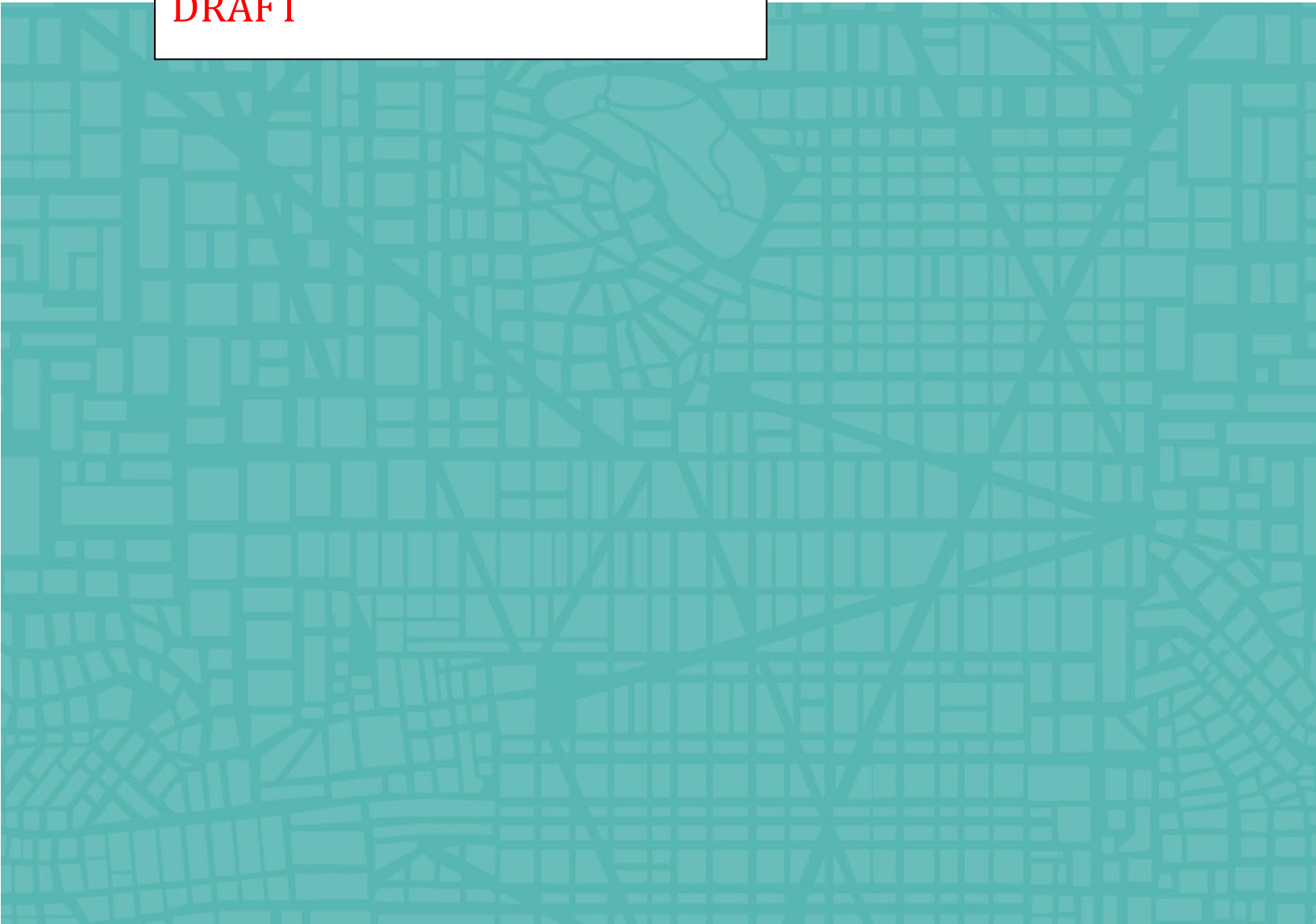


2023 Mobility Annual Plan -  
**DRAFT**





# TABLE OF CONTENTS

1. INTRODUCTION	3
2. CORRIDOR MOBILITY PROGRAM	4
3. REGIONAL MOBILITY PROGRAM	11
4. MAJOR CAPITAL IMPROVEMENTS	12
5. SIDEWALKS	13
6. SAFE ROUTES TO SCHOOL	18
7. URBAN TRAILS	26
8. BIKEWAYS	30
9. SAFETY/VISION ZERO	43
10. TRANSIT ENHANCEMENT	52
11. NEIGHBORHOOD PARTNERING PROGRAM	55
12. STREET RECONSTRUCTION	57
13. SUBSTANDARD STREETS / CAPITAL RENEWAL	61



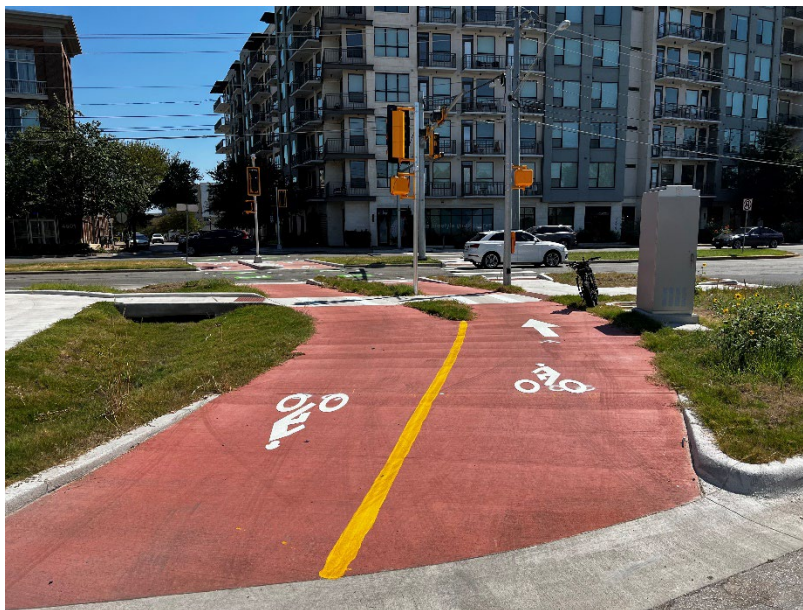
## INTRODUCTION

The Mobility Annual Plan (MAP) provides an annual look ahead at planned and proposed mobility projects across the City of Austin. For the second year, the MAP process includes projects made possible through funding from the 2016, 2018, and 2020 Mobility Bonds, offering more than 500 projects citywide to build out the City's mobility network.

The MAP process enables coordination among all mobility bond funded programs, designed to offer a transparent and flexible means of delivering a very dynamic, interdependent, and complex set of bond funded projects. The process is repeated each year to capture any changes or new opportunities that feedback from the public and coordination among the bond programs and/or other partners may yield.

The 2023 MAP consists of a program summary for all programs, including information on project selection, prioritization, and other unique components of each program. Through the MAP process, both the Austin City Council and the community can expect to receive an updated list of planned and proposed projects as well as program information each year from these programs. This plan along with an interactive map of projects is available at

[www.AustinTexas.gov/MobilityAnnualPlan](http://www.AustinTexas.gov/MobilityAnnualPlan).



Bicycle and pedestrian crossing at 46<sup>th</sup> Street and Lamar Boulevard



Payton Gin Road and Ohlen Road protected intersection.



On April 26, 2018, Austin City Council adopted the Corridor Construction Program 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 (CCP) 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 phased 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 2022 and 2024. The Corridor Program Office has also identified smaller projects that can be constructed outside of larger-scale construction. These types of projects include construction of 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.

## MAP PROJECT COORDINATION

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Throughout the design development of the Council approved Corridor Construction Program (CCP), representatives of each of the other Mobility Programs were engaged to ensure that the design of the CCP improvements incorporated the other Mobility Program's best practices. Effort was also made to identify partnership opportunities to implement complimentary improvements that weren't funded in the base scope of the CCP but overlap with the mission and goals of the other Mobility Programs and help facilitate off corridor connections with existing/proposed local mobility infrastructure and/or other critical points of interest.

The Corridor Program Office worked with each Local Mobility group to review 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, three types of coordination opportunities emerge:

1. Opportunities that further the Corridor Program Office's Complete Communities goals. These are chosen based on conversations at the MAP coordination meeting, connectivity to locations included in the Corridor Program Office's previous Community Considerations analysis, and the range of Local Mobility programs included. The following pages includes examples of the types of coordination opportunities identified along identified corridors.
2. Opportunities that connect the corridor to local mobility networks and planned projects. Examples include but are not limited to 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.
3. Opportunities funded by the 2020 Bond for enhancements to the base Corridor improvements at high impact placemaking locations that align with the program's Complete Communities goals. These placemaking projects include amenities such as community gathering spaces, pocket greens, shade trees, rain gardens, art, pedestrian and bike amenities and connections to city and social services such as libraries, parks, schools and health centers and other projects identified in the MAP process. CPO is initiating design of many of these enhancements with 2016 Mobility Bond dollars to ready them for construction using 2020 Bond dollars, creating efficiencies in project delivery.

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 may be 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.

1. 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.
2. 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.

## 2022 PROGRAM ACCOMPLISHMENTS

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- Maintained the schedule to have all projects completed or under construction by the end of CY 2024, in keeping with the 2016 Mobility Bond Contract with Voters.
- Furthered design and engineering of projects to meet mobility and community outcomes as well as other city outcomes such as water quality, storm water drainage, and water/wastewater service through coordination with multiple city departments. Additional coordination included work with Capital Metro to support the implementation of Project Connect through augmentation of our program to meet mobility outcomes including, but not limited to mode shift and transit operations.
- Initiated procurement of over \$120M in prioritized safety and mobility improvement projects
- Initiated Construction on over \$40M of prioritized safety and mobility improvement projects

## PROGRAM RISKS

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Implementing a Program of Projects such as the Corridor Construction Program comes with a multitude of challenges and risks.

- Retrofitting new improvements within existing rights-of-way with aged infrastructure and limited space
- Expedited Project Delivery
- Real estate acquisition
- Coordination with internal and external utility owners
- Coordination with current and future site development Projects with overlapping right-of-way use needs
- Environmental constraints
- Atlas 14 Code changes

- Coordination and use of TxDOT design criteria, specifications, and details within TxDOT owned corridors
- Stakeholder engagement

## IDENTIFIED COORDINATION/PARTNERSHIP OPPORTUNITIES

PROJECT NAME	DESCRIPTION & LIMITS	COUNCIL DISTRICT(S)
Airport Blvd. Corridor– 55 <sup>th</sup> Street to 45 <sup>th</sup> Street	Explore alternatives to partner with Local Mobility Programs to fund and implement mobility and safety improvements along Bruning Ave. from Airport Blvd. to Eilers Ave., to support the planned improvements in this area by the other Local Mobility Programs in this area.	9
South Lamar Blvd. Corridor - Barton Springs Rd to US 290	Explore partnership opportunities with the Sidewalks Program to fund and implement mobility and safety improvements at the intersection of Barton Skyway and Manchaca Road. The Corridor Program Office will explore options for integrating this planned work into the South Lamar Corridor Improvement implementation Project.	5
South Lamar Boulevard – Bluebonnet Lane Connection	Explore partnership opportunities with Safe Routes to Schools to fund and implement mobility and safety improvements on Bluebonnet Lane. This will provide a critical off corridor connection between the South Lamar Corridor and the proposed roundabout at Bluebonnet and Del Curto.	5
William Cannon Drive Corridor - US 290 to East of Brodie Ln	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	8
South Lamar Blvd. Corridor – East Riverside Dr. to Barton Springs Rd	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	8
Airport Boulevard Corridor - North Lamar Blvd. to 55 <sup>th</sup> Street	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	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 Community Considerations Connections: Oak Meadows Elementary School, KIPP Austin	1
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 Community Considerations Connections: Texas Homeless Education Office, Texas Workforce Commission, Texas Department of Insurance, The G Apartments (affordable housing)	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 Community Considerations Connections: Chinatown Center, Marketplace	4
East Riverside Drive – Country Club Creek Trail	Partner with Capital Metro and Urban Trails, Bikeways programs to coordinate a connection from East Riverside Drive to the trail crossing underneath the Country Club Creek bridges Community Considerations Connections: Country Club Creek Trail, affordable housing, community shopping center	3
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 Community Considerations Connections: IDEA Bluff Springs, Onion Creek Trail	2
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 Community Considerations Connections: Covington MS	8, 5



## 2023 PROJECTED CORRIDOR PROJECTS

PROJECT NAME	ESTMATED CONSTRUCTION START	COORDINATED IMPROVEMENTS WITH OTHER MOBILITY PROGRAMS	COUNCIL DISTRICT(S)
William Cannon Drive Corridor - Running Water Dr to McKinney Falls Pkwy	Early 2023	Added PHB/Signal at Springfield Dr. - Partnering with PWD SRTS/ATD	2
South Lamar Blvd. Corridor - W. Mary/Evergreen Roundabout	Early 2023		9
South Lamar Blvd. Corridor - Barton Springs Rd to US 290	Early 2023	Barton Skyway/Menchaca intersection, US 290 Pedestrian/Bike crossing improvements - Partnering with PWD SSPD/ATD ATSD	5, 9
Burnet Rd. Corridor - AE Kramer Site Drainage	Early 2023	Installation of a portion of the Red Line Trail on Austin Energy Kramer site - Partnering with PWD SRTS	7
Burnet Rd. Corridor - White Horse Trail to US 183	Late 2023	Additional Illumination at Braker Intersection	4,7
W. Bouldin Creek - Del Curto Storm Drain Improvements	Late 2023	Blue Bonnet Shared-use Path Extension from South Lamar to the Del Curto Roundabout - Partnering with PWD SRTS/ATD ATSD	5
North Lamar Blvd. Corridor- North of Parmer Ln to Howard Ln	Late 2023		7
Burnet Rd. Corridor - Bright Verde Way to Loop 1	Late 2023		7
Slaughter Ln. Corridor - Loop 1 to East of Brodie Ln (CAMPO)	Late 2023	Signal at Norman Trail	5, 8
William Cannon Dr. Corridor - I-35 to Running Water Dr	Late 2023	Pedestrian Bicycle improvements at William Cannon and South Pleasant Valley Rd. - Partnering with ATD ATSD	2
Slaughter Ln. Corridor - Cullen to Old Lockhart Rd.	Late 2023	Installation of the Onion Creek Trail Connection from Slaughter Ln. - Partnering with PWD/UT	2,5
RM1826 Intersection Improvements	Late 2023	NA	8
William Cannon Drive Corridor - US 290 to East of Brodie Ln	Late 2023	Connection to Violet Crown Trail, Bike Connctions along Brodie Ln. to Covington Middle School,	5,8

PROJECT NAME	ESTMATED CONSTRUCTION START	COORDINATED IMPROVEMENTS WITH OTHER MOBILITY PROGRAMS	COUNCIL DISTRICT(S)
Slaughter Corridor - Brodie Ln from Slaughter to Aspen Creek	Late 2023	NA	5,8
William Cannon Drive Corridor - East of Brodie Ln to I-35	Late 2023	NA	2,5
Burnet Rd. Corridor - US 183 to Bright Verde Way	Late 2023	Urban Trail Connection between Shoal Creek Trail and Redline Trail, <b>Waterford Centre Sidewalk Gap, PHB North of 183 @ McNeil</b> , PWD SSPD performing sidewalk gaps on side streets	7
Slaughter Ln. Corridor - Escarpment Intersection Improvements	Spring 2024	NA	8
North Lamar Blvd. Corridor - Howard Ln Contraflow Bus Lane	Spring 2024	NA	7



The 2016 Mobility Bond dedicates \$101 million to Regional Mobility projects to address congestion and enhance safety. Of these six projects, four are partnership projects with 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 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 was to be invested in the following Regional projects in the table below. In June 2020, CAMPO redirected regional funding away from Parmer Lane and other regional projects to support the immediate funding need for IH-35. Furthermore, CAMPO indicated a desire to conduct a regionally focused corridor study for Parmer Lane. Therefore TxDOT has halted the design process for Parmer Lane improvements. The City reallocated the funds pledged for Parmer Lane to an ATD-led project for Lakeline Boulevard, connecting Parmer Lane to the Lakeline Transit Station. This change was approved by City Council in early 2022.

## REGIONAL MOBILITY PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Anderson Mill Road	Safety and mobility improvements between Spicewood Parkway and US 183	1.0	6
Loop 360	Grade separation of Loop 360 and Westlake Drive, Spicewood Springs Road/Bluffstone Drive, Lakewood Drive, Courtyard Drive/RM 2222	4.3	10
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/FM 734 -> Now Lakeline Boulevard	Funding from the Parmer Lane/FM734 project were reallocated to Lakeline Boulevard to connect Parmer Lane to Lakeline Transit station.	1	6
RM 620 at RM 2222	Addition of a bypass road to provide additional capacity in the Four Points area from Steiner Ranch Blvd 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



## MAJOR CAPITAL IMPROVEMENTS

The 2018 Proposition G Bond allocated \$52M to the Redbud Trail bridge project and the and 2020 Mobility Bonds allocated a combined \$154 million to support the development of five large capital projects listed in the table below. Final funding allocations will be determined as major milestones of each project are reached and additional funds through grants or other partnerships are identified. For more information, visit the [Major Capital Improvements site](#).

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	COUNCIL DISTRICT(S)
Longhorn Dam Bicycle and Pedestrian Bridge	Construct a new pedestrian and bicycle bridge and related improvements in the vicinity of Longhorn Dam in alignment with the recommendations of the preliminary engineering report to improve connectivity and safety for all roadway users. For more information, visit the <a href="#">project page</a> .	3
Barton Creek Bridge Preliminary Engineering Report	Development of a Preliminary Engineering Report (PER) is underway. Council will review the PER to help decide whether to rehabilitate the current Barton Springs Road Bridge over Barton Creek or to construct a new bridge. Considerations for this project include a retaining wall at Azie Morton, structural sidewalk, sidewalk connectivity, and bike lanes. Protecting Barton Creek and Zilker Park guide all considerations.	8/5
South Pleasant Valley Road	Completion of the S. Pleasant Valley Road extension from its current terminus approximately 2,750 feet south of East Oltorf Street to connect to Burleson Road. This connection was identified and recommended as part of the South Pleasant Valley Corridor Plan.	3
Congress Avenue Urban Design Initiative	Reconstruction of the street in alignment with <a href="#">Congress Avenue Urban Design Initiative</a> to improve the safety, multimodal access and facilities, ADA accessibility, green street infrastructure, and economic vitality of Congress Avenue.	9
Redbud Trail Bridge	Construction of a new bridge to address current-day and future motor vehicle traffic volumes, pedestrian and bicycle safety. For more information visit the <a href="#">project webpage</a> .	8/10



The Mobility Bonds dedicate \$137.5 M of Local Mobility funding to implement the 2016 Sidewalk Plan/Americans with Disabilities Act (ADA) Transition Plan. Approximately \$50 M is focused on the rehabilitation of existing sidewalks and \$87.5 M is focused on new sidewalk construction.

The goals of the sidewalk program are to encourage walking as a viable mode of transportation, improve pedestrian safety, enable people to walk to and from transit stops, improve mobility and access for people with disabilities, help control air pollution and traffic congestion, and include sidewalks and other pedestrian facilities as necessary and integral components of the transportation system.

## PROJECT DELIVERY

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Sidewalk project implementation will continue to occur primarily through a combination of field engineering and Unit Cost/Indefinite Delivery Indefinite Quantity (IDIQ) contracts, which yields significant cost and time savings over traditional design/bid/build delivery methods for sidewalk projects. For more complex or larger-scale projects with multiple funding partners, the Sidewalk Program will also be exploring more traditional design/bid/build options.

## PROJECT SELECTION

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There are over 500 miles of missing sidewalk ranked as a “high” or “very high” priority in the 2016 Sidewalk/ADA Transition Plan. To select the small subset of projects that are funded in any given year, the very high and high priority “needs” identified by the Sidewalk Plan are overlaid with “opportunities” that would allow a single sidewalk project to address multiple City priorities. Potential projects are then reviewed for constructability before being included on a draft plan that is reviewed and refined through the Mobility Annual Plan (MAP) process. Selection and implementation of projects will be tracked over the life of the bond to promote equitable geographic distribution consistent with the prioritization distribution in the Council-approved Sidewalk/ADA Transition Plan.

## PROGRAM ACCOMPLISHMENTS

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In 2022, the Sidewalk Program completed 183,413 linear feet (over 34 miles) of new and rehabilitated sidewalks throughout the City of Austin and installed over 1,100 curb ramps. A few project highlights include new sidewalks on Fairbanks Drive and Radcliff Drive coordinated with bus stop improvements on Cameron Road. Sidewalk work on E. 14th, Harvey and Alexander providing accessible routes to E 12<sup>th</sup> and Airport Blvd, and a collaborative project with Safe Routes to School, Vision Zero, and Bikeways to provide pedestrian and

bicycle safety and accessibility improvements on Parkfield, Payton Gin and Ohlen Road. Additional information can be found on the Sidewalk Program website: [AustinTexas.gov/Sidewalks](https://AustinTexas.gov/Sidewalks).

## PROGRAM RISKS

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The combined scale of the 2016, 2018, and 2020 bonds provide a variety of scaling challenges and opportunities including:

- **Concrete maintenance resources** commensurate with other transformative improvements to the Austin transportation system. The successful delivery of the 2016, 2018, and 2020 Mobility Bonds combined with Project Connect will result in the establishment of four distinct yet integrated transportation networks within Austin right of ways. The transit, pedestrian, and bicycle/micro-mobility networks are all being dramatically improved with a goal of reaching a level of functional equivalence with the existing vehicular/street network. All the new sidewalks, trails, and bikeways need to be actively maintained to be the safe and attractive alternatives to driving envisioned by the Austin Strategic Mobility Plan. As pedestrian and bicycle infrastructure grows, maintenance costs and resource needs also rise.
- **Vegetation and landscaping maintenance resources** need to be scaled up to meet existing needs and then expanded further to correspond with new investments and green infrastructure goals. Bikeways and urban trails require specialized sweepers, signal maintenance, delineator posts, colored stamped concrete, lighting, etc., which all require staff and equipment resources. A coordinated plan is needed to identify the unique but integrated maintenance needs of the different networks and to ensure contract and in-house maintenance capacity expands as new infrastructure is constructed.
- **Capital delivery capacity:** project delivery requires a multi-disciplinary team of public and private sector partners including consulting engineers, project managers, and contractors as well as permitting, public outreach, finance, and contract specialists. Successfully expanding capital delivery capacity will require a thoughtful and intentional approach to expanding **staff capacity and capabilities**.
- **Project complexity:** Over the last 15 years most of the “easy to build” priority sidewalk projects have been completed. Upcoming work will include highly constrained locations that may require significant grading, drainage, or street geometry changes.

## 2023-2025 SIDEWALK PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	COUNCIL DISTRICT(S)	LENGTH (LF)
Adams Avenue	Ullrich to Burnet	7	623
Amber Street	Navasota to Waller	1	129
Arroyo Seco	West Koenig to Arroyo Seco	7	121
Ashdale Drive	Burnet to Rockwood	7	2,127
Avenue C	West 45th to West 44th (gaps)	9	124
Avenue D	West 43rd to West 45th (gaps)	9	451
Avenue F	West 44th to West 45 <sup>th</sup>	9	634
Balcones Woods Drive	Research Boulevard (gap)	7	180
Baylor Street	West 11th to Parkway	9	647
Blue Meadow Drive	Stonleigh to Deep Lane	2	1,432
Bluff Springs Road	Quicksilver to Tranquilo	2	757
Bramble Drive	Cedardale to South 1 <sup>st</sup>	2	721
Bruning Avenue	Duval to Airport (gaps)	9	1,740
Burleson Road	Todd to Promontory Point	2	2,807
Centre Creek Drive	Centre Creek to Cameron (gaps)	1	399
Charlton Drive	Highway 290 Frontage to Geneva	1	632
Clay Avenue	Houston to Ullrich	7	1,552
Clifford Avenue	East 13th to East 16 <sup>th</sup>	1	575
Convict Hill Road	Brush Country to Flaming Oak	8	1,152
Decker Lane	Decker Lane at FM 969 (gap)	1	810
East 13th Street	Leona to Navasota	1	1,326
East 14th Street	Chestnut to Ulit	1	1,110
East 18th Street	Leona to Poquito	1	717
East 30th Street	Speedway to Duval	9	113
East 33rd Street	Speedway to Duval	9	728
East 41st Street	Duval to Red River (gaps)	9	564
East 44th Street	Guadalupe to Avenue H (gaps)	9	581
East 51st Street	Duval to Avenue F	9	820
East 51st Street	Pecan Springs to Springdale	1	903
East 53rd Half Street	IH-35 frontage to Helen	4	1,322
East Grady Drive	Georgian to North Lamar	4	14
East Martin Luther King Jr Boulevard	West of EM Franklin (gap)	1	334
East Martin Luther King Jr Boulevard	Tannehill to Highway 183 frontage (gaps)	1	441
East Oltorf Street	Alvin Devane (gap)	3	391
Eberhart Lane	Starstreaker to Sunstrip	2	1,138

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	COUNCIL DISTRICT(S)	LENGTH (LF)
Elm Creek Drive	East bluff to East William Cannon	2	564
Fletcher Street	Euclid to Wilson	9	474
Frontier Trail	Pack Saddle to Manchaca	5	1,491
Frontier Trail	Taos to Pack Saddle	5	1,005
Gardner Road	Jain to Lotus	3	1,015
Gaston Place Drive	Gaston Place/Westminster/Briarcliff ramps	1	4
Geneva Drive	Highway 290 Frontage to Langston	1	3,135
Glen Oaks Drive	North Pleasant Valley to Neal	1	273
Greenlawn Pkwy	Greenhaven to Burnet	7	1,509
Hearn Street	Lake Austin Boulevard (gap)	10	153
Hermitage Drive	IH 35 Service Road to Loralinda	4	1,149
Kerbey Lane	West 35th to West 38 <sup>th</sup>	10	459
Krebs Lane	South Congress to South 1 <sup>st</sup>	3	1,373
Laird Drive	West Koenig to Arroyo Seco	7	359
Lazy Creek Drive	Pecan Brook (gap)	1	91
Barton Skyway	South Lamar (gap)	5	134
Mesa Drive	Spicewood Springs to Steck (gaps)	10	127
Middle Lane	North to IH 35 frontage	4	1,364
North Fm 620 Road	North Lake Creek (gaps)	6	498
North Fm 620 Road Northbound	West of Lyndhurst (gap)	6	203
New York Avenue	Chicon to Chestnut	1	1,020
Norwood Hill Road	Pecan Springs to Springdale	1	2,159
Parker Lane	Woodland to East Riverside	9	1,462
Penny Lane	Stillwood to Burnet	7	757
Ptarmigan Drive	Metric (gap)	7	71
Quicksilver Boulevard	Bluff Springs (gaps)	2	149
Research Boulevard Service Road Northbound	Seton Center to Balcones Woods	7	884
Rutherford Lane	Centre Creek to Cameron (gaps)	1	1,007
South 2nd Street	Fletcher to West Mary	9	1,031
South 3rd Street	West Annie to West Monroe	9	696
South L Davis Avenue	Coletto to Chestnut	1	224
South Meadows Drive	North Lamar to Plains Trail	4	1,046
Sagebrush Drive	North Lamar to Plains Trail	4	1,143
Salado Street	West 28th (gaps)	9	566
San Jacinto Boulevard	Near Speedway and East 30 <sup>th</sup>	9	212
San Pedro Street	West 26th to 28th Half	9	1,292
Sheridan Avenue	Clayton to 290 Highway	1	1,160
Southridge Drive	Banister to Southport	3	378
Southway Drive	Southridge to Banister	3	648
Speedway	38th to 45th (gaps)	9	648
Springdale Road	Glissman to East 5 <sup>th</sup>	3	1,638



PROJECT NAME	PROJECT DESCRIPTION & LIMITS	COUNCIL DISTRICT(S)	LENGTH (LF)
Stark Street	North Lamar (gap)	7	41
Steck Avenue	Spicewood Springs to Steck (gaps)	10	22
Steck Avenue	Burnet to Valleydale	7	600
Steck Avenue	MoPac to Bent Tree	10	510
Sunshine Drive	Houston to North Loop	7	831
Tumbleweed Drive	Pecan Brook (gaps)	1	117
Ullrich Avenue	West Koenig to Arroyo Seco	7	1,090
Vinson Drive	Emerald Forest to West St Elmo	3	2,665
West 28th Street	San Pedro to Salado	9	172
West 29th Street	West 27th to West 29 <sup>th</sup>	9	28
West 30th Half Street	East of Lamar (gap)	9	285
West 35th Street	Guadalupe to Home (gaps)	9	358
West 35th Street	Camp Mabry (gap)	10	249
West 44th Street	Guadalupe to Avenue H (gaps)	9	1,105
West 5th Street	Powell to Campbell (gaps)	9	389
West 5th Street	Powell to Oakland	9	372
West Braker Lane	MoPac to Seton Center	7	3,819
West Braker Lane	Ptarmigan (gap)	4	527
West Grady Drive	Georgian to North Lamar	4	1,422
Westminster Drive	Gaston Place/Westminster/Briarcliff ramps	1	20
Wheless Street	East 10th to East 11 <sup>th</sup>	1	207
Whitis Avenue	West 27th to West 29 <sup>th</sup>	9	575
William Holland Avenue	North Loop to West Koenig (gaps)	7	2,182
Wilson Street	South Congress to South 1 <sup>st</sup>	3	137
Wilson Street	West Live Oak (gap)	9	102



## SAFE ROUTES TO SCHOOL

The 2016 and 2020 Mobility Bonds dedicate a combined \$47.5 million for the Safe Routes to School Program. Safe Routes to School 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 and 2020 Mobility Bonds, funding infrastructure improvements.

Through a robust planning and engagement process, the Safe Routes to School Program created [Infrastructure Reports](#) for all ten City Council districts. The reports recommend and prioritize projects to make it safer for students to walk and bike to school within the City of Austin full-purpose jurisdiction. Over 4,600 recommended improvements were identified at locations within two miles of 137 elementary and middle schools, at an estimated total cost of over \$800 million.

### PROJECT DELIVERY

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The 2016 Mobility Bond provides \$27.5 million divided equally between Austin's ten City Council Districts and the 2020 Mobility Bond provides \$20 million to be spent citywide by greatest need. Safe Routes to School coordinates with partner programs such as Sidewalks, Urban trails, and Bikeways as well as other City partners to deliver projects across Austin.

### PROJECT SELECTION

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Information from the school audits, online map, and in-person engagement events was combined to create a list of recommended projects around each school. All 4,654 barriers identified in the Safe Routes to School Infrastructure Reports were evaluated on four factors:

- Demand: 35%
- Safety: 30%
- Equity: 20%
- Stakeholder Input: 15%

Using available data and a geospatial analysis program, the above scoring system was used to calculate a Benefit Score for addressing each barrier. Barriers were then sorted into five Overall Benefit categories: Very High, High, Medium, Low, and Very Low. Both Overall Benefit and Estimated Cost:Benefit are used to prioritize improvements, with a focus on those barriers that fall within Very High and High for both categories. However, to use Safe Routes to School's limited resources most effectively, the program is considering other factors to determine which projects will move forward, as well as project implementation order. These factors include final cost estimates, feasibility, leveraging / cost-sharing opportunities, proximity to school and more.

## PROGRAM ACCOMPLISHMENTS

In calendar year 2022, the Safe Routes to School program addressed 92 barriers identified in the Infrastructure Reports at 24 different schools across the city. Completed improvements included sidewalks, curb ramps, pedestrian islands, curb extensions, painted crosswalks, signal upgrades, pedestrian lighting, and urban trails and bikeways.

## SAFE ROUTES TO SCHOOL PROJECTS

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (LF)	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
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
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

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (LF)	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 Vista Middle	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	Shared-use path near 9209 Sweetgum Drive.	973	5
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
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	Shared-use path between Kandy Drive and Stonecroft 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. Shared-use path Pectoral Drive.	373	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

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (LF)	COUNCIL DISTRICT(S)
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
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	Shared-use path between Kandy Drive and Stonecroft 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. Shared-use path Pectoral Drive.	373	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
Del Valle Elementary	Pedestrian crossing improvements at Alomar Cove / Thome Valley Drive. 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.	455	7
Dobie Middle School	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. Shareduse path East Rundberg Lane.	11,637	4

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (LF)	COUNCIL DISTRICT(S)
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	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 1Street Street / South Center Street.	N/A	3
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 Gunter Street / Lyons Road, and Gunter Street / Thompson Street. Signal upgrades and timing adjustments at Airport Boulevard / Springdale Road.	N/A	3
Graham Elementary	Pedestrian crossing improvements at East Braker Lane / Tom Adams Drive.	N/A	1
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 & LIMITS	LENGTH (LF)	COUNCIL DISTRICT(S)
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
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
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	6
Linder Elementary	Shared-use path Near 2809 Metcalfe Road.	500	3
Live Oak Elementary - Deerpark Middle	Shared-use path Near 8204 Foxhound Trail.	940	6
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

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (LF)	COUNCIL DISTRICT(S)
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
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
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	Shared-use path Mary Moore Searight Drive.	2,208	5
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
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



PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (LF)	COUNCIL DISTRICT(S)
Ridgetop Elementary	Pedestrian crossing improvements at Caswell Avenue / East 50th Street, Airport Boulevard / East 51st Street, Clarkson Avenue / East 51Street Street, Caswell Avenue / East 51Street Street. Signal upgrades and timing adjustments at Airport Boulevard / East 51Street Street.	N/A	9
River Oaks Elementary	New sidewalk on Willow Wild Drive from Old Cedar Lane to West Parmer Lane. Shared-use path Near 1401 Old Cedar Lane.	2,409	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	10
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
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 1Street Street / West Street Elmo Road. New sidewalk on West Street Elmo Road.	950	3, 5
Sunset Valley Elementary	Shared-use path Jones Road.	569	5
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
Williams Elementary	New sidewalk on Blue Valley Drive.	923	2
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



The 2016, 2018 and 2020 Mobility Bonds allocate a combined \$109 million to the Urban Trails Program. The program builds and maintains a citywide network of multi-use trails for people of all ages and abilities to use for both transportation and recreation. The 2014 Urban Trails Plan identifies 47 miles of “Tier 1” (high priority) and 360 miles of “Tier 2” Urban Trails throughout the City of Austin. The goals of the Urban Trails Program include:

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

## PROJECT SELECTION

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The projects selected to move forward have been prioritized to:

- Construct projects with some preliminary or design work already completed,
- Extend the urban trail network to provide critical connections between existing trails, routes to school and transit, and/or
- Leverage coordination opportunities that can broaden project outcomes, streamline delivery and result in reduced implementation costs.

## PROGRAM RISKS

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Each Urban Trails project faces unique risks; however, there are many risks that are generally associated with Urban Trails projects. Right-of-way and easement acquisition is an ongoing challenge for many trail projects. Urban Trails projects can span multiple jurisdictions and require the significant coordination and intergovernmental agreements to deliver. Many Urban Trails projects are located near environmentally sensitive areas. Navigating environmental and floodplain regulations can add unexpected time and costs to a project. Increased construction costs are a concern since construction costs fluctuate with the market. This is even more challenging when constructing an urban trail as these projects often require specialized construction methods on account of environmental considerations.

## PROGRAM ACCOMPLISHMENTS

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Since 2016, the Urban Trails Program has completed five Preliminary Engineering Reports and constructed nine urban trail segments or connectors. Approximately 2.5 miles of trail are currently under construction, with 3 more miles expected to enter construction this year. Design is underway for 20 additional miles. The Urban Trails Program has also improved efficiency in design and permitting of trail projects by amending the Land Development Code and hiring a full-time employee, located within Watershed Protection Department, tasked to work on urban trail projects to improve collaboration and reduce risk.

### Urban Trail Projects

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Austin to Manor Phase 2	Construction of a 12 ft Urban Trail that connects Austin to Manor trail at Lindell Lane to Ben E. Fisher Park.	2.9	1, ETJ
Bergstrom Spur *	Design of an urban trail from Vinson Drive to East Riverside Drive near US183 along an abandoned railroad right of way.	6	2, 3, 5

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Copperfield*	Construction is underway on a connection between Pegotty Place, Abbey Glen Lane and Shropshire Boulevard creating new, safe routes to Copperfield Elementary School.	0.15	1
Country Club Creek Trail: Elmont Drive to E Oltorf Street	Design and construction of a 12 ft wide urban trail along Country Club Creek from Elmont Drive to East Oltorf Street.	1	3
Longhorn Dam Bridge*	Design and construction of a new pedestrian and bicycle bridge over Lady Bird Lake (included in named CIP project list for 2020 bond).	0.25	3
Mokan Trail Airport to Springdale	Construction is underway on an urban trail, connecting under Airport Boulevard and extending west to Springdale Road.	0.25	3
Mokan Trail Springdale to Pleasant Valley.	Design and construction of an urban trail along Capital Metro's future Green Line, extending from Springdale Road to N. Pleasant Valley Road,	0.75	3
Northern Walnut Creek Trail Phase 2A	Construction is underway on an urban trail from Walnut Creek Metro Park to Cedarbrook Drive, just east of North Lamar Blvd.	1.3	7
Northern Walnut Creek Trail Phase 2B	Design and construction of an urban trail connecting Northern Walnut Creek Trail Phase 2A to IH-35.	0.5	7
Northern Walnut Creek Trail Phase 3	Design of a 12 ft wide urban trail from Northern Walnut Creek Trail at IH-35 to Southern Walnut Creek Trail. Design and future construction to occur in phases, with the first phase consisting of IH-35 to Copperfield Connector and Southern Walnut Creek Trail to US 290.	8	1, ETJ
Northgate Boulevard to Rutland Drive Connector	Design and construction of a short trail connector from Northgate Blvd to Rutland Drive, improving connectivity to E Rundberg Lane and to transit.	0.16	4

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Red Line Trail: Walnut Creek Trail to Braker Lane	Design and construction of an Urban Trail along the Capital Metro Red Line, connecting Austin FC, Braker Lane and Kramer Station to the proposed Broadmoor Station and the existing Northern Walnut Creek trail system.	1	4, 7
Shoal Creek Trail Improvements *	Implementation of a comprehensive wayfinding plan along Shoal Creek Trail and design and construction of a grade-separated crossing at Shoal Creek Blvd and 2222 in partnership with the Austin Transportation Department.	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. In partnership with Watershed Protection Department, bank stabilization is underway.	0.1	1
Violet Crown Trail North	Construction is underway to extend the Violet Crown Trail south from Home Depot Boulevard to William Cannon Drive with a safe crossing under Mopac Expressway.	0.95	8, Sunset Valley



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 eight years through 2024. The 2020 Active Transportation and Safety Bond dedicated an additional \$40 million to this program to be implemented in six years starting in 2022 through 2027. These time frames balance demand for rapid implementation while allowing sufficient time for project development and public process, as well as identifying cost-saving leveraging and coordination opportunities.

## PROJECT DELIVERY

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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 warrants 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 2023. 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

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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 criterion, 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 continues to shape the projects included in this Mobility Annual Plans.

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 is most 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

To update Bikeway Program prioritization, the Bicycle Plan has started a two-year updates process as part of the ATX Walk Bike Roll along the with Sidewalk, Pedestrian, and Urban Trails Plans. The bike plan update will have a particular emphasis on equity and alignment with Project Connect, the Corridor Construction Program, TXDOT / CTRMA and other changes since the 2014 Bicycle Plan. Needs and priorities identified through this planning process will also be considered including projects that connect to local destinations, connect to nature, and connect to city-wide destinations.

## PROJECT SELECTION

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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, was 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.
- 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

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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

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In 2017 the focus of the Bikeways Program was 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. Since that time project development has significantly increase and will continue to increase to serve the demands of the 2020 bond. In June of 2020 Austin reached the 50% All Ages and Abilities Bicycle Network millage goal called for the 2014 Bicycle Plan. Current network build is at 56% and 232 miles, and growing.

## Bikeway Projects

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
11th St.	Sabine St. to IH 35 NB Frontage Rd.	0.0	9
12th St.	Airport Blvd. to Webberville Rd.		9
12th St.	Branch St. to Comal St.	0.2	9, 10
12th St.	Comal St. to Airport Blvd.	0.1	10
12th St.	Lamar Blvd. to Colorado St.	0.1	3, 9
12th St.	Trinity St. to Branch St.	0.1	7
14th St. / 14th 1/2 St. / Tillery St. / 17th St. / Loreto Dr.	Boggy Creek Trail to MLK Blvd. / Pershing Trail	0.4	1, 3, 4, 9
1st St. S.	Riverside Dr. to Cesar Chavez St.	0.1	7, 10
1st St. S.	Riverside Dr. to Cesar Chavez St.	0.1	2, 3, 5
21st St. / 22nd St.	Guadalupe to Longview St.	0.1	2, 3
30th W St.	Rio Grande St. to West Ave.	0.1	2, 3
31st W St.	Lamar Blvd. to Shoal Creek Blvd.		1, 3
31st W St.	Lamar Blvd. to West Ave.		1, 3
33rd St. W.	Hemphill Park to Speedway	1.4	1, 7
3rd St.	Nueces St. to West Ave.	0.9	3
3rd St. / Baylor St.	Shoal Creek Tail to 5th St.	0.9	7
40th W St.	Central Market to Shoal Creek Blvd.	0.4	2, 5
41st W St.	Burnet Rd. to Shoal Creek Blvd.	1.0	10
43rd E St.	Clarkson Ave. to Bennett Ave.	0.8	7, 10
46th St.	Red River St. to Airport Blvd.	0.4	10

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
46th St. W.	at Lamar Blvd. N.	0.1	9
46th St. W.	Guadalupe St. to Avenue F	0.5	9
46th St. W. St.	Lamar Blvd. N.	0.2	3, 5
46th W St.	Guadalupe W St. to Guadalupe St.	0.3	3, 5
46th W St.	Lamar N Blvd. to Guadalupe W St.	0.7	5
47th St.	Ave F to Red River St.	1.1	7
51st E St.	IH 35 to Airport Blvd.	1.4	1, 4
51st St.	Berkman Dr. to Manor Rd.	1.1	1
51st St.	Cameron Rd. to Berkman Dr.	0.3	1
51st St.	Manor Rd. to Springdale Ln.	0.4	9, 1
53rd St.	Airport Blvd. to Harmon Ave.	0.2	9
5th St.	Chicon St. to Pedernales St.	1.0	1, 7
5th St.	Chicon St. to Pedernales St.	0.9	7
5th St. S. / Bouldin Ave. / Cumberland Rd. / Raywood Dr. / Garden Villa Ln.	Barton Springs Rd. to Banister Ln.	0.8	2, 3
5th St. S. / Bouldin Ave. / Cumberland Rd. / Raywood Dr. / Garden Villa Ln.	Barton Springs Rd. to Banister Ln.	2.0	1, 4, 7
5th St. S. / Bouldin Ave. / Cumberland Rd. / Raywood Dr. / Garden Villa Ln.	Barton Springs Rd. to Banister Ln.	1.0	1, 3
6th St.	Blanco St. to Patterson Ave.	0.6	1, 3
6th St.	Henderson St. to Blanco St.	2.7	1, 3
7th St.	Chicon St. to Pleasant Valley Rd.	0.2	1, 3
Airport Blvd. Trail	Levander Lp. to US 183	0.5	11
Aldford Dr.	Berkley Ave. to William Cannon Dr.	0.7	11

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Aldford Dr.	Campden Dr. to William Cannon Dr.	1.8	6, 10
Anderson Mill Rd.	FM 620 to Spicewood Pkwy.	0.6	6, 7, 10
Anderson Mill Rd.	Pond Springs Rd. to Parmer Ln.	0.2	9
Ann and Roy Butler Trail	Robert T. Martinez St. to Pedernales St.	0.1	5
Ann and Roy Butler Trail	Robert T. Martinez St. to Pedernales St.	0.2	9, 10
Avenue F	46th St. to North Loop Blvd.	0.2	9, 10
Banister Ln.	Morgan Ln. to Casey St.	0.2	10
Barton Skyway	Barton Hills Dr. to Menchaca Rd.	0.2	9, 10
Barton Skyway	Lamar Blvd. S to Menchaca Rd. (South side)	0.6	3
Barton Springs Rd.	South 1st St.	0.4	2
Baylor St.	5th St. to 6th St.	2.4	4, 7
Bennett Ave.	43rd E Ave. to Clarkson Ave.	1.5	1, 4
Berkeley Ave.	Westgate Blvd. to Menchaca Rd.	1.1	3, 5
Berkley Ave.	Buffalo Pass to Menchaca Rd.	1.4	1, 3
Berkley Ave.	Menchaca Rd. to Cannonleague Dr.	0.6	2, 3
Berkman Dr.	51st St. to US 290	0.1	9
Berkman Dr.	Manor Rd. to 51st St.	1.0	9
Blue Meadow Dr.	Bluff Springs Rd. to Meadow Lake Blvd.	1.5	8
Bluebonnet Ln.	Rabb Glenn St. to Del Curto Rd.	0.4	1, 9
Boulder Ln.	FM 620 to FM 620	0.4	1, 9
Bouldin Ave. / Live Oak St	5th St. S. to Barton Springs Rd.	0.2	1, 9
Buffalo Pass	Stassney Ln. to Berkeley Ave.	0.4	9
Buffalo Pass	Stassney Ln. to Jones Rd.	2.2	4, 9
Bull Creek Rd.	45th St. to Hancock Dr.	2.8	2
Bull Creek Rd.	Jefferson St. to 39th St.	0.4	1, 3
Burleson Rd.	Oltorf St. to HW 71	0.5	3
Burleson Rd.	Oltorf St. to HW 71	0.8	1, 3
Burnet Rd.	40th W St. to 41st W St.	0.3	3

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Burton Dr. / Tinnin Ford Rd.	Oltorf St. to Lakeshore Dr.	0.3	3
Cameron Rd.	51st St. to US 290		1
Cameron Rd. / Dessau Rd.	US 290 to Childress Dr.	2.7	1
Cannonleague Dr.	Berkley Ave. to Matthews Dr.	0.4	4
Cesar Chavez St.	IH 35 to Pleasant Valley Rd.	0.4	4
Cesar Chavez St.	Pleasant Valley Rd. to Linden St.	0.7	5
Clarkson Ave.	43rd St. to Ellingson Ln.	0.5	3, 5, 9
Clayton Ln.	Airport Blvd. to Middle Fiskville Rd.	1.6	3
Colony Loop Dr.	Valleyfield Dr. to Overton Elementary	0.4	9
Comal St.	Pennsylvania Ave. to 13th St.	0.4	9
Comal St.	Rosewood Ave. to Manor Rd.	1.4	7, 9, 10
Congress Ave.	Little Texas Ln. to Mockingbird Ln.	0.4	7, 9, 10
Country Club Creek Trail - Ventura Dr. / Catalina Dr. / Madera Dr.	Powerline to Mabel Davis Park	0.3	7,10
Crystalbrook Dr.	Pecan Brook Dr. to Loyola Ln.	0.7	7,10
Dean Keeton St.	San Jacinto Blvd. to Red River St.	0.3	7,10
Dessau Rd.	Childress Dr. to Parmer Ln.	0.6	10
Duval Rd.	Jollyville Rd. to US 183	0.2	7
Duval St.	50th St. to 53rd St.	0.6	7
Duval St.	San Jacinto Blvd. to 50th St.	0.8	8
East Dr.	29th W St. to Hemphill Park	0.9	8
Emerald Forest Dr.	Vinson Dr. to William Cannon Dr.	0.2	7
Enfield Rd. Trail Connection	MoPac Expy.	0.6	4, 7
Escarpment Blvd.	Davis Ln. to Oliver Loving Tr.	0.8	4, 7
Escarpment Blvd.	Oliver Loving Tr. to William Cannon Dr.	1.2	4, 7
Escarpment Blvd.	Slaughter Ln. to Davis Ln.	0.1	7

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Escarpment Blvd.	Slaughter Ln. to La Crosse Ave.	0.7	7
Far West Blvd.	Mopac Expy.	0.0	5
Far West Blvd.	Northledge Dr. to MoPac Expy.	0.9	4
Far West Trail	Shoal Creek Blvd. to MoPac Expy.	0.1	4
Fruth St.	West Dr. to 29th W St.	0.4	2
Gracy Farms Ln.	Burnet Ln. to Metric Blvd.	2.0	6, 7, 10
Grove Blvd.	Riverside Dr. to Montopolis Dr.	1.0	6, 7, 10
Grove Blvd.	Roy G. Guerro Park to Fairway St.	0.7	5
Guadalupe St.	Cesar Chavez St. to MLK Jr. Blvd.	0.5	1
Harris Ridge Blvd.	Parmer Ln. to Howard Ln.	3.4	5
Hemphill Park	33rd St. to West Dr.	0.5	7
Hemphill Park	West Dr. to 33rd St.	1.3	9
Highland Mall Blvd.	Airport Blvd. to Middle Fiskville Rd.	0.4	9, 10
Holly St.	IH 35	2.3	4, 7
Howard Ln.	MoPac Expy.	0.2	7
IH 35	Holly St. to Woodland Ave.	0.3	7
IH 35	US 290	0.0	7
IH 35	Wilshire Blvd. to 43rd St.	0.2	7
Industrial Oaks Blvd.	US 290 to future YBC Trail	0.1	5
Jollyville Rd.	Amherst Dr. to Mopac Expy.	0.5	6, 10
Jones Rd.	Reese Dr. to Pillow Rd.	0.2	8
Justin Ln. / Pegram Ave. / Ar	St. / Far West Trail from Burnet Rd. to MoPac Expy.	0.1	3, 9
Justin Ln. / Pegram Ave. / Ardath St. / Far West Trail	Burnet Rd. to MoPac Expy.	0.2	9
Justin Ln. / Pegram Ave. / Ardath St. / Far West Trail	Burnet Rd. to MoPac Expy.	0.5	4

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Koenig Ln. and Burnet Rd.	White Rock Dr. to Romeria Dr.	0.3	9
Kramer Ln.	Burnet Rd. to Lamar Blvd.	0.2	9
Lamar Blvd.	45th St. to Guadalupe St.	0.8	1, 7
Lavaca St.	Cesar Chavez St. to MLK Jr. Blvd.	1.3	9
Longhorn Blvd.	Neils Thompson Dr. to Burnet Rd.	0.5	3
Manchaca Rd.	William Cannon Dr. to Ravenscroft Dr.	1.1	3
Manor Rd.	Springdale Rd. to US 183	0.9	7
Matthews Dr. / Aldea Dr. / Mimosa Dr. / Twisted Oak Dr.	Woodhue Dr. to Whispering Oaks Dr.	0.0	9
McNeil Dr.	Oak Knoll Dr. to Mc Neil Rd.	0.1	7
McNeil Dr.	US 183 to Oak Knoll Dr.	0.8	10
Meadow Lake Blvd.	William Cannon Dr. to Blue Meadow Dr.	0.9	8
Mearns Meadow Blvd.	Parkfield Dr. to Rutland Dr.	0.6	8
Mearns Meadow Blvd.	Parkfield Dr. to Rutland Dr.	0.8	8
Menchaca Rd.	Berkley Ave. to Berkley Ave.	1.8	8
Metric Blvd.	Bittern Hollow to Northern Walnut Creek	1.6	2, 3, 5
Metric Blvd.	Cedar Bend Dr. to Parmer Ln.	0.2	9
Metric Blvd.	HW 183 to Rutland Dr.	0.3	4, 9
Metric Blvd.	Kramer Ln. to Bittern Hollow	1.7	4, 9
Metric Blvd.	Northern Walnut Creek to Cedar Bend Dr.	0.2	10
Metric Blvd.	Rutland Dr. to Kramer Ln.	2.7	1, 4
Monterey Oaks Blvd.	US 290 to MoPac Expy.	0.5	1, 9
MoPac Expy. / US 290	Barton Creek Bridge to Brodie Ln.		1
Mullen Dr. / Teakwood Dr. / Shadowood Dr.	Wooten Park Dr. to Olhen Rd.	0.3	3
Neils Thompson Dr.	US 183 to Longhorn Blvd.	0.4	2, 3
North Hills Dr.	Hart Ln. to Mopac Expy.	0.2	1
North Hills Dr.	Mesa Dr. to Northledge Dr.	1.0	1, 9

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
North Hills Dr.	Northledge Dr. to Wood Hollow Dr.	1.4	1
North Hills Dr.	Wood Hollow Dr. to Mopac Expy.	0.3	4
North Loop Blvd.	Ave. F to IH 35	0.0	9
North Loop Blvd. / 53rd St. / Hancock Dr.	Bull Creek Rd. to Huisache St.	1.5	3
Nueces St.	3rd St. to MLK Jr. Blvd.	0.1	3
Nueces St.	3rd St. to MLK Jr. Blvd.	0.6	5
Oltorf St.	Lamar Blvd. S. to 5th St. S.	2.8	1, 4
Oltorf St.	Willow Creek Dr. to Montopolis Dr.	1.2	1, 4
Pack Saddle Pass	Jones Rd. to Redd St.	1.0	3, 9
Parkfield Dr.	Payton Gin Rd. to Rundberg Ln.	0.1	9
Parkfield Dr.	Rundberg Ln. to Mearns Meadow Blvd.	0.1	2, 3
Parmer Ln.	Yager Ln. to Harris Branch Pkwy.	1.1	2, 3
Pecan Brook Dr.	Manor Rd. to Crystalbrook Dr.	0.6	10
Pleasant Valley Rd.	Lakeshore Blvd. to Riverside Dr.	0.2	10
Pleasant Valley Rd.	Riverside Dr. to Anken Dr._Protected Bike Lanes	0.7	5
Pleasant Valley Rd. N.	7th St. to Webberville Rd.	0.5	5
Pleasant Valley Rd. N.	Cesar Chavez St. to 7th St.	1.2	3, 5, 9
Pleasant Valley Rd. N.	Webberville Rd. to 12th St.	2.3	6
Pleasant Valley Rd. S.	St Elmo Rd. to Onion Creek Park	1.0	5
Red Line Trail	34th St. to Middle Fiskville Rd.	0.9	2
Red River St.	10th St. to 15th St.	1.3	1, 4, 9
Red River St.	7th St. to 10th St.	1.1	
Red River St.	Cesar Chavez St. to 7th St.	0.2	5
Red River St. / Trinity St.	15th St. to San Jacinto Blvd.	0.2	5
Republic of Texas Blvd.	Southwest Pkwy. to Travis Country Rd.	0.5	5
Rio Grande St.	29th W St. to 30th W St.	0.4	9
Rio Grande St.	4th St. to MLK Jr. Blvd.	0.1	9
Riverside Dr.	US 71 to US 183	0.1	5
Rosewood Ave.	11th St. to Webberville Rd.	0.7	5



PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Route 31 - Casey St. / St. Elmo Rd. / Vinson Dr. / 3rd St. S. / Englewood Dr.	Banister to Vinson	0.2	5
Rundberg Ln.	Lamar Blvd. to Cameron Rd.	0.6	4, 9
Rutland Dr.	Burnet Rd. to Lamar Blvd.	0.5	3
SH 71	Thornsberry Rd. to Spirit of Texas Dr.	0.1	3
Shady Ln.	5th St. to Bolm Rd.	1.3	6
Shoal Creek Blvd.	31st W St. to 34th W St.	2.3	6
Shoal Creek Blvd.	FM 2222	0.4	5
Shoal Creek Blvd.	Lamar Blvd. to Lamar Blvd.	0.1	5
Shoal Creek Trail along Lamar Blvd.	24th St. to Shoal Creek Blvd. (south intersection)	0.3	3
Shoal Creek Trail along Lamar Blvd.	29th St. to 31st St.	0.8	1, 3
Silk Oak Dr.	Silkgrass Bd. to Bradner Dr.	0.6	9
Speedway	45th St. to 46th St.	0.2	9
Spicewood Springs Rd.	Chancellroy Dr. to Talleyran Dr.	0.4	3, 5, 9
Spicewood Springs Rd.	Chancellroy Dr. to US 183	0.5	3, 5, 9
Springdale Rd.	Cesar Chavez St. to Hycreek Dr.	2.7	3, 5, 9
Springdale Rd.	Cesar Chavez St. to Hycreek Dr.	0.1	3
Springdale Rd.	Cesar Chavez St. to Hycreek Dr.	0.6	3
Springdale Rd.	Hycreek Dr. to Manor Rd.	0.3	7, 9, 10
Springdale Rd.	Tuscany Wy. To US 290	0.9	1, 4, 9
Springdale Rd.	US 183 to Tuscany Wy.	0.7	4, 9
St. Johns Ave.	Lamar Blvd. to Berkman Dr. (Webb Middle, Pickle Elem Phase 1)	0.6	1, 9
Stassney Ln.	Congress Ave. to IH-35	0.2	9
Stassney Ln.	100' east and west of Congress Ave.	0.4	9
Stassney Ln. 200' east	west of Mechaca Rd.	0.1	9

PROJECT NAME	DESCRIPTION AND LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Stassney Ln. east	west of 1st St. S.	0.3	9
Stonehollow Dr.	Metric Blvd. to Metric Blvd.	0.4	9
Tech Ridge Blvd.	I35 to Parmer Ln.	2.8	8
Trinity St.	12th St. to 15th St.	0.1	9
Trinity St.	6th St. to 12th St.	0.2	9
Trinity St.	Butler Trail to 5th St.	0.2	9
US 290	Airport Blvd. to Berkman Dr.	0.3	9
US 290	Berkman Dr. to US 183	0.4	9
UT Pickle	US 183 to Feathergrass Ct.	0.1	
Victory Dr. / Pack Saddle Pass	Panther Tr. To Redd St.	0.2	9
Vinson Dr.	Bergstrom Spur Trail to St. Elmo Rd.	0.2	10
Vinson Dr.	Emerald Forest Dr. to Bergstrom Spur Trail	0.1	9
Webberville Rd.	Pedernales St.	0.1	9
Webberville Rd.	Zaragosa St.	0.7	9
West Ave.	30th W St. to 38th W St.	0.7	9
West Dr.	Hemphill Park to Fruth St.	0.1	9
Westover Rd.	MoPac Expy. to Exposition Blvd.	0.8	1
White Rock Dr.	Great Northern Blvd. to Allandale Rd.	1.4	1
Wood Hollow Dr.	Horth Hills Dr. to Spicewood Springs Rd.	0.6	1, 9
Woodhue Dr.	Speer Ln. to William Cannon Dr.	0.4	1
Woodrow Ave.	49th St. to Koenig Ln.	0.9	1
Woodward St.	Congress Ave. to IH 35	0.4	1
Yager Ln.	Tech Ridge Blvd. to Parmer Ln.	0.1	1



The 2020 Mobility Bond dedicates \$65 million in funding for Safety/Vision Zero programs. This adds to existing \$15 million 2016 and \$15 million 2018 Mobility Bond funds available for safety improvements. The Safety/Vision Zero Program is dedicated towards projects that improve safety for all roadway users. This program implements a variety of strategies: major reconstruction at high crash locations; rapid implementation of low-cost, high-impact engineering countermeasures; systemic safety treatments applied citywide; speed management engineering treatments; and system-wide pedestrian and signal-related improvements.

The Vision Zero team uses a data-driven process to compile and analyze crash data, and has developed a [High Injury Network](#) of streets with relatively high number of serious injury and fatal crashes. In addition, the Vision Zero team has identified and prioritized intersections for potential safety improvements. The team considers crash severity, frequency, and community context in its prioritized list of intersections. With the focused list of intersections and roadways, the Vision Zero team works with program leads and other partner agencies to construct safety intersection improvements that address crash hot spots.

The speed management program also uses a data-driven process to rank street segments with high speeds and crashes on residential and collector roadways. The speed management program applies their [Traffic Calming Toolkit](#) to implement strategies that effectively lower speeds and address crash issues. The speed management program also oversees the deployment and operations of dynamic speed display devices, which display live speeds to drivers.

The signal safety program prioritizes needs to purchase and install battery back-ups, new traffic signals and pedestrian hybrid beacons, safety lighting, detection and grounding, and modifications/upgrades to existing signals. The safety modification and upgrades include backplates to help driver line of sight, flashing yellow arrow signal heads for left turning vehicles, and upgrading conduit to prevent signals from malfunctioning.

The pedestrian safety program is dedicated to installing accessible pedestrian signals (APS) and ADA ramp upgrades, applying school zone beacon software, and constructing pedestrian crossings. The pedestrian safety group partners with other programs to leverage opportunistic spending and ensure pedestrian safety improvements are implemented in mobility programs.

## PROJECT DELIVERY

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The Safety/Vision Zero structure utilizes the four programs that will carry out 2023 implementation of safety improvements. Each program has unique methods for developing projects.

- The major reconstruction of high comprehensive cost locations, systemic safety treatments, rapid response, and contributions to alternative delivery projects includes comprehensive cost locations that are updated regularly with the latest crash data and top locations selected for analysis and implementation on a consistent basis. Systemic safety treatments will apply a variety of relatively low-cost treatments across many locations which have been identified through a recent study. Rapid response work will be implemented per Fatality Review Board recommendations, High-Injury Roadway/Network locations, top collision type locations, and more. For more information visit [www.austintexas.gov/page/programs-and-initiatives](http://www.austintexas.gov/page/programs-and-initiatives)
- Signal Safety Improvements include battery backups, new traffic signals and Pedestrian Hybrid Beacons (PHBs), and coordination with other programs. Signal Safety Improvements will be implemented in many locations to be determined through analysis and prioritization efforts.
- Pedestrian Safety, including pedestrian crossings, school zone flashers, and Accessible Pedestrian Signals (APS). Pedestrian Safety will be implemented in many locations to be determined through upcoming analysis and prioritization efforts, including a pedestrian crossing infrastructure plan currently underway through the ATX Walk Bike Roll planning initiative. For more information visit [www.austintexas.gov/atxwbr](http://www.austintexas.gov/atxwbr)
- Speed Management, including speed limit modifications, traffic calming projects, and other speed mitigation approaches. A data-driven speed management methodology guides the selection and implementation of projects. For more information visit [www.austintexas.gov/department/speed-management](http://www.austintexas.gov/department/speed-management)

To help carry out projects from the four programs, a project delivery team has been assembled to advance the design and construction of projects. This team oversees design reviews, contractor procurements, and permitting to make sure the Vision Zero/Safety programs can maintain a steady stream of projects ready for advancement.

There are dedicated 2020 Bond funds for each of the above programs and available previous bond funding to supplement project needs. Each program coordinates among ATD divisions through planning, design, construction, and evaluation.

## PROJECT SELECTION

The Safety/Vision Zero team celebrated many successes in 2022 that we will expand upon in 2023. The intersection safety team have eight (8) location improvements completed or in progress to address high crash trends. The projects below included building safe infrastructure for all users; vehicle, bicycle/scooter, pedestrian, and transit.

### Complete or In-Progress Intersection Safety Projects

Intersection	DESCRIPTION	COUNCIL DISTRICT(S)
<b>Congress Avenue at Ramble Lane</b>  <b>In Progress (starts December)</b>	<i>Safety and mobility improvements that include added turn bays, access modifications, added shared-use paths, and transit stop reconstruction/relocation.</i>	<b>3</b>
<b>Congress Avenue at Alpine Road</b>  <b>In Progress</b>	<i>Safety and mobility improvements that include upgrade from PHB to traffic signal, added pedestrian crossing, and upgraded curb ramps.</i>	<b>3</b>
<b>Barton Springs Road at South 1st Street</b>  <b>In Progress (starts December)</b>	<i>Safety and mobility improvements that includes added shared-use paths, added median on Barton Springs Road for access management, driveway relocation, optimized transit stop locations, and signal timing upgrades.</i>	<b>5, 9</b>
<b>I-35 Frontage Road at 7th Street</b>  <b>In Progress</b>	<i>Safety and mobility improvements that include an added raised median on 7<sup>th</sup> Street for access management, driveway consolidation, reconstruction and addition of pedestrian facilities, lane reconfiguration, signal timing upgrades, and relocated transit stop.</i>	<b>1, 3, 9</b>
<b>I-35 Frontage Road at 8th Street</b>  <b>In Progress</b>	<i>Safety and mobility improvements that include lane assignment adjustments, signal upgrades, and pedestrian crossings.</i>	<b>1, 9</b>
<b>South Congress Avenue at Sheraton Road</b>  <b>Completed</b>	<i>Safety and mobility improvements that include added traffic signal upgrades, and bicycle and pedestrian accommodations.</i>	<b>3</b>

	This was a Vision Zero partnership project with TIA Fiscal funding.	
<b>Cameron Road at Ferguson Lane</b> <b>Completed</b>	<i>Safety and mobility improvements that include added pedestrian crossing, added ADA ramps, and signal upgrades with lane assignment adjustments.</i>	<b>1, 4</b>
<b>I-35 Frontage Roads at Rundberg Lane</b> <b>Completed</b>	<i>Safety and mobility improvements that include added medians for access management, improved transit stop locations, and an added pedestrian crossing island.</i>	<b>4</b>

Additionally, the Safety/Vision Zero team is progressing with the design and construction of several intersection safety improvements that are expected to be completed in 2023. The intersection safety improvements include dedicated bicycle and pedestrian facilities, access management, turn bay storage space, signal timing adjustments, and/or transit stop and operations improvements.

### Future Intersection Safety Projects

<b>Intersection</b>	<b>DESCRIPTION</b>	<b>COUNCIL DISTRICT(S)</b>
<b>Bluff Springs Road at Quicksilver Boulevard</b>	<i>Safety and mobility improvements that include added traffic signal, pedestrian crossings, and high-visibility striping.</i>	<b>2</b>
<b>Riverside Drive at Metro Center Drive</b>	Safety improvements include updating curb ramps, lane widths, high-visibility striping, and median refuge to address crashes at two-way stop controlled intersection.	<b>2</b>
<b>Lamar Boulevard at Koenig Avenue</b>	Safety improvements include adding a smart right turn, upgraded curb ramps, high-visibility striping, and lighting at the high crash intersection	<b>4, 7</b>
<b>Congress Avenue at Stassney Lane</b>	<i>Safety and mobility improvements that include added dual-left turn, added median on Congress Avenue, access modifications, added shared-use paths, and transit stop reconstruction/relocation.</i>	<b>2, 3</b>
<b>Congress Avenue at Little Texas Lane</b>	<i>Safety and mobility improvements that include added turn bays, signal upgrades, and added shared use paths.</i>	<b>2, 3</b>

<b>Intersection</b>	<b>DESCRIPTION</b>	<b>COUNCIL DISTRICT(S)</b>
<b>Stassney Lane at South 1st Street</b>	<i>Safety and mobility improvements that include added median on South 1<sup>st</sup> Street, access modifications, added shared-use paths, and transit stop reconstruction/relocation.</i>	<b>2, 3</b>
<b>Congress Avenue at Ramble Lane</b>	<i>Safety and mobility improvements that include added turn bays, access modifications, added shared-use paths, and transit stop reconstruction/relocation.</i>	<b>3</b>
<b>Burleson Road at Metropolis Drive</b>	<i>Safety and mobility improvements that include added traffic signal, pedestrian crossings, and high-visibility striping.</i>	<b>2</b>

In addition to the geometric intersection safety improvements, the program will fund the installation of traffic signals and pedestrian hybrid beacons (PHBs) at high priority locations. A total of fifty-one (51) intersections in the Austin area have been identified. This includes twenty-nine (29) traffic signals and twenty-one (21) PHBs. The project locations are included in the table below. Additionally, Signals program reviews and inspects new traffic and pedestrian signals installed by partner programs, other agencies and private developers to ensure state of the art equipment, latest design specifications and pedestrian safety elements are in place before new signals are accepted to Austin Transportation mobility network.

### **Complete, In Progress and 2022/2023 New Traffic Signals or PHBs**

<b>TRAFFIC SIGNALS</b>	<b>Council District</b>
<i>SOUTHWEST PKWY / VEGA AVE</i>	<b>8</b>
<i>HOWARD LN / MC NEIL MERRILLTOWN RD</i>	<b>7</b>
<i>RIVERSIDE DR / CORIANDER DR</i>	<b>3</b>
<i>DESSAU RD / BRADBURY LN</i>	<b>1,7</b>
<i>SCOFIELD RIDGE PKWY / HOWARD LN</i>	<b>7</b>
<i>WILLIAM CANNON DR / COLTON BLUFF SPRINGS RD</i>	<b>2</b>
<i>WELLS BRANCH PKWY / WELLS BRANCH PKWY (The Parker Apartments)</i>	
<i>JOHNNY MORRIS RD / DAFFAN LN (Walnut Creek Trail)</i>	<b>1</b>
<i>7TH ST / SAN MARCOS ST</i>	<b>3,1</b>
<i>DESSAU RD / PEARL RETREAT LN</i>	<b>1,7</b>

<b>TRAFFIC SIGNALS</b>	<b>Council District</b>
<i>DESSAU RD / TUDOR HOUSE RD</i>	<b>1</b>
<i>ANDERSON MILL RD / PECAN CREEK PKWY</i>	<b>6</b>
<i>DESSAU RD / MEADOWMEAR DR</i>	<b>1,4</b>
<i>DECKER LN / COLONY LOOP DR</i>	<b>1</b>
<i>WILLIAM CANNON DR / BANNOCKBURN DR</i>	<b>8</b>
<i>WILLIAM CANNON DR / LUNAR DR</i>	<b>2</b>
<i>CONGRESS AVE / RAMBLE LN</i>	<b>3</b>
<i>BLUFF SPRINGS RD / QUICKSILVER BLVD</i>	<b>2</b>
<i>LOYOLA LN / COLONY LOOP DR</i>	<b>1</b>
<i>HARRIS RIDGE BLVD / JOSH RIDGE BLVD</i>	<b>7</b>
<i>SLAUGHTER LN / THAXTON RD</i>	<b>2</b>
<i>SLAUGHTER LN / VERTEX BLVD</i>	<b>0</b>
<i>DESSAU RD / CHILDRESS DR</i>	<b>1,4</b>
<i>SOUTHWEST PKWY / SOUTHWEST PKWY (5301 SW Pkwy)</i>	<b>8</b>
<i>LAMAR BLVD / 46TH ST</i>	<b>9</b>
<i>ROBERT DEDMAN DR / CLYDE LITTLEFIELD DR</i>	<b>1</b>
<i>SAN JACINTO BLVD / 3RD ST</i>	<b>9</b>
<i>FM 620 RD / FOUNDATION RD</i>	<b>6</b>
<i>WALLER ST / 5TH ST</i>	<b>3</b>
<i>7TH ST / WALLER ST (WESTERLY INTERSECTION)</i>	<b>1,3</b>
<i>GRAND AVENUE PKWY / BRATTON LN</i>	
<i>BURLESON RD / BURLESON RD (TxDOT Driveway)</i>	<b>2</b>
<i>STASSNEY LN / STASSNEY LN (TxDOT Driveway)</i>	<b>2</b>
<i>1ST ST / MONROE ST</i>	<b>9</b>
<i>CESAR CHAVEZ ST / TILLERY ST</i>	<b>3</b>



<b>PEDESTRIAN HYBRID BEACONS</b>	<b>Council District</b>
<i>JOHNNY MORRIS RD / JOHNNY MORRIS RD (@ Garcia MS)</i>	<b>1</b>
<i>AIRPORT BLVD / GUNTER ST</i>	<b>3,1</b>
<i>RUNDBERG LN / SLAYTON DR (Barrington ES)</i>	<b>4</b>
<i>RED RIVER ST / 40TH ST</i>	<b>9</b>
<i>8700 BLK BURNET RD (South of US183)</i>	<b>7</b>
<i>ST JOHNS AVE / BLESSING AVE</i>	<b>4</b>
<i>4703 BLK S CONGRESS AVE (4900 S Congress)</i>	<b>3</b>
<i>1137 BLK AIRPORT BLVD</i>	<b>3</b>
<i>LOYOLA LN / SANDSHOF DR</i>	<b>1</b>
<i>1ST ST / MEADOW LEA DR</i>	<b>2</b>
<i>RUTLAND DR / LEDGEWOOD DR</i>	<b>4</b>
<i>CESAR CHAVEZ ST / CHALMERS AVE</i>	<b>3</b>
<i>ROBERT DEDMAN DR / 20TH ST</i>	<b>1</b>
<i>WILLIAM CANNON DR / MC CARTY LN</i>	<b>8</b>
<i>WILLIAM CANNON DR / ROCKRIDGE DR</i>	<b>2</b>
<i>5TH ST / SABINE ST</i>	<b>9</b>
<i>WILLIAM CANNON DR / WILLIAM CANNON DR (Onion Creek Soccer Complex)</i>	<b>2</b>
<i>45TH ST / BENNETT AVE</i>	<b>9</b>
<i>SLAUGHTER LN / VINEMONT DR</i>	<b>8</b>
<i>BURNET RD / TWIN OAKS DR</i>	<b>7</b>
<i>BURNET RD / PENNY LN</i>	<b>7</b>

The speed management program has selected the following project locations to move forward in 2023:

### Speed Management Projects

PROJECT NAME	DESCRIPTION & LIMITS	COUNCIL DISTRICT(S)
<b>East 11th Street</b>	<i>Traffic calming devices being evaluated from I-35 to Chicon Street</i>	<b>1</b>
<b>Greystone Drive</b>	<i>Speed cushions from Hart Lane to Valburn Drive</i>	<b>10</b>
<b>Hargrave Street</b>	<i>Speed cushions and pedestrian crossings from Pleasant Valley Road to East 12th Street</i>	<b>1</b>
<b>Palo Blanco Lane</b>	<i>Traffic calming devices being evaluated from Teri Road to Nuckols Crossing Road</i>	<b>2</b>
<b>Parker Lane</b>	<i>Traffic calming devices being evaluated from Riverside Drive to Woodward Street</i>	<b>3 &amp; 9</b>
<b>Pearl Retreat Lane</b>	<i>Speed cushions and pedestrian crossings from Parmer Lane to Dessau Road</i>	<b>1</b>
<b>Salt Springs Drive</b>	<i>Speed cushions and pedestrian crossings between William Cannon Drive and Thaxton Road</i>	<b>2</b>
<b>Silvermine Drive</b>	<i>Speed cushions from Scenic Brook Drive to SH-71</i>	<b>8</b>
<b>Tillery Street</b>	<i>Speed cushions from East Cesar Chavez Street to East 7th Street</i>	<b>3</b>
<b>Willow Creek Drive</b>	<i>Traffic calming devices being evaluated from Riverside Drive to Oltorf Street</i>	<b>3</b>

The Safety/Vision Zero Team is also pursuing projects systemically through a number of safety initiatives aimed at focusing attention on the highest priority needs using data-driven and collaborative, leverages processes across multiple divisions. This work consists of projects in the following programs or initiatives:

- **High Injury Roadway Network Rapid Response** – Projects include signal timing adjustments, restriping, signage, access management, and other work order improvements.
- **Fatality Review Board** - Several signal timing adjustments, restriping, signage, access management, and other work order improvements.

- **Systemic Safety Improvements** – Projects include curve improvements, signal backplates, access management, and safety lighting. Curve improvements include added curve warning signs, flashing beacons, restriping, and raised pavement markers. Systemic improvements for added signal backplates, access management, and safety lighting are also being analyzed.
- **Pedestrian Safety Improvements** – Projects include unsignalized pedestrian crossing islands, curb extensions, school zone flashers, and Accessible Pedestrian Signals (APS). In 2022, the pedestrian safety program implemented over 30 new or upgraded pedestrian crossing locations.
- **Signal Upgrades** – Includes battery backups, new traffic signals and Pedestrian Hybrid Beacons (PHBs).
- **Speed Management** – Traffic calming measures are identified and prioritized according to the Speed Management methodology. The program expects to design, construct, and implement measures from the traffic calming toolkit at over fifteen (15) locations. The speed management program will also oversee the rollout of updated speed limit signs on City of Austin streets.

## PROGRAM RISKS

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There are several project risks being considered and assessed through project development. The greatest uncertainty is the extent of improvements as streets and intersections are evaluated for safety measures. Utility relocations, drainage, and right-of-way constraints can drive up costs and cannot be predicted until feasibility assessments are made. In addition, general timelines and ability to have construction contracts ready-to-go are a risk. Contractor capacities in the Austin market and other major capital construction work related to Corridor Projects from 2016 Bond may impact project implementation timelines. Some of the material shortages may contribute to future price increases or unavailability for certain items.

The 2020 Vision Zero (VZ) Bond cycle overlaps with 2018 VZ Bond and 2016 VZ Bond cycles (total \$30M funding from 2016 and 2018 Bonds). This is a risk that requires additional resources and streamlined processes to be instituted. Overlapping safety projects, especially the larger projects, may need additional coordination and funding leveraging opportunities with interested stakeholders, including external agencies (TxDOT, CTRMA, Capital Metro, etc), that can result in unintended delays in defining optimal project scopes.

Lastly, as we have come to realize over the last several years, natural disasters, like the Winter Storm of 2021, can impact the ability to carry out projects on the expected timeline. To minimize these risks, the Safety/Vision Zero group has set up internal and external coordinated review processes, identified lessons learned from previous projects, and developed a project delivery team to ensure successful implementation over appropriate timelines.



## TRANSIT ENHANCEMENT PROGRAM

The 2020 Mobility Bond dedicates \$19M to local transit enhancement projects. These are public transportation improvements that enhance the speed and reliability of existing bus service while improving safe customer access to that service. The bulk of the \$19M dedicated to local transit enhancement projects goes to the Transit Enhancement Program, which works collaboratively with transit providers and the community to understand transit needs and opportunities and enhance areas of the built environment to support transit.

### PROJECT SELECTION & DELIVERY

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The 2020 Mobility Bond funds dedicated to local transit enhancement projects are allocated as follows:

- \$14M for the Transit Enhancement Program to implement speed, reliability, safety and access improvements, such as bus stops, corner modifications, and crossing treatments.
- \$2.75M for the Arterial Management Division to implement transit signal priority (TSP) and signal security upgrades.
- \$2.25 for Smart Mobility and Parking Enforcement to implement micromobility and connectivity improvements.

Local transit enhancement projects are developed and implemented based on established project identification frameworks and coordination opportunities with other mobility programs. In early 2022, the Transit Enhancement Program kicked off development of the Transit Enhancement Infrastructure Report, which will serve as the guiding policy document by which many transit projects receiving 2020 bond funds are identified and prioritized for implementation. The first phase of public outreach supporting the report's development was completed in fall 2022 and identified the community's priorities for transit project development. Additional outreach in early 2023 will verify the community's support for specific transit improvements at recommended project locations before the report is finalized. In the interim, opportunities to enhance existing bus service continue to be identified and implemented in coordination with the work of other local mobility programs and CapMetro. These opportunistic projects broaden the overall benefit of partner projects while leveraging established delivery mechanisms to streamline construction and reduce cost.

## PROGRAM RISKS

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Project risks for local transit enhancement projects are similar to other mobility programs and include: contractor capacity constraints; material availability, especially for signal-related work; inflation and related price increases; public feedback and project support; and coordination needs with other mobility programs, which may impact project schedules.

## PROGRAM ACCOMPLISHMENTS

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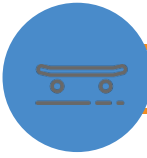
A number of opportunistic transit enhancement projects were developed and/or delivered in 2022, with additional project development and delivery planned for 2023. The following tables represent an incomplete list of transit enhancement projects that were completed in 2022 and are planned for completion in 2023. As the Transit Enhancement Infrastructure Report is finalized and additional opportunities arise to partner with other mobility programs on planned projects, new projects will be added to the list.

### TRANSIT ENHANCEMENT PROJECTS - 2022

PROJECT LOCATION	DESCRIPTION	COUNCIL DISTRICT(S)
<b>Wickersham Ln. at Cromwell Cir.</b>	<i>Crossing improvement to support safe transit access</i>	<b>3</b>
<b>Wickersham Ln. at East Oltorf St.</b>	<i>Crossing improvement to support safe transit access</i>	<b>3</b>
<b>Govalle Ave. at ACC Eastview</b>	<i>Crossing improvement to support safe transit access</i>	<b>3</b>
<b>Oak Springs Dr. at Oak Springs Villas Apartments</b>	<i>Crossing improvement to support safe transit access</i>	<b>1, 3</b>
<b>Oak Springs Dr. at Gunter St.</b>	<i>Crossing improvement to support safe transit access</i>	<b>1, 3</b>
<b>Red River St at 40<sup>th</sup> St</b>	<i>Bus stops relocated to improve operations and support safe transit access at future PHB location</i>	<b>9</b>
<b>Red River St at 44<sup>th</sup> St</b>	<i>Crossing improvement to support safe transit access</i>	<b>9</b>
<b>Cameron Rd. at St Johns Ave.</b>	<i>Bus stops relocated to support safe transit access</i>	<b>4</b>
<b>Beckett Rd at La Cresada Dr.</b>	<i>Bus stop relocated to support safe transit access</i>	<b>8</b>

**TRANSIT ENHANCEMENT PROJECTS - 2023**

<b>PROJECT LOCATION</b>	<b>DESCRIPTION</b>	<b>COUNCIL DISTRICT(S)</b>
<b>Robinson Ave. at 38 ½ St.</b>	<i>Bus stop and crossing improvements to support transit operations and safe access</i>	<b>9</b>
<b>East Oltorf St. at Douglas St</b>	<i>Bus stop and crossing improvements to support transit operations and safe access</i>	<b>3</b>
<b>Burton Dr. at Mariposa Dr.</b>	<i>Bus stop and crossing improvements to support transit operations and safe access</i>	<b>3</b>
<b>North Lamar Blvd. at Denson Dr.</b>	<i>Crossing improvement to support safe transit access</i>	<b>4, 7</b>
<b>Lamplight Village Ave. at Alderbrook Dr.</b>	<i>Crossing improvement to support safe transit access</i>	<b>7</b>
<b>Rutherford Ln. at Furness Dr.</b>	<i>Crossing improvement to support safe transit access</i>	<b>4</b>
<b>Woodrow Ave. at Romeria Dr.</b>	<i>Crossing improvement to support safe transit access</i>	<b>7</b>
<b>Congress Ave. at Stassney Ln.</b>	<i>Bus stop relocation to improve transit operations and support safe access</i>	<b>2, 3</b>
<b>Stassney Ln. at South 1<sup>st</sup> St.</b>	<i>Bus stop relocation to improve transit operations and support safe access</i>	<b>2, 3</b>
<b>Stassney Ln. at Menchaca Rd.</b>	<i>Bus stop relocation to improve transit operations and support safe access</i>	<b>5</b>
<b>Loyola Ln. at Sandshof Dr.</b>	<i>Bus stop and crossing improvements to support transit operations and safe access</i>	<b>1</b>
<b>Lakeline Blvd. at HEB plus!</b>	<i>New bus stop to provide access to area destinations</i>	<b>6</b>
<b>Dean Keeton St. at Lafayette Ave.</b>	<i>Bus stop and crossing improvements to support transit operations and safe access</i>	<b>1, 9</b>
<b>Bluff Springs Rd. at William Cannon Dr.</b>	<i>Bus stop and multimodal improvements to support transit operations and access</i>	<b>2</b>



## NEIGHBORHOOD PARTNERING PROGRAM

The 2020 Mobility Bond allocates \$1 million for the Neighborhood Partnering Program, including active transportation mobility projects that leverage community-led partnerships. The [Neighborhood Partnering Program](#) (NPP) provides opportunities for community and neighborhood organizations to affect public improvements by proposing projects and partnering with the City to share in resourcing those projects or otherwise contribute back to their community.

Community Groups can partner with NPP through the following sub-programs:

- **Neighborhood Cost Share Program:** The City helps local groups fund, develop, and construct their small to medium-sized projects on City-owned property or right of way. In turn, local groups help with “cost-sharing” and project maintenance. Cost-sharing can be achieved through cash, donated materials, labor, or volunteer hours.
- **Adopt-A-Median Program:** Not just for medians anymore, groups can enter into an agreement with the City to beautify, enhance and maintain a median, roadside, underpass, wall, or right of way. This program does not include funding.
- **Grant Assistance Program:** The City provides funds to help meet the matching requirements of a grant that a group has received or applied for with an outside entity other than the City of Austin.

### PROGRAM SCHEDULE

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The Neighborhood Cost Share Program currently conducts two rounds of awards per year with application deadlines on June 1st and October 1st. Once an application is submitted by a neighborhood or community group, it is then vetted for feasibility and to confirm it meets program requirements before it is presented to the NPP board for consideration. Projects are approved by the NPP board through a competitive review process. Awarded projects take about 12-18 months to implement depending on the number of approved projects and complexity of individual projects.

### PROJECT EVALUATION / PRIORITIZATION

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Project proposals are awarded by the NPP board consisting of City of Austin department directors from Public Works, Development Services, Parks and Recreation, Austin Transportation and Watershed Protection. Neighborhood Partnering Cost Share Proposals are currently evaluated with five goals in mind:

- Community Support: the community's overall support of the project and their participation in the project.
- Cost Share Proposal: how much of the project cost is supported by the applicant. Applicants can exceed the minimum cost share requirements for any project.
- Quality of Life Enhancement: how much a project enhances the physical environment or positively impacts the neighborhood's quality of life.
- Incorporates City Initiatives: how the project address an under-funded need, implement neighborhood plans, or incorporates City Goals.
- Geographic Distribution: additional consideration is given to areas that have not been granted NPP project awards in the past.

The program is currently re-assessing project evaluation criteria.

## EXPECTED DELIVERABLES

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Depending on the costs and number of the project proposal applications received, NPP will fund approximately 4-8 projects annually, implementing those projects and expending funds over the following 12-18 months.

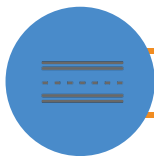
## RISKS

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The Neighborhood Partnering Program is unique in that it depends on community groups to identify and initiate projects. With this model of project identification comes the risk that the program requires a steady pipeline of project applications to continue building projects. To mitigate this risk, the program will continue to focus resources on outreach and engagement to generate new projects, focusing on historically underserved areas of Austin.

Since the delivery mechanism for construction of approved NPP projects relies heavily on other City programs and shared services, this can create temporary challenges to resourcing and prioritization among other bond and mobility projects which can, in turn, lead to delays or resource strain.





## STREET RECONSTRUCTION

The 2018 Mobility Bond program dedicates \$66.5 million towards street rehabilitation and reconstruction efforts. Austin's street network consists of 7,916 lane miles of pavement structure, which is currently at a 75.5% satisfactory rating. Thus, the 24.5% unsatisfactory makes up about 1,939 lanes miles of streets that are in poor or failed condition. Complete street reconstruction or rehabilitation is required to reset the serviceability levels of these failing streets. The City's long-term goal is to achieve at least an 80% satisfactory rating or better for the entire street network.

### PROGRAM BUDGET

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A total of \$66.5 M was approved under the 2018 bond program to address street rehabilitation and reconstruction. The following shows the allocation of funds under the 2018 bond streets program.

- Street Rehabilitation and Bus Lane Improvements- \$46M
- Street Reconstruction - \$14.5M
- Utility Participation - \$6M

### PROJECT SELECTION

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Street condition assessments are performed on one-third of the network each year. Data from the assessment is used to classify streets as excellent, good, fair, poor, or failed per Austin's street rating policy. Streets in failed and poor condition need reconstruction/rehabilitation to reset the level of service for the pavement structure. Project selections are based on street conditions, resident requests, and prioritization of arterial or high use streets. The utility participation towards street resurfacing will be applied to enhance ongoing utility projects list of projects identified for street reconstruction, rehabilitation and bus lane conversion are provided in the table below. Modifications to the list below may be needed due to any conflicts that may arise due to other major projects.

### PROJECT DELIVERY

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The program is expected to be completed by 2024 (five years). The goal set for the streets program under the 2018 bond funding is to address a total of 200 lane miles of streets.

## PROJECT RISKS

The impact of Project Connect and the Corridor Construction Program are being considered on the selected projects listing. While initial Project Connect plans indicate that some of the projects selected for street rehabilitation/bus lane conversions overlap, we also have an immediate need to address these streets to maintain them in a serviceable condition. For these projects, as an interim measure, we are considering rehabilitating the outside lanes which carry heavy truck and bus traffic and maintaining the inside lane with an overlay. This strategy may help balance the current needs while keeping in mind future changes from Project Connect and the Corridor Program.

### Planned and in Progress Street Reconstruction Projects

STREET NAME	FROM STREET	TO STREET	ACTIVITY
STASSNEY LN E	TERI RD	BURLESON RD	Reconstruction
SPRINGDALE RD	OAK CLIFF RD	51st ST E	Reconstruction
CESAR CHAVEZ ST E	SPRINGDALE RD	5333	Rehabilitation
BLUE GOOSE RD	HARRIS BRANCH PKWY	US 290	Rehabilitation
LOYOLA LN	DECKER LN	CLL	Rehabilitation
HYCREEK DR	REICHER DR	SPRINGDALE RD	Rehabilitation
TAYLOR GAINES ST	BELLAIRE DR	ELMHURST DR	Rehabilitation
OAK HEIGHTS DR	BELLAIRE DR	TAYLOR GAINES ST	Rehabilitation
CULLEN LN	SLAUGHTER LN W	TURK LN	Rehabilitation
HILLSTON DR	BERKETT DR	BUFFALO PASS	Rehabilitation
WALSH TARLTON LN	BEE CAVES RD	1329	Rehabilitation
OLD WALSH TARLTON	1002	WILDERNESS DR	Rehabilitation
AIRPORT BLVD	MARTIN LUTHER KING JR BLVD E	ZACH SCOTT ST	Rehabilitation
GLADSTONE DR	BASSWOOD LN	NORWOOD HILL RD	Rehabilitation
SLAUGHTER LN W	RIDDLE RD	BRODIE LN	Rehabilitation
MANOR RD	FRENCH PL	AIRPORT BLVD	Rehabilitation
WEST GATE BLVD	LAMAR BLVD S	STASSNEY LN W	Rehabilitation
MARTIN LUTHER KING JR BLVD E	ALEXANDER AVE	AIRPORT BLVD	Rehabilitation

STREET NAME	FROM STREET	TO STREET	ACTIVITY
OLTORF ST E	I 35 SVC RD NB	PLEASANT VALLEY RD S	Rehabilitation/Bus Lane
25TH ST W	GUADALUPE ST	LAMAR BLVD N	Rehabilitation
1ST ST S	STASSNEY LN W	WILLIAM CANNON DR W	Rehabilitation
26TH ST W	NUECES ST	LEON ST	Rehabilitation
COCKBURN DR	BERKELEY AVE	BLARWOOD DR	Rehabilitation
MC GREGOR DR	BERKELEY AVE	BLARWOOD DR	Rehabilitation
WEST PARK DR	VILLAGE DR	50TH ST W	Rehabilitation
8TH ST E	CONGRESS AVE	I 35 SVRD SB N	Rehabilitation
OLD MANOR RD	CITY LIMIT LINE AT 8500	CITY LIMIT LINE AT 8531	Rehabilitation w/Travis Co.
GUADALUPE ST	30TH ST W	38TH ST W	Bus Lane
GUADALUPE ST	38TH ST W	45TH ST W	Bus Lane
LAVACA ST	CESAR CHAVEZ ST W	11TH ST W	Bus Lane
LAVACA ST	11TH ST W	MARTIN LUTHER KING JR BLVD W	Bus Lane
SAN JACINTO BLVD	15TH ST E	MARTIN LUTHER KING JR BLVD E	Bus Lane
TRINITY ST	15TH ST E	MARTIN LUTHER KING JR BLVD E	Bus Lane
11TH ST W	RED RIVER ST	SAN JACINTO BLVD	Bus Lane
35TH/38TH ST W	LAMAR BLVD N	MO-PAC	Bus Lane
GUADALUPE ST	CESAR CHAVEZ ST W	11TH ST W	Bus Lane
GUADALUPE ST	11TH ST W	MARTIN LUTHER KING JR BLVD W	Bus Lane
GUADALUPE ST	MARTIN LUTHER KING JR BLVD W	30TH ST W	Bus Lane

## Completed Street Reconstruction Projects

The following rehabilitation projects have successfully been completed since 2021.

Street Name	From Street	To Street	Council District
SOUTHWEST PKWY	MISSION OAKS BLVD	FOSTER RANCH RD	8
SOUTHWEST PKWY	FOSTER RANCH RD	WILLIAM CANNON DR W	8
THAXTON RD	NUCKOLS CROSSING RD	SALT SPRINGS DR	2
NUCKOLS CROSSING RD	THAXTON RD	CHARLES MERLE DR (CLL)	2
PLEASANT VALLEY RD N	CESAR CHAVEZ ST E	PRADO ST	3
SPRINGDALE RD	AIRPORT BLVD	OAK CLIFF RD	3, 1
SPRINGDALE RD	LEDESMA RD	MANOR RD	3, 1
LAMAR BLVD N	OLD KOENIG LN	AIRPORT BLVD	7
LAMAR BLVD N	AIRPORT BLVD	MORROW ST	7
CAMERON RD	US HWY 290 SVC RD	ANDERSON LN SRVC RD	1



## SUBSTANDARD STREETS & CAPITAL RENEWAL

The 2016 Mobility Bond dedicated \$11 million to Substandard Street/Capital Renewal Projects. The 2020 Active Transportation and Safety Bond dedicates \$53 million to the construction of safety and mobility improvements for Substandard Streets. Using 2016 Mobility Bond dollars, preliminary engineering reports (PERs) were completed for nine substandard streets. The intent of the \$53 million in 2020 bond funding for substandard streets is to fund in part, or in whole, the improvements recommended in the previously completed studies. Goals for the program include increasing the person-carrying capacity of substandard streets, connecting sustainable modes, facilitating emergency response, and improving the connectivity of the street grid. Additionally, per the City's Austin Strategic Mobility Plan (ASMP), roadway projects along the Transit and Bicycle Priority Networks that are adding lanes or widening the roadway should prioritize dedication of space for the priority modes. These goals, in addition to the direction from the 2020 Bond Contract with the Voters, will be used to evaluate the improvements identified in the existing preliminary engineering reports (PER).

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### CAPITAL RENEWAL

Capital Renewal refers to the rehabilitation of existing City of Austin assets to maintain and/or upgrade to current standards and designs. Two projects were identified in the 2016 Mobility Bond consisting of Fallwell Lane in District 2 and the William Cannon Railroad Overpass in Districts 2 and 5. Preliminary engineering for Fallwell Lane began in October 2017 and was completed in 2021. FEMA grant funds were secured to assist with the project delivery and additional federal funds are being sought. Preliminary engineering for the William Cannon Railroad Overpass (east side) is complete and design is now underway.

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### SUBSTANDARD STREETS

#### PROJECT DELIVERY

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The scope of the substandard streets program is partially defined in the Contract with the Voters. The Contract with the Voters states that the program should "prioritize fully funding Johnny Morris Road and at a minimum dedicating \$35 million toward the full construction of Ross Road" per the Substandard Streets Preliminary Engineering Report (PER). Consideration should also be given to improvements to Cooper Lane, Circle S Road,

and the other substandard streets for which PERs were prepared with 2016 Mobility Bond dollars. New substandard streets PERs are also to be prepared for Nuckols Crossing Road and Bradshaw Road.

The budget for the Substandard Streets program is \$53 million. The cost to fully implement the projects named in the Contract with the Voters exceeds \$53 million so advance work will be needed to prioritize a subset of projects as well as seek any available partnerships with local agencies or private development.

## ROSS ROAD

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The City of Austin evaluated Ross Road as part of the 2016 Mobility Bond. The preliminary engineering report (PER) evaluated road conditions for possible future design and construction opportunities on Ross Road between Highway 71 and Heine Farm Road. This 2.7-mile stretch acts as an arterial roadway, connecting various residential developments to SH 71 and SH-130, as well as providing access to three schools along the roadway. Based on engineering evaluations along with public input, recommendations for Ross Road were summarized in the PER and are currently in the design process.

The estimate is \$50.6 million for improvements to both Ross Road North and Ross Road South, and the short section of Pearce Lane between Ross Road North and Ross Road South. After the completion of the Ross Road Substandard Street PER, Travis County committed funds to upgrade Ross Road South. Ross Road South will be, per Travis County plans, upgraded from an existing 2-lane roadway to a 3-lane divided roadway with bike lanes and sidewalks between Pearce Lane and Heine Farm Road. The estimated cost of this project is \$6.2 million. The selection of the design firm was conducted through the CLMP318 2020 Bond Substandard Streets Ross Road North, a stand-alone requisition. Design is now underway with construction expected to begin in 2024. Interim improvements were completed in Fall of 2022 to improve four crossings at Fort Lexington Drive, Thome Valley Drive, Spier Way and Pearce Lane and Los Cielos Boulevard.

## JOHNNY MORRIS ROAD

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The City of Austin evaluated Johnny Morris Road as part of the 2016 Mobility Bond. This preliminary engineering report (PER) evaluated road conditions for possible future design and construction opportunities on Johnny Morris Road between Loyola Lane and FM 969. This 1.3-mile stretch acts as a collector roadway providing access to the Johnny Morris Soccer Fields and Pecan Park Mobile Home Park.

The cost estimate is \$8.4 million. Design began in 2022 with construction anticipated in 2024.

## OTHER SUBSTANDARD STREETS WITH PRELIMINARY ENGINEERING REPORTS

In addition to Ross Road and Johnny Morris Road, PERs were prepared for 7 other substandard streets identified in the 2016 Mobility Bond including Brodie Lane, Cooper Lane, Circle S Road, Latta Drive, FM 1626, Davis Lane, and Rutledge Spur. The projects and estimated construction costs are summarized in the following table. The team will seek leveraging opportunities to expand the reach of the Substandard Streets funding. Increased costs from 2016 PERs may mean 2020 Bond funds will fund even a smaller portion of the identified 2020 Substandard Streets priority roadways.

### Substandard Street Projects with Preliminary Engineering Reports:

PROJECT NAME	DESCRIPTION & LIMITS	CONSTRUCTION COSTS (M)	COUNCIL DISTRICT(S)
Brodie Lane	Brodie/Slaughter improvements planned as part of Slaughter Lane improvements.	\$44	5 / 8
Cooper Lane	Dittmar Road – Matthews Lane	\$7.1	2 / 5
Circle S Road	Potential leveraging opportunity with William Cannon Corridor Program improvements	\$5	8
Latta Drive	Potential leveraging opportunity with William Cannon Corridor Program improvements	\$5	8
FM 1626	Safety improvement project planned by TxDOT	\$36	5
Davis Lane	Two sections: Brodie Ln to Westgate Blvd and Leo St to Manchaca Rd	\$15	5
Rutledge Spur	Lakeline Mall Dr to RR 620	\$3.6	6

## NEW SUBSTANDARD STREETS

Work on the following Substandard Streets projects include the development of a preliminary engineering report. Preliminary engineering will focus on providing increased capacity, bringing streets up to current City standards, and improving connectivity for all modes of transportation through the identification of required infrastructure (i.e., drainage improvements, revised cross-section, sidewalks, bikeways, etc.). PERs are expected to be completed by Spring 2023.

PROJECT NAME	DESCRIPTION & LIMITS	COUNCIL DISTRICT(S)
Nuckols Crossing Road	Bluff Springs Road to Salt Springs Drive north of Ringsby Road and from the roundabout at Todd Lane/South Pleasant Valley to South Pleasant Valley Road. <a href="#">Project webpage</a>	2
Bradshaw Road	Between River Plantation Drive and East Slaughter Lane, including Old Lockhart Road. Project webpage. <a href="#">Project webpage</a>	2 / 5