	1
Manor Road	Dean Keeton Street to US 183	4.4	1, 9
Matthews Drive / Aldea Drive / Mimosa Drive / Twisted Oak Drive	Woodhue Drive to Whispering Oaks Drive	0.7	5
McNeil Drive / Spicewood Springs Road *	Chancellroy Drive to Oak Knoll Drive	3.6	6, 7, 10
Meadow Lake Boulevard *	William Cannon Drive to Quicksilver Boulevard	0.7	2
Mearns Meadow	Parkfield Drive to Rutland Drive	1.2	4
Menchaca Road	William Cannon Drive to Ravenscroft Drive	3.4	5
Metric Boulevard	Kramer Lane to Parmer Lane	2.7	4, 7

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Monterey Oaks Boulevard	US 290 to MoPac Expressway	0.9	8
MoPac Expressway / US 290 *	Barton Creek Bridge to Brodie Lane	0.8	8
Mullen Drive / Teakwood Drive / Shadowood Drive	Wooten Park Drive to Olhen Road	0.6	7
North Loop	Huisache Street to Avenue F	0.5	4, 9
North Loop Boulevard / 53rd Street / Hancock Drive	Bull Creek Road to Harmon Avenue	2.1	7, 9, 10
North University-Heritage-Rosedale Neighborhood Bikeways	N/A	3.9	9
Oak Springs Drive *	Webberville Road to Springdale Road	0.9	1, 3
Oltorf Street	Willow Creek Drive to Montopolis Drive	1.7	3
Pack Saddle Pass	Redd Street to Jones Road	0.7	5
Parkfield Drive	Mearns Meadow Boulevard to Payton Gin Road (Wooldridge Elem Phase 2)	1.3	4
Parmer Lane	Yager Lane to Harris Branch Parkway	2.7	1

* **Denotes a coordination project.** Projects shown are anticipated to be in active development in 2021. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

Project Name	Project Description and Limits	Length (miles)	Council District(s)
Pedernales Street	2nd Street to 6th Street and Webberville Road to Pleasant Valley Road	0.6	1, 3
Pleasant Valley Road	Lakeshore Boulevard to Riverside Drive	0.3	3
Pleasant Valley Road	Riverside Drive to Anken Drive Protected Bike Lanes	0.3	3
Pleasant Valley Road North	7th Street to Webberville Road	0.4	1, 3
Pleasant Valley Road North	Webberville Road to 12th Street	0.8	1, 3
Pleasant Valley Road South*	Lakeshore Drive to Cesar Chavez Street	0.8	3
Pleasant Valley Road South*	Street Elmo Road to Onion Creek Park	2.8	2
Red Line Trail	34th Street to Middle Fiskville	2.2	4, 9
Red River Street	10th Street to 14th Street	0.3	1, 9
Red River Street	7th Street to 10th Street	0.2	1, 9
Red River Street	Davis Street to 7th Street	0.5	9
Red River Street / Trinity Street	11th Street to San Jacinto Boulevard	0.5	1, 9

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Rio Grande Street	4th Street to MLK Jr. Boulevard	1.0	9
Romeria Drive	Burnet Road to Lamar Boulevard	1.1	4, 7
Rosewood Avenue	11th to Webberville Road	1.4	1, 3
Route 31 - Casey Street / Street Elmo Road / Vinson Drive / 3rd Street South / Englewood Drive	Banister to Vinson	1.1	3, 5
Rutland Drive	Burnet Road to Lamar Boulevard	2.4	4, 7
Shady Lane	5th Street to Bolm Road	0.6	3
Shoal Creek Boulevard*	38th Street to Foster Lane	4.5	7, 10
Shoal Creek Boulevard	Foster Lane to US 183	1.4	7
Shoal Creek Trail*	29th Street	0.1	9, 10
Shoal Creek Trail	31st Street to 38th Street	0.6	10
Spicewood Springs Road	Chancellroy Drive to Talleyran Drive	1.8	6, 10

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Springdale Road *	Cesar Chavez Street to Hycreek Drive	4.5	1, 3
St. Johns Avenue	Lamar Boulevard to Berkman Drive (Webb Middle, Pickle Elementary Phase 1)	2.3	1, 4, 7
Stassney Lane *	Congress Avenue to IH-35	0.8	2, 3
Stassney Lane	Congress Avenue to West Gate Boulevard	2.2	2, 3, 5
Tech Ridge Boulevard / Harris Ridge Boulevard	IH 35 to Howard Lane	1.8	1, 7
Teri Road *	IH 35 to Nuckols Crossing Road (Rodriguez Elementary)	1.5	2
Trinity Street	12th Street to 15th Street	0.3	1
Trinity Street	6th Street to 12th Street	0.4	9, 1
Trinity Street	Butler Trail to 5th Street	0.2	9
UT Pickle	US 183 to Feathergrass Court	1.1	7
Victory Drive / Pack Saddle Pass	Panther Trail To Redd Street	0.7	5
Webberville Road *	Pleasant Valley Road to Oak Springs Drive	0.6	1, 3

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
White Rock Drive	Great Northern Boulevard to Allandale Road	0.8	7, 10
Woodhue Drive	Speer Lane to William Cannon Drive	0.4	2, 5
Woodrow Avenue	49th Street to Koenig Lane	0.9	7
Woodward Street	Congress Avenue to IH 35	0.9	3
Yager Lane [*]	Tech Ridge Boulevard to Parmer Lane	1.4	1, 7

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2021 BIKEWAYS BARRIER PROJECTS LIST

Project Name	Project Description and Limits	Length (miles)	Council District(s)
11th Street	Sabine Street to IH 35 NB Frontage	0.1	1
51st East Street	IH 35 to Airport Boulevard	0.2	9
7th Street	Chicon Street to Pleasant Valley Road	0.8	1, 3
Congress Street South *	Live Oak Street to Williamson Creek	2.5	3, 9
Holly Street	IH 35	0.1	3, 9
Howard Lane	MoPac	0.1	7
Rundberg Lane	Lamar Boulevard to Cameron Road	1.5	1, 4
Vinson Drive	Bergstrom Spur Trail to Street Elmo Road	0.2	3, 5
Vinson Drive *	Emerald Forest Drive to Bergstrom Spur Trail	0.3	3, 5

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2021 BIKEWAYS MULTIMODAL COORDINATION PROJECTS LIST

These projects include some funding sources other than the 2016 Mobility Bond. Coordination projects often leverage street resurfacing work, named projects and other program partners' efforts to implement higher quality projects at a reduced cost.

Project Name	Project Description and Limits	Length (miles)	Council District(s)
21st Street / 22nd Street	Guadalupe to Longview Street	0.7	9
34th Street West / 35th Street W	Kerbey Lane to North Lamar Boulevard	0.5	9, 10
5th Street South / Bouldin Avenue / Cumberland Road / Raywood Drive / Garden Villa Lane	Barton Springs Road to Banister Lane	4.7	3, 5, 9
Airport Boulevard Trail	Levander Loop to US 183	0.3	3
Berkman Drive *	51st Street to US 290	1.3	1, 4, 9
Boulder Lane	FM 620 to FM 620	2.3	6
Burton Drive / Tinnin Ford Road *	Oltorf Street to Lakeshore Drive	1.1	3, 9
Cesar Chavez Street	IH 35 to Linden Street	1.6	3
Comal Street	Pennsylvania Avenue to 13th Street	0.2	1

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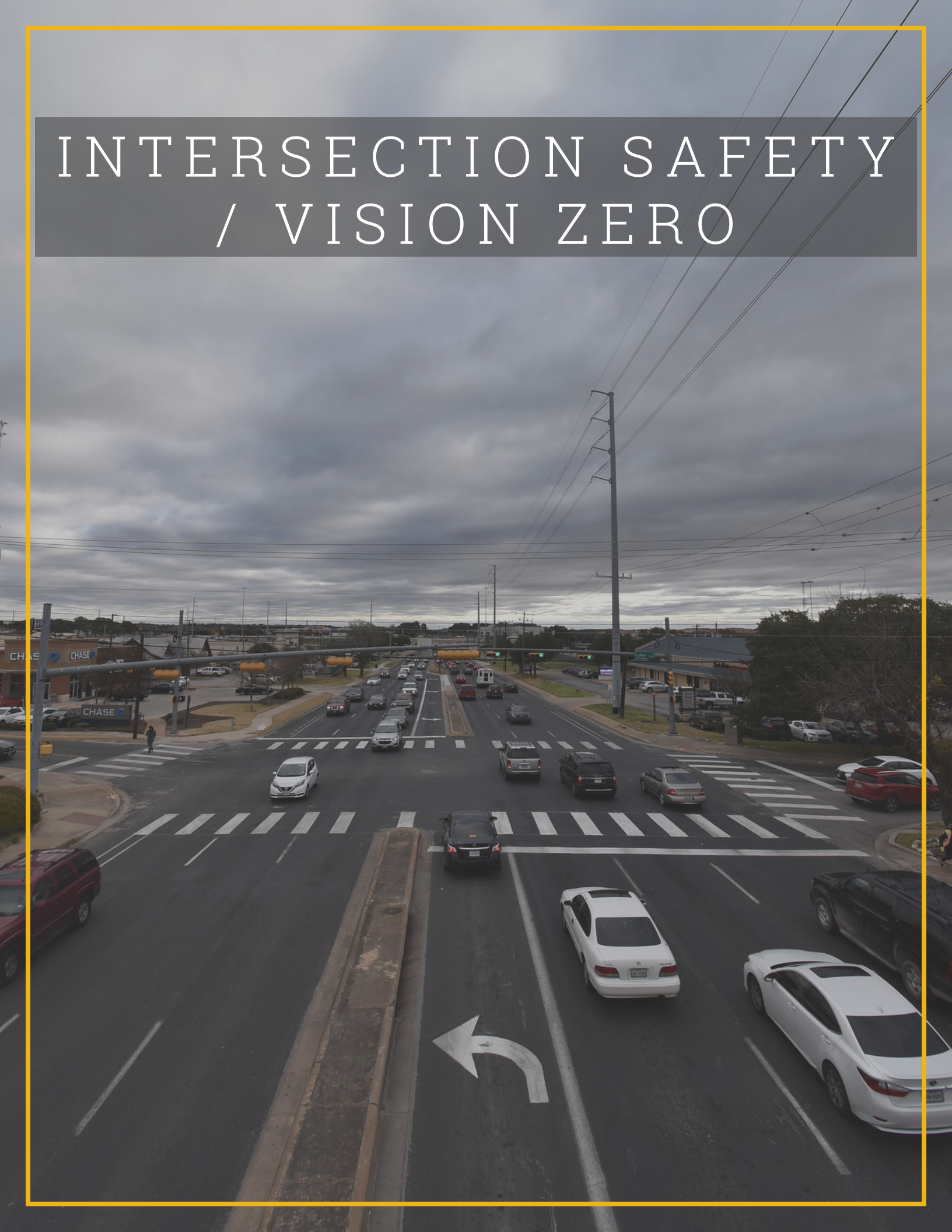
Project Name	Project Description and Limits	Length (miles)	Council District(s)
Howard Lane	MoPac to 4329	0.5	7
Lamar Boulevard	45th Street to Guadalupe Street	0.4	9, 10
McNeil Drive / Spicewood Springs Road*	Chancellroy Drive to Oak Knoll Drive	3.6	6, 7, 10
North Hills Drive	Hart Lane to Mopac	0.6	10
Nueces Street	3rd Street to MLK Jr. Boulevard	1.3	9
Oltorf Street	Lamar Boulevard South to 5th Street South	0.5	3, 5, 9
Pleasant Valley Road North	Cesar Chavez Street to 7th Street	0.5	3
Republic of Texas Boulevard	Southwest Parkway to Travis Country Road	1.6	8
Riverside Drive	Highway 71 to US 183	0.6	2, 3
Silk Oak Drive	Silkgrass Bend to Bradner Drive	0.1	5
Stonehollow Drive*	Metric Boulevard to Metric Boulevard	0.9	7

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Project Name	Project Description and Limits	Length (miles)	Council District(s)
Travis Country Circle	Republic of Texas Boulevard to Foster Ranch Road	2.8	8
Webberville Road	Pedernales Street to Pleasant Valley Road	0.3	1, 3
Westover Road	MoPac Expressway to Exposition Boulevard	0.4	10
Wood Hollow Drive	North Hills Drive to Spicewood Springs Road	1.0	10

*** Denotes a coordination project.** Projects shown are anticipated to be in active development in 2021. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

INTERSECTION SAFETY / VISION ZERO



OVERVIEW

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

We anticipate completing at least 15 Intersection Safety Projects with this funding. Out of the list of 28 intersections, a total of 10 intersections overlap with the Corridor Program. By leveraging with the Corridor Program, we expect to implement critical safety improvements at almost all 28 intersections on the list.





PROJECT SELECTION

Project selection will follow a well-established prioritization process that utilizes historical crash data to analyze crash frequency and crash rates in conjunction with fatalities and severity of injuries. Considering crash frequency, crash rate, severity level of crashes and cluster and patterns of crashes at different locations, a list of 28 top crash and high priority locations/intersections was identified in June 2016 for the 2016 Local Mobility Program. 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 discernible crash clusters/patterns to recommend engineering improvements to mitigate for safety. Using the \$15 million in allocated funding, it is anticipated that at least 15 intersections will advance through to preliminary engineering, final design, and construction phases. In addition, the Intersection Safety/Vision Zero team is coordinating with the Corridor Program team and providing crash analyses and safety improvement recommendations for all 10 overlapping intersections. Safety improvements could include intersection reconfiguration and reconstruction, construction of new or 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 School, to deliver the most comprehensive, cost-effective safety and mobility benefits to the community.

PROGRAM RISKS

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

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

Project phasing represents an ambitious

and accelerated schedule that assumes

fast track procurement and permitting.

Any delays in contracting and permitting

can significantly impact the schedules.

Since inception of the 2016 Bond Projects,

there has been documented increases in

construction contract prices as a result

of a strong construction market in the

Austin area. Some of the future price

increases may also be attributable to

impacts of recent natural disasters, such

as hurricanes Harvey and Irma.



PROGRAM ACCOMPLISHMENTS

We completed construction of safety improvements at six intersections, these are:

“WE COMPLETED
CONSTRUCTION OF SAFETY
IMPROVEMENTS AT SIX
INTERSECTIONS...”

1. **Pleasant Valley Road / Elmont Drive** (completed in May 2018): Improvements include exclusive left turn lanes northbound and southbound on Pleasant Valley Road, higher-quality, off-street, shared use pedestrian and bicycle paths along Pleasant Valley Road, medians on Pleasant Valley Road and Elmont Drive for access management, driveway consolidation, ADA-compliant pedestrian ramps, continental crosswalks, signal phasing changes, striping, signing, and new pavement overlay. This project also leveraged funds from private development dollars.
2. **South Congress Avenue / Oltorf Street** (completed in July 2018): Improvements include medians on South Congress Avenue for access management, driveway closures and consolidation, higher-quality, off-street, shared use pedestrian and bicycle paths along Congress Avenue with new state-of-the-art bicycle signals using a protected style intersection concept, ADA-compliant pedestrian ramps, signal phasing changes, striping, signing, and new pavement overlay.
3. **45th Street / Red River Street** (completed in September 2018): Improvements include lane assignment changes through the addition of an exclusive eastbound and westbound left turn lane along 45th Street in order to mitigate for crashes associated with vehicles turning left across the path of through vehicles; a new signal pole and mast arm for eastbound traffic on 45th Street to improve visibility; yellow back plates for all signal heads for enhanced visibility; double-sided signal heads for eastbound traffic for better visibility; reconstructed curb and ADA-compliant ramps at the southeast corner to facilitate right turning Capital Metro buses; new striping and signing, and new pavement overlay. This is a coordinated project completed in partnership with Capital Metro.



4. **Slaughter Lane / Cullen Lane** (completed in December 2018): Improvements include increased storage space for cars waiting to turn left on Slaughter Lane, upgraded signals on Slaughter Lane to exclusive left-turn arrows, upgraded pedestrian infrastructure, including high-visibility crosswalks across Cullen Lane, and enhanced bicycle pavement markings crossing Cullen Lane.
5. **Interstate Highway 35 / Braker Lane** (completed in June 2019): Improvements include modifications to the median on Braker Lane for access management, new pedestrian sidewalks along Interstate Highway 35 frontage road, ADA-compliant pedestrian ramps, continental crosswalks, signal pole relocation and phasing changes, striping, signing, and new pavement overlay.
6. **Slaughter Lane / South 1st Street** (completed in September 2019): Improvements include modifications to medians on Slaughter Lane and South 1st Street for access management, addition of dual left-turn lanes eastbound and westbound on Slaughter Lane, addition of higher quality, off-street, shared-use pedestrian and bicycle paths along Slaughter Lane, ADA-compliant pedestrian ramps, signal phasing changes, striping, signing, and new pavement overlay. A new traffic signal was constructed at the intersection of Slaughter Lane/Alice Mae Lane, which was recommended as part of the safety improvements at Slaughter Lane/South 1st Street.
7. **North Lamar Boulevard / Payton Gin Road** (completed in December 2020): Improvements include a raised median on North Lamar Boulevard for access management, improved pedestrian infrastructure including new ADA-compliant ramps, shared use bicycle and pedestrian paths, continental crosswalks, signal reconfiguration, consolidation of driveways, relocation of Capital Metro bus stop closer to the signal for enhanced access, signing, striping, and associated pavement treatments.





“WE COMPLETED FINAL DESIGN AND RECEIVED GENERAL PERMIT APPROVAL FOR FOUR MORE MAJOR INTERSECTION SAFETY PROJECTS.”

We completed final design and received General Permit approval for four more major intersection safety projects. We published a solicitation to execute a contract to construct safety improvements at these locations:

1. Braker Lane / Stonelake Boulevard
2. North Lamar Boulevard / Payton Gin Road
3. North Lamar Boulevard / West St. Johns Avenue
4. East Oltorf Street / Parker Lane

The above four projects started construction in 2020. North Lamar Boulevard / Payton Gin Road completed construction in 2020 and the other three will complete construction in 2021.

Additionally, we are currently in design for the next three intersections:

1. I-35 Service Road Northbound / Rundberg Lane
2. US 183 Service Road Northbound / Lakeline Boulevard (begin construction December 2020 and complete in 2021)
3. Barton Springs Road / South 1st Street

2021 INTERSECTION SAFETY / VISION ZERO PROJECTS LIST

Project Name	Project Description and Limits	Length (miles)	Council District(s)
US 183 Service Road (Northbound) / Lakeline Boulevard	This project includes reconfiguration of the existing median on Lakeline Boulevard, east on US 183 for access management, and extension of the northbound sidewalk on the US 183 access road, signal reconfiguration, signing, striping, and associated pavement treatments.	N/A	6
I-35 Service Road Northbound / Rundberg Lane	This project includes major intersection improvements at Rundberg Lane and IH-35 and Rundberg Lane and Middle Fiskville Road. The work consists of reconfiguring the existing intersections with the northbound and southbound access roads, closing medians for access management, consolidation of driveways, relocation of Capital Metro bus stop closer to signal for enhanced access, enhancing mobility through the Street Geometric Improvements, pedestrian refuge, signing, striping, and associate pavement treatments.	N/A	4
Barton Spring Road / South 1st Street	This project includes construction of a raised media on Barton Springs Road for access management, relocation and/or reconfiguration of driveways, reconstruction and realignment of pedestrian and bicycle paths, intersection reconfiguration and associated signal phasing changes, signing, striping, and associated pavement treatments.	N/A	9
IH 35 Service Road (Northbound) / 7th Street	This project includes construction of a raised median on 7th Street for access management, relocation and/or reconfiguration of driveways, reconstruction and realignment of pedestrian and bicycle paths, intersection reconfiguration and associated signal phasing changes, signing, striping, and associated pavement treatments.	N/A	1, 3, 9

An aerial photograph of a suburban neighborhood. The image shows a grid of streets with several houses, many of which have light-colored roofs. There are numerous green trees scattered throughout the landscape, particularly along the streets and in yards. A yellow car is visible on one of the streets. The overall scene depicts a typical residential area.

SUBSTANDARD STREETS / CAPITAL RENEWAL

OVERVIEW

The 2016 Mobility Bond dedicates \$11 million to Substandard Street/Capital Renewal Projects. Substandard streets are publicly 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 Road
- Johnny Morris Road
- Brodie Lane



PROGRAM DELIVERY

Substandard Streets

Work on the Substandard Street projects included the development of Preliminary Engineering Reports. Preliminary engineering focuses on recommendations to increase capacity, raise streets up to current City standards, and improve connectivity for all modes of transportation through the identification of required infrastructure (i.e. storm drainage, roadway cross-sections, sidewalks, etc.). The substandard street projects were assigned to consultants from a Preliminary Engineering Rotation List (CLMP218) that was evaluated and went to Council for recommendation on May 18, 2017. Preliminary engineering for the eight projects assigned from the rotation list began in August, September, and October 2017, with Preliminary Engineering Reports completed in summer 2019.

Capital Renewal

The Fallwell Lane and William Cannon Railroad Overpass Projects were solicited as stand-alone procurements. Preliminary Engineering Reports for Fallwell Lane and William Cannon Railroad Overpass were completed in August 2018. Fallwell Lane began the design phase in August 2019.

PROGRAM ACCOMPLISHMENTS

Substandard Streets

The City completed [all nine Substandard Street Preliminary Engineering Reports in 2019.](#)

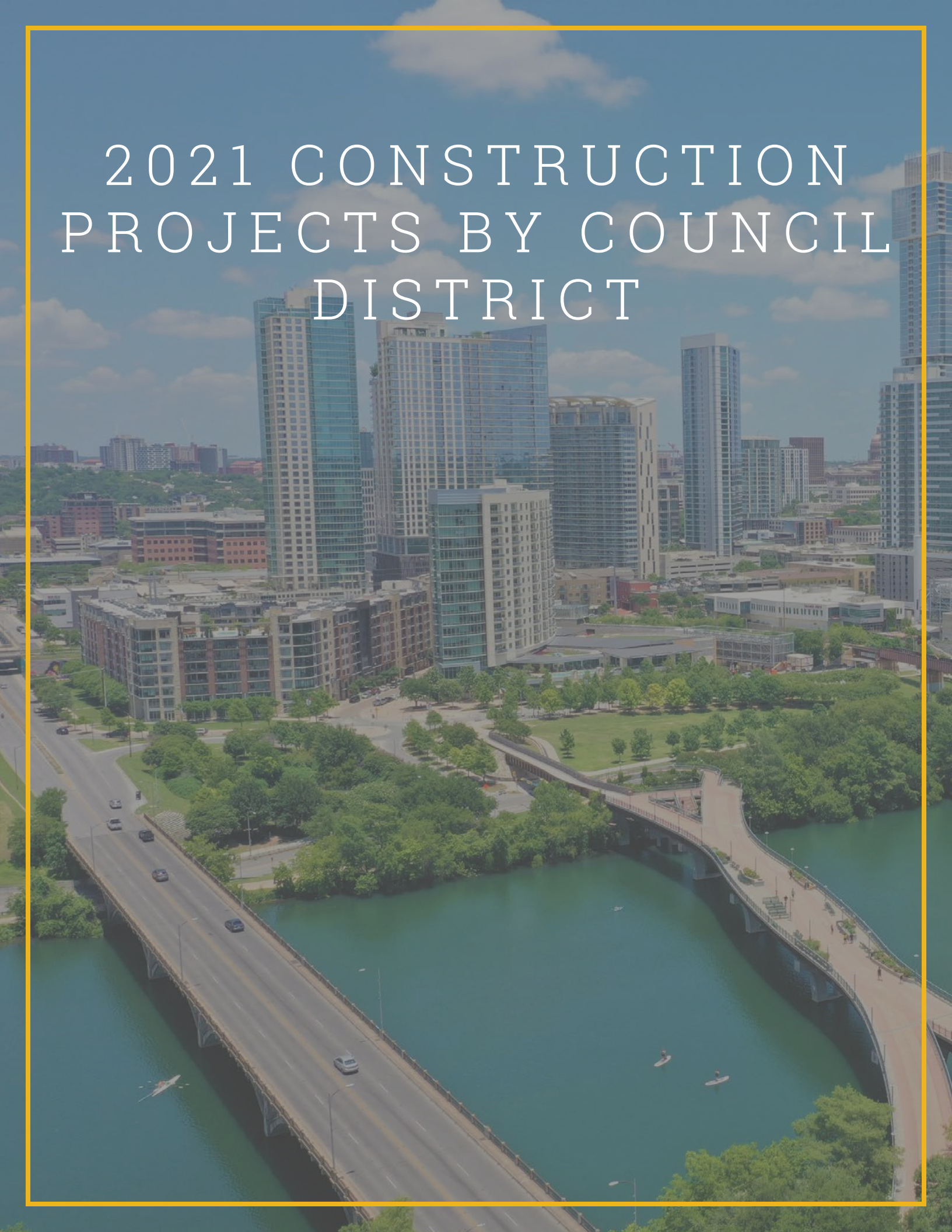
Capital Renewal

Both Capital Renewal Preliminary Engineering Reports were completed in August 2018. Work is underway to initiate design for the next phase of the William Cannon Railroad Overpass with potential funding from the 2016 Mobility Bond. Fallwell Lane began the design phase in August 2019 and the public process in 2020.

2021 CAPITAL RENEWAL PROJECTS LIST

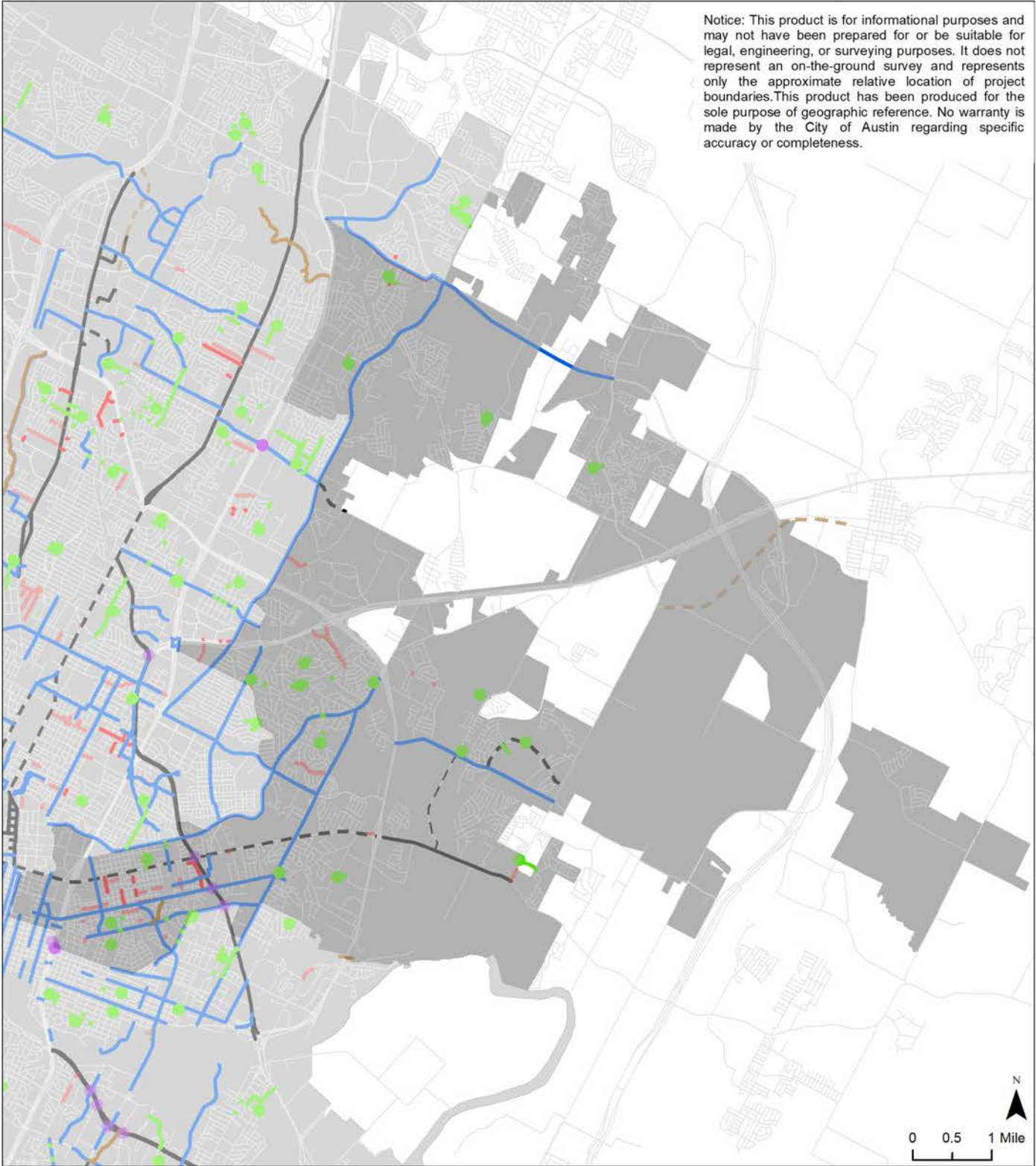
Project Name	Project Description and Limits	Length (miles)	Council District(s)
Falwell Lane	Falwell Lane is an existing county type roadway that serves private housing as well as two critical City facilities. The existing roadway experienced significant damage due to flooding events in 2013 and 2015, requiring permanent restoration or replacement. This Capital Renewal project is to construct new access to the South Austin Regional Wastewater Treatment Plant and the Sand Hill Energy Center. This will relocate the existing access road and repair stream bank damage from the 2013 and 2015 Halloween floods.	0.9	2

2021 CONSTRUCTION PROJECTS BY COUNCIL DISTRICT



2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 1



Local Mobility Bond Projects

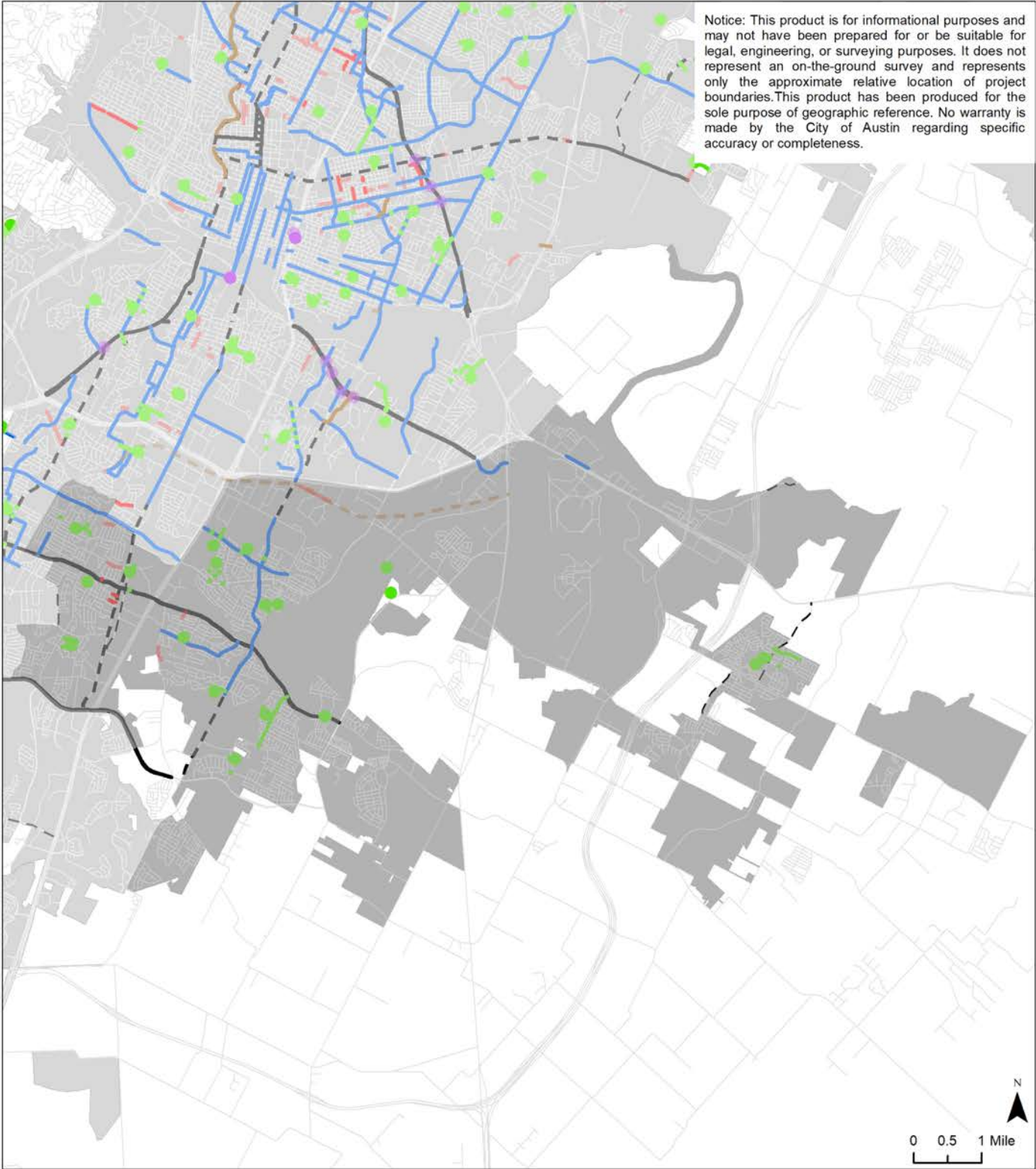
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Corridor and Regional Mobility Projects

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2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 2



Local Mobility Bond Projects

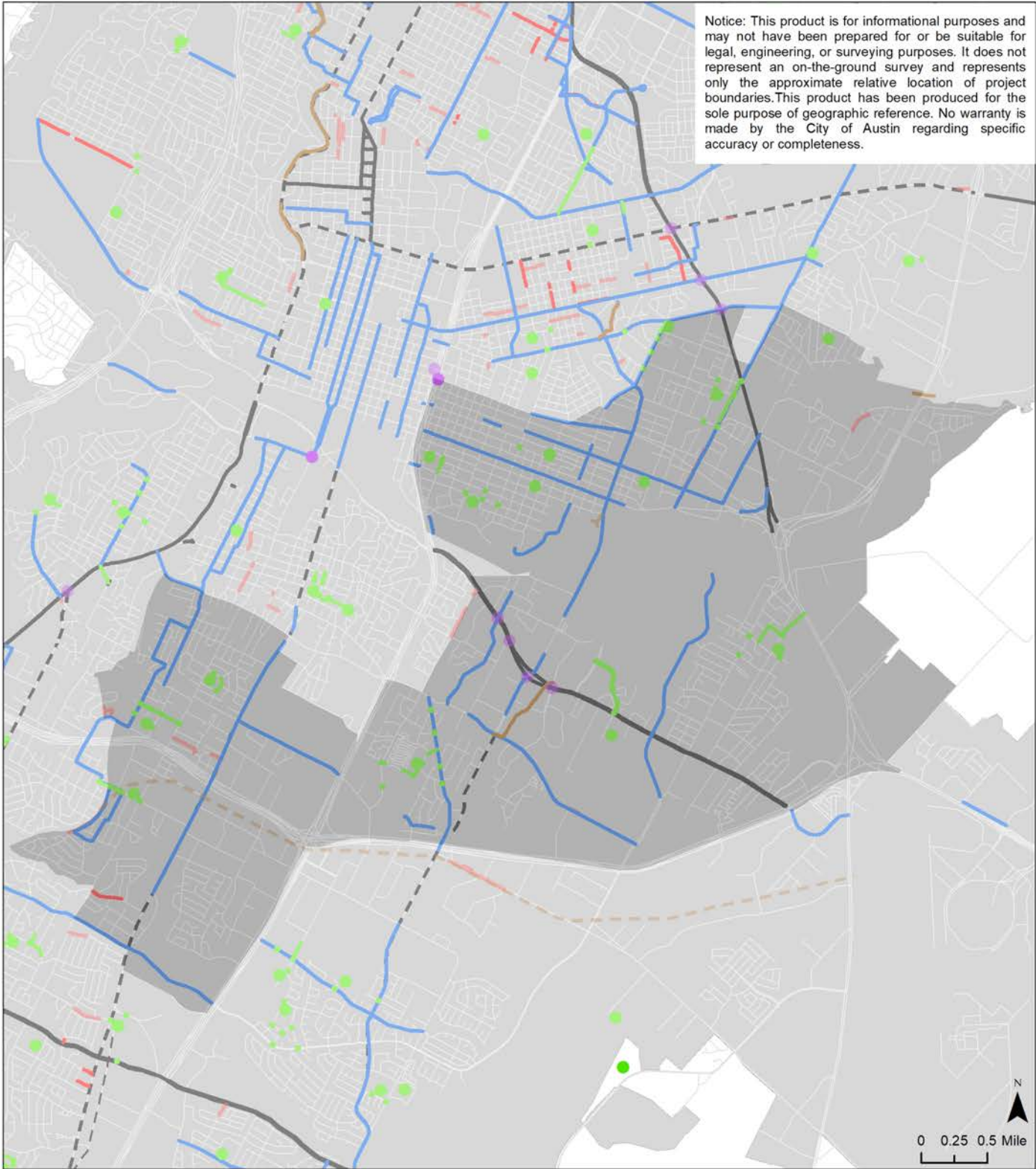
- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 3



Local Mobility Bond Projects

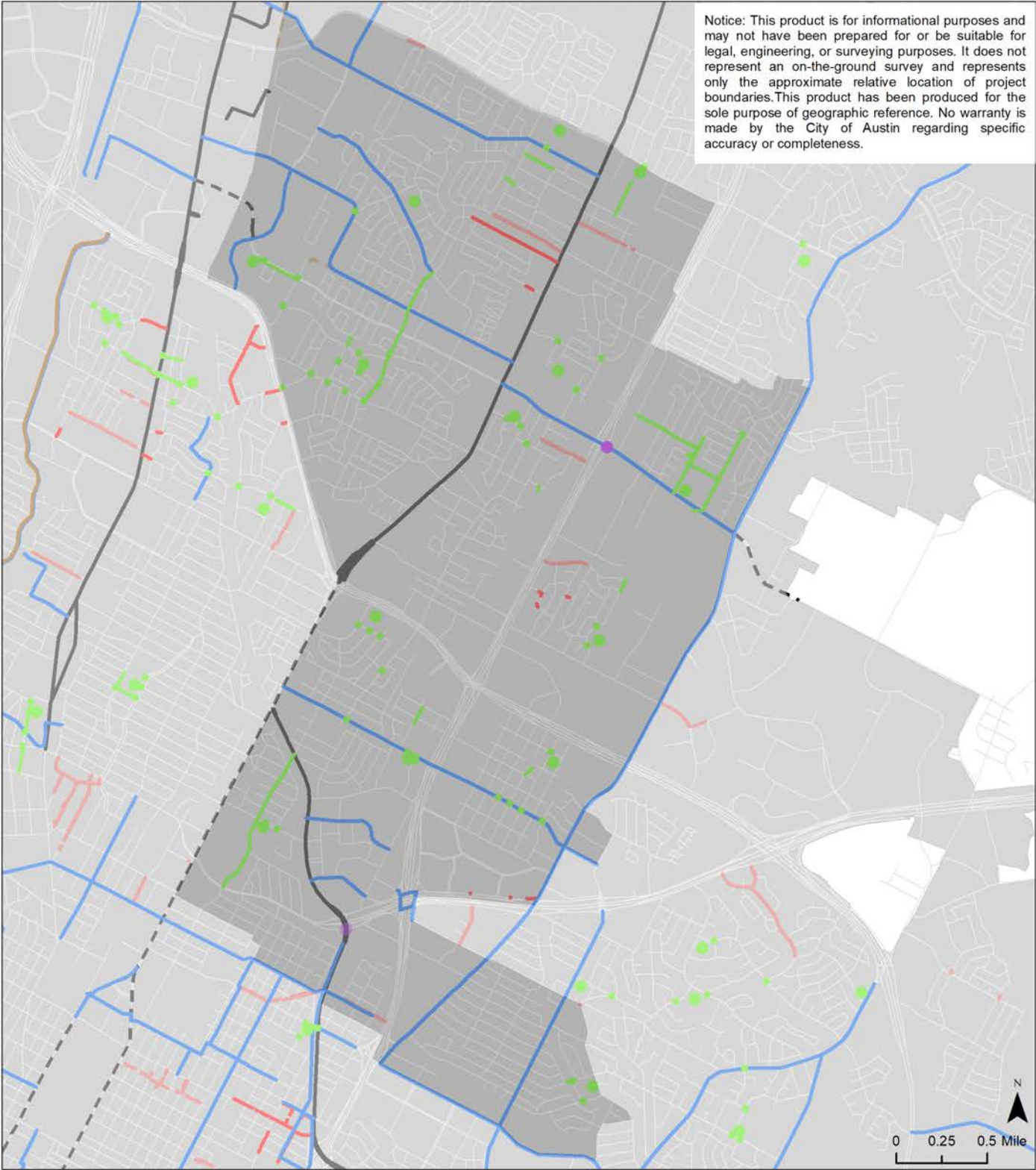
- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 4



Local Mobility Bond Projects

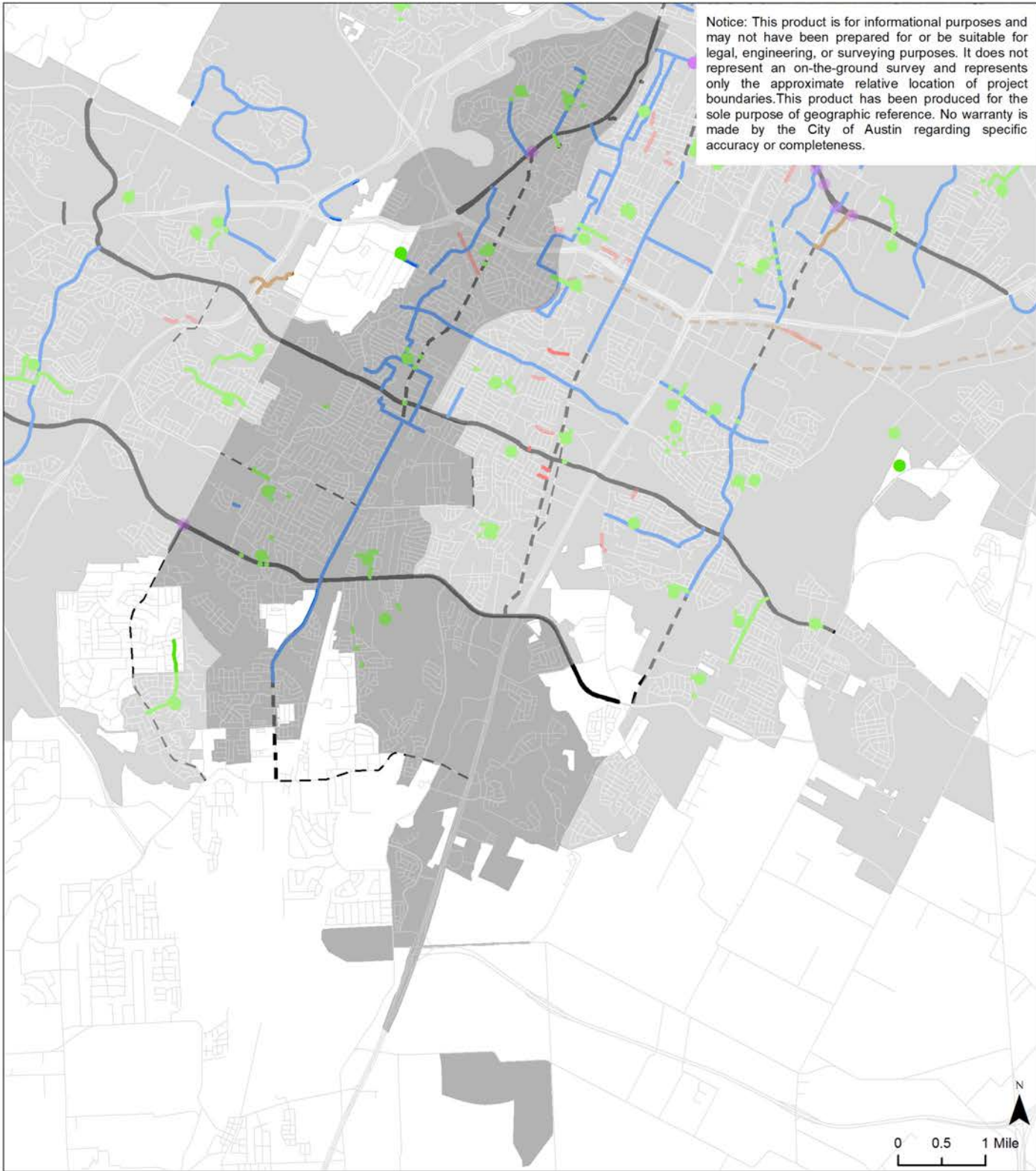
- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 5



Local Mobility Bond Projects

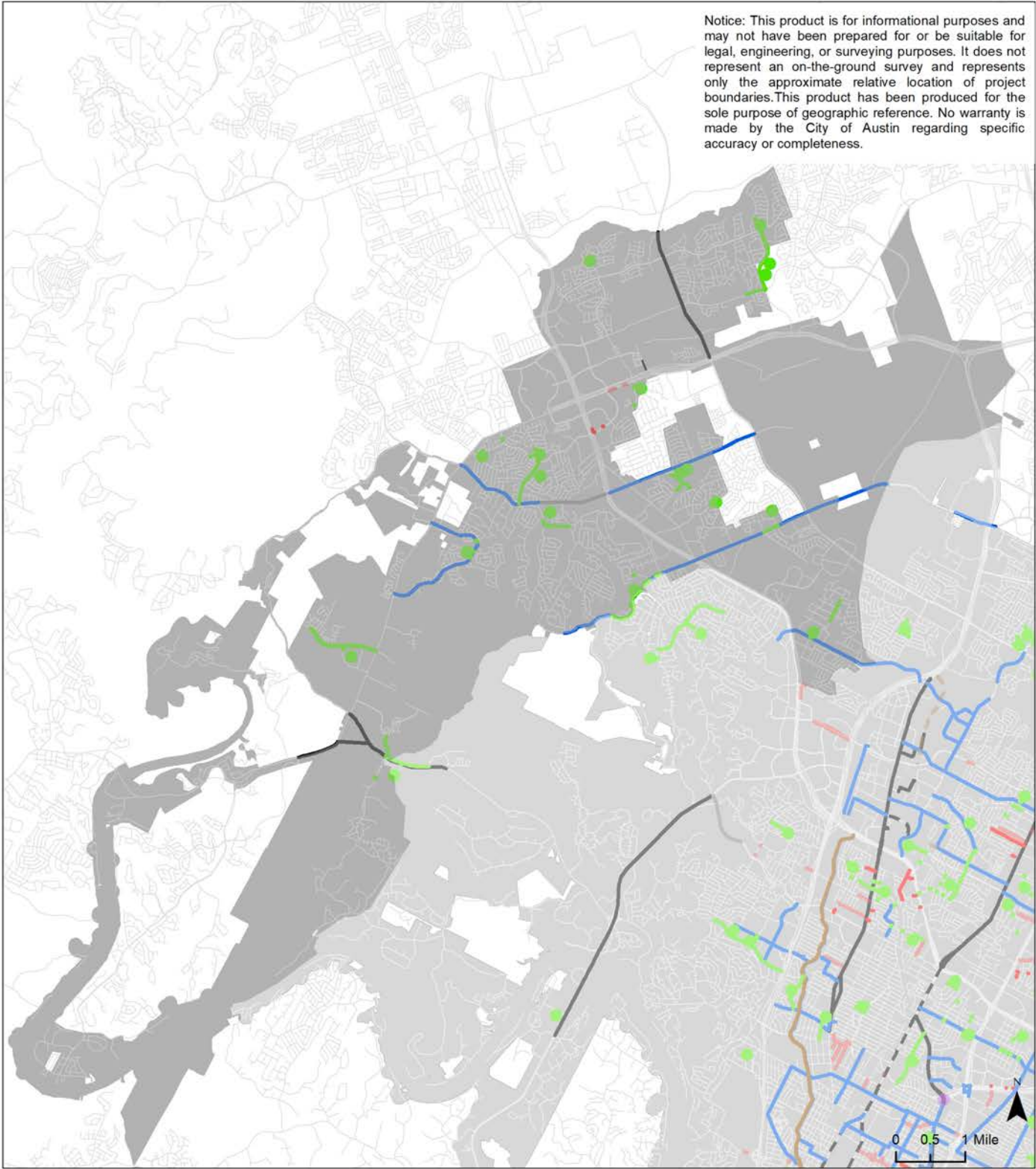
- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 6



Local Mobility Bond Projects

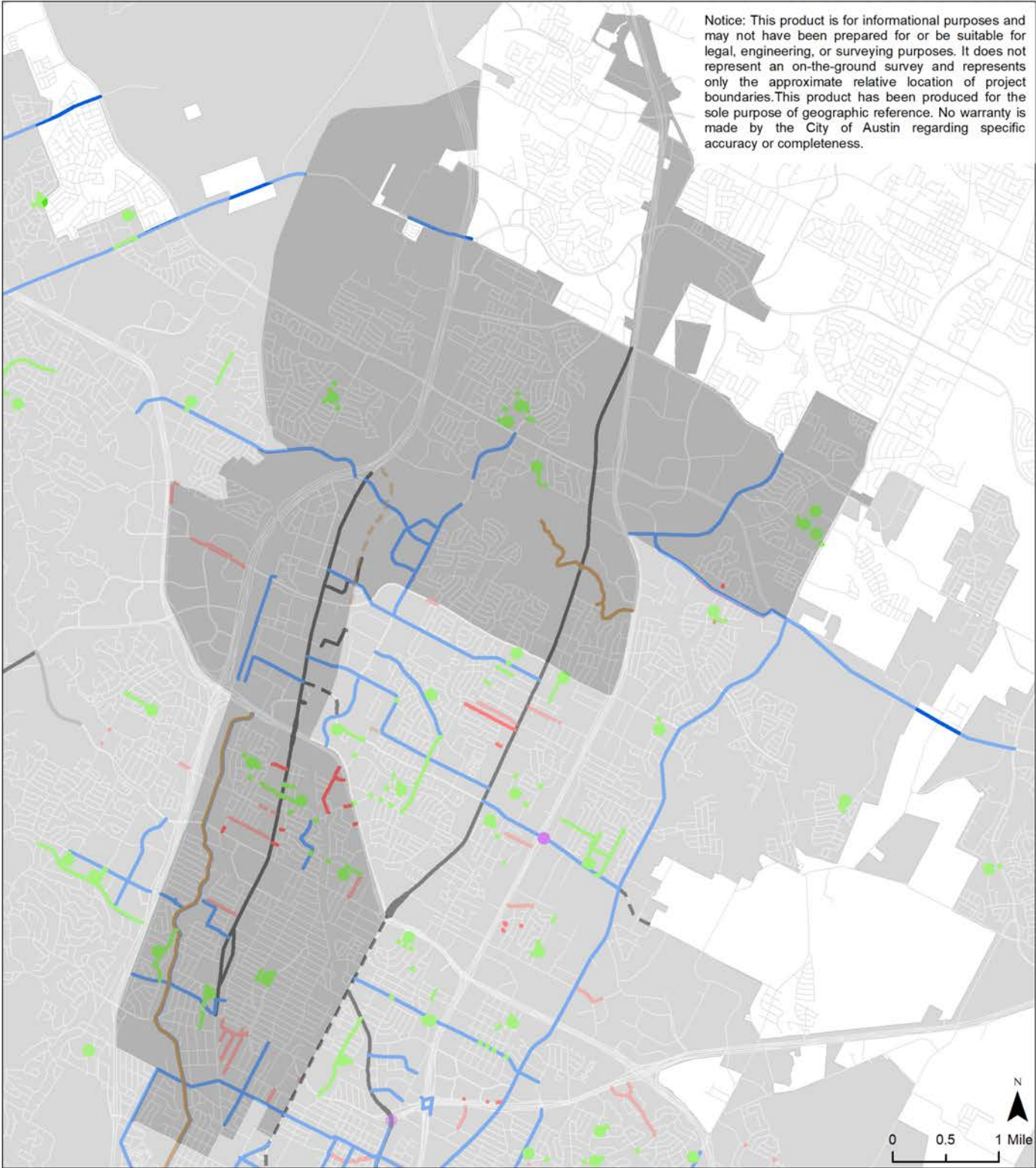
- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

- Corridor Mobility
- Corridor Mobility
- Substandard Streets
- Regional Mobility
- Regional Mobility (City Led)
- Preliminary Engineering and Design
- Eligible for Project Construction

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 7



Local Mobility Bond Projects

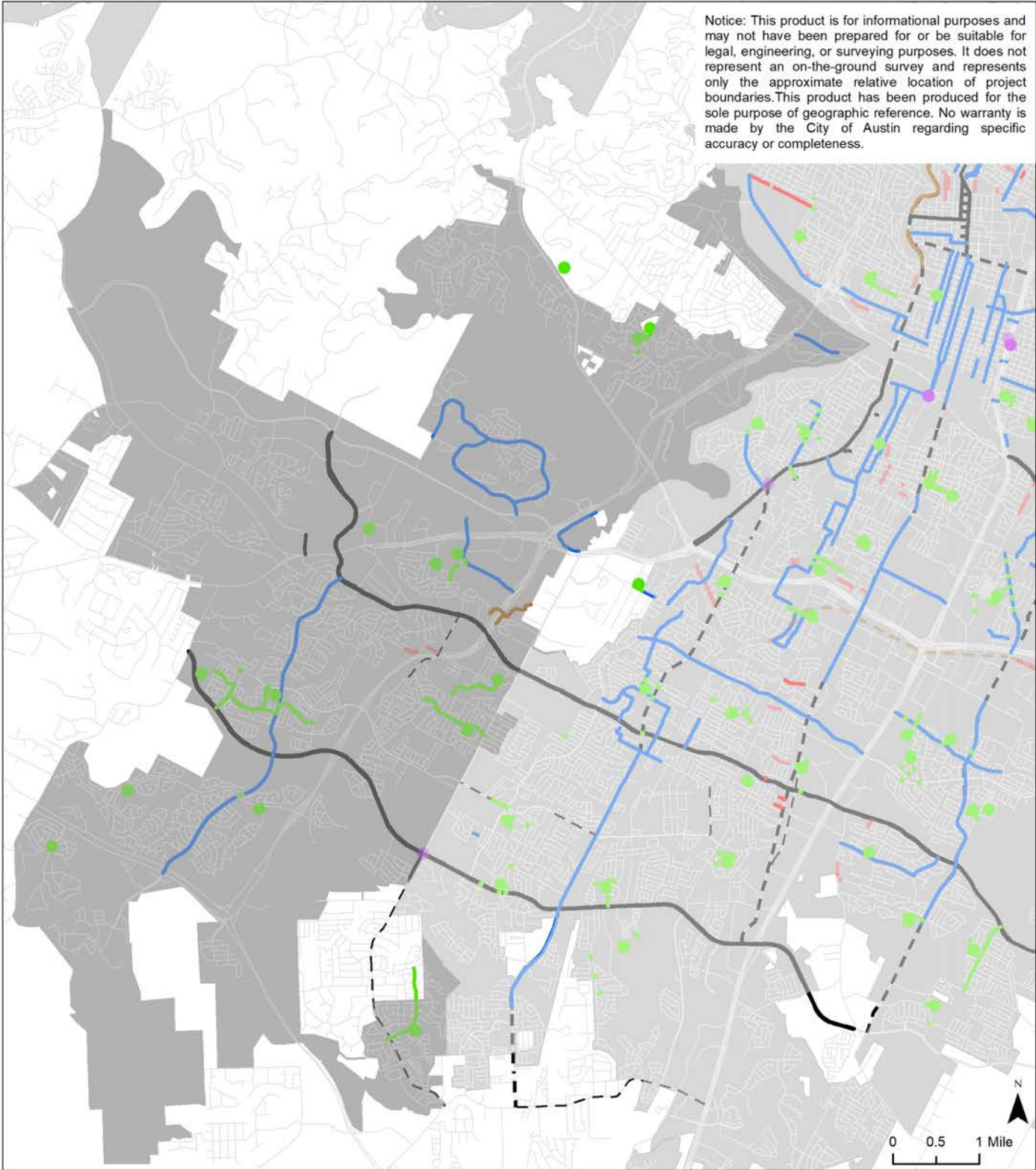
- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 8



Local Mobility Bond Projects

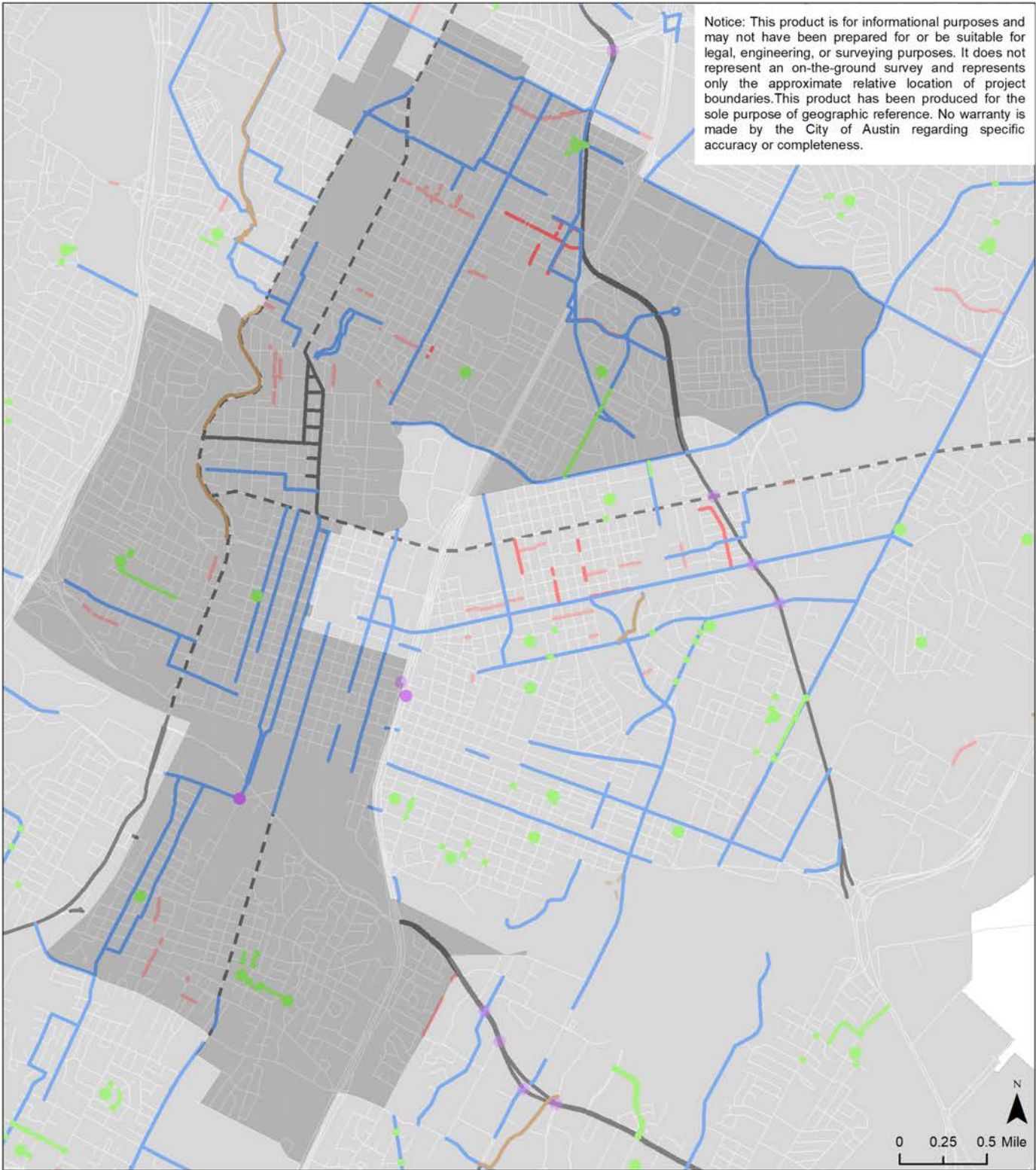
- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 9



Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2021 Construction

Safety/Vision Zero - Potential 2022-2024

Safe Routes to School Walk-Audit Schools

Safe Routes to School

Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start

Sidewalk - Potential 2022-2024 Construction Start

Urban Trails - Potential 2021 Construction Start

Urban Trails - Potential 2021 Trail Improvements

Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

- Corridor Mobility

Regional Mobility

Corridor Mobility

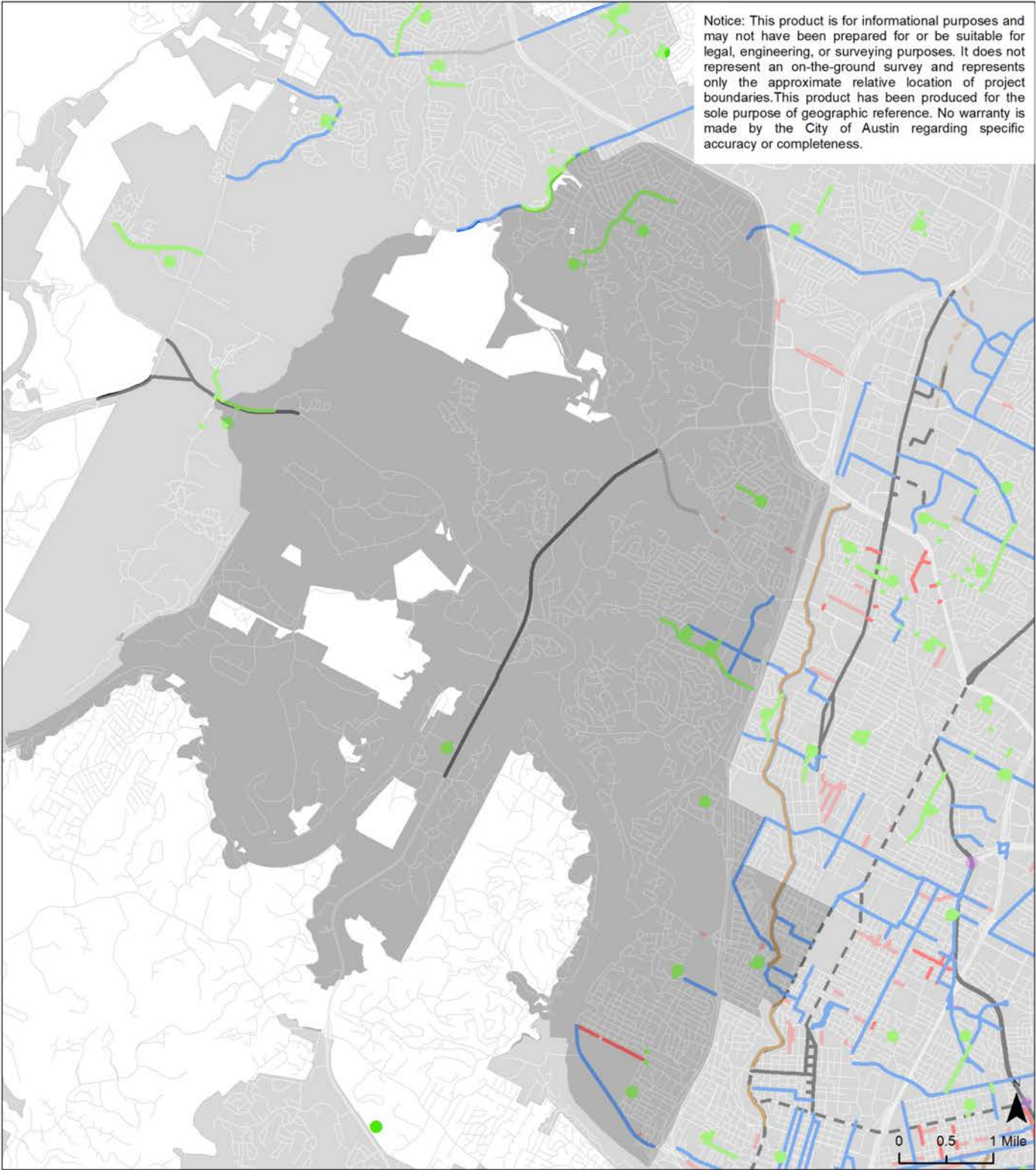
Regional Mobility (City Led)

Substandard Streets
- DOTTED LINES = Preliminary Engineering and Design

SOLID LINES = Eligible for Project Construction

2021 MOBILITY CONSTRUCTION PROJECTS

COUNCIL DISTRICT 10



Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2021 Construction
- Safety/Vision Zero - Potential 2022-2024
- Safe Routes to School Walk-Audit Schools
- Safe Routes to School
- Bikeways - Active in 2021
- Sidewalk - Potential 2021 Construction Start
- Sidewalk - Potential 2022-2024 Construction Start
- Urban Trails - Potential 2021 Construction Start
- Urban Trails - Potential 2021 Trail Improvements
- Urban Trails - Design/Preliminary Engineering Report 2021

Corridor and Regional Mobility Projects

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

COMPLETED 2016 MOBILITY BOND PROJECTS

The following lists consist of projects completed since the passing of the 2016 Bond through December 31st, 2020.

CORRIDOR MOBILITY PROGRAM

COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*

REGIONAL MOBILITY PROGRAM

COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*

SIDEWALKS

COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*

SAFE ROUTES TO SCHOOL

COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*

URBAN TRAILS

COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*

BIKEWAYS

COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*

INTERSECTION SAFETY / VISION ZERO COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*

SUBSTANDARD STREETS / CAPITAL RENEWAL COMPLETED PROJECTS

*COMPLETED PROJECT LIST TO BE UPDATED
IN EARLY 2021. FOR LAST YEAR'S LIST, VISIT
[AUSTINTEXAS.GOV/MOBILITYANNUALPLAN](https://austintexas.gov/mobilityannualplan)*