

CITY OF AUSTIN
austin
MOTION
2016 MOBILITY BOND



2019 MOBILITY ANNUAL PLAN



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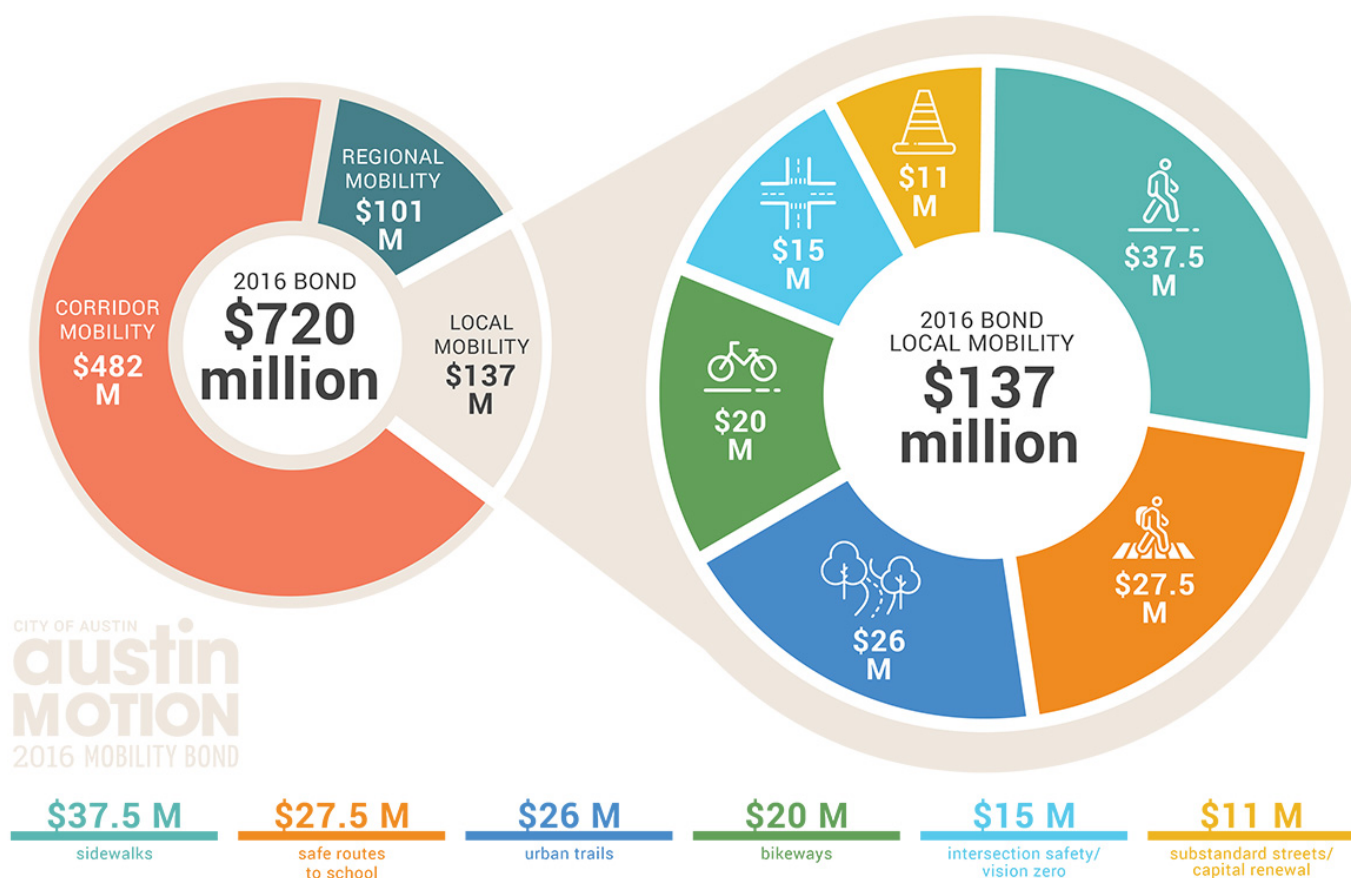
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INTRODUCTION

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

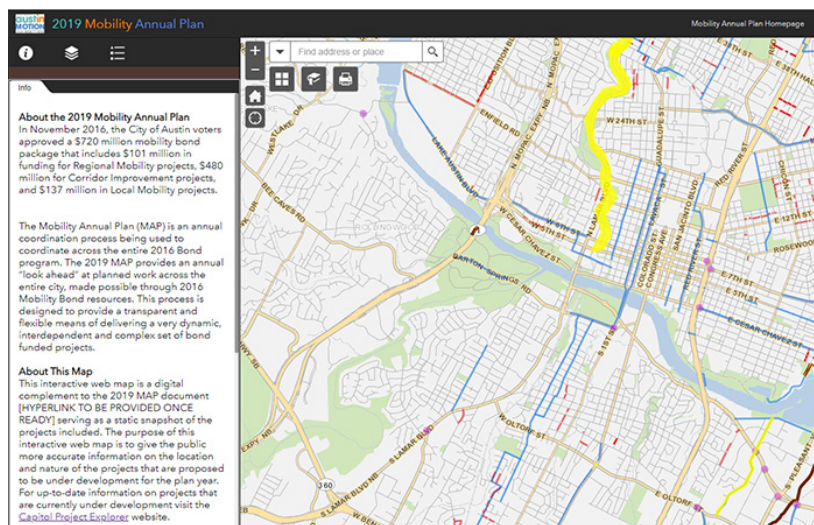
2016 MOBILITY BOND [BOND FUNDING BREAKDOWN]



In 2017, the Local Mobility programs of the 2016 Bond established the Local Mobility Annual Plan (LMAP) process to enable coordination among all Local Mobility programs, as well as with the Capital Metropolitan Transportation Agency (Capital Metro), in order to derive maximum community benefit and efficiencies in project delivery. In 2018, this process was expanded to include the Regional Mobility and Corridor Mobility programs and renamed the Mobility Annual Plan, or MAP, process. Two planning charrettes were held over the summer of 2018 with all program staff, as well as representatives from the Texas Department of Transportation (TxDOT) and Capital Metro, to begin producing the 2019 Mobility Annual Plan.

This 2019 Mobility Annual Plan, or 2019 MAP, provides an annual “look ahead” at planned work across the entire city, made possible through the 2016 Mobility Bond resources. This process is designed to leverage coordination opportunities, reduce conflicts and provide a transparent and flexible means of delivering a very dynamic, interdependent and complex set of bond-funded projects. This process is repeated each year in order to capture any changes or new opportunities that feedback from the public and coordination and leveraging among the 2016 Mobility Bond Program and/or other partners may yield.

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



[Mobility Annual Plan Interactive Projects Map.](#)

The 2019 MAP consists of a program summary for all eight programs of the 2016 Bond, including information on project selection, prioritization, program risks and accomplishments since the 2018 Local Mobility Annual Plan was published. Projects listed in the 2019 MAP are a product of previous public engagement through various efforts that have happened since the 2016 Bond was passed in November 2016.

The 2019 MAP also includes a number of coordinated projects and program-specific projects with accompanying maps. A subset of these coordination projects are identified as leveraging projects which means funding has been identified from multiple programs.

Project information contained in the 2019 MAP can also be found on an [interactive web map published on the 2016 Mobility Bond website.](#) The maps only include projects funded by 2016 Mobility Bond funding. Work funded by other sources does not necessarily appear on the map, unless there is a 2016 Mobility Bond funding source tied to that project.

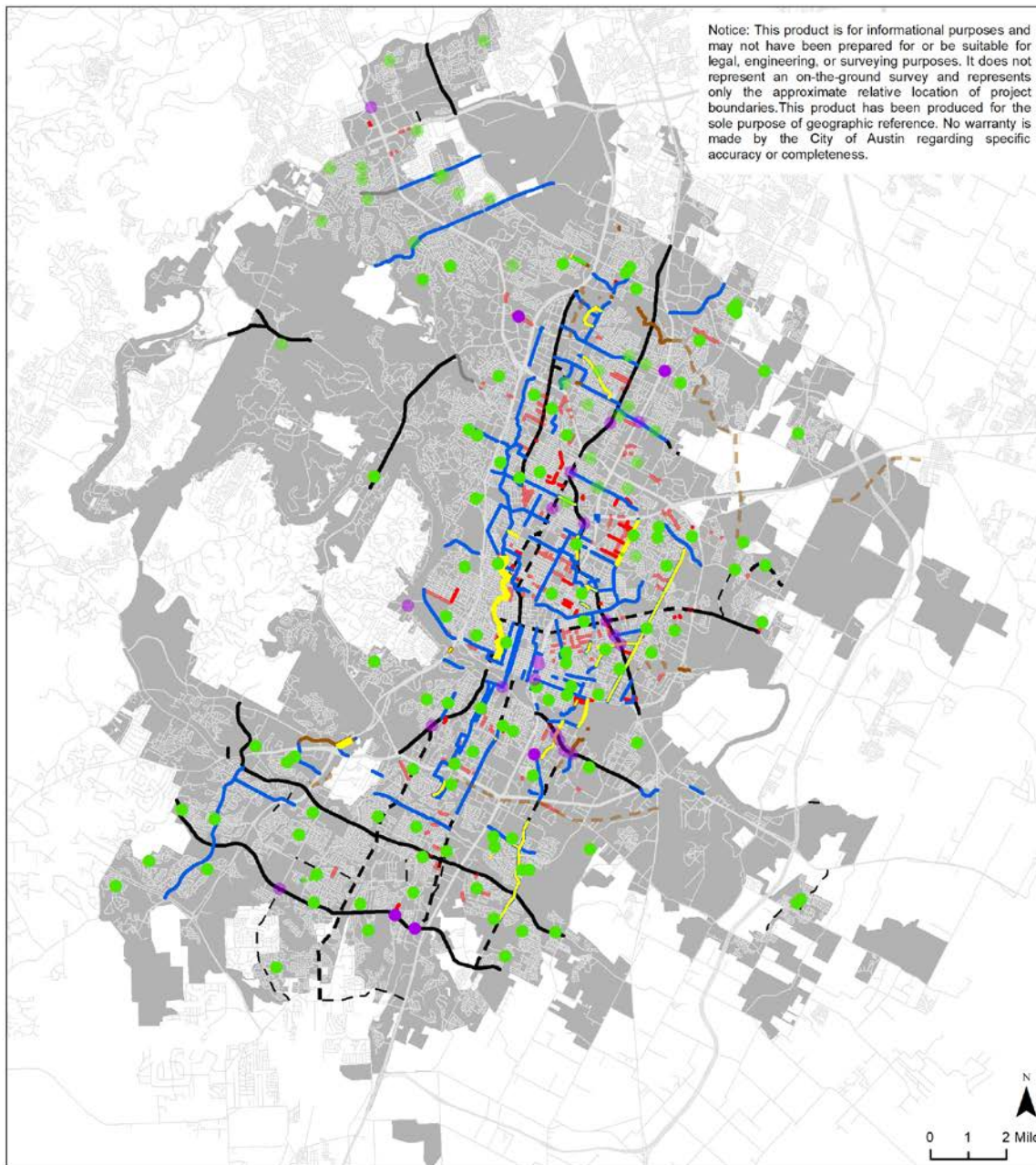
The 2019 MAP was available for review and comment from early December 2018 through February 1, 2019. Feedback was used by each 2016 Mobility Bond program, respectively, to produce the final 2019 MAP and will continue to be referenced as individual projects further develop. In many cases, implementation remains contingent upon successful feasibility analysis, coordination and/or additional public processes. Feedback will also be used to improve the overall MAP process and in the development of future MAPs.

Coordination among the 2016 Mobility Bond programs will continue through the project development and delivery process, as well as in the development of the 2020 MAP. Once projects are fully developed and have dedicated funding, they will appear on the [Capital Projects Explorer \(CPE\)](#) site. For a list of projects that are already underway, including several coordinated projects developed as a result of the MAP process, please visit [http://capitalprojects.austintexas.gov/projects.](http://capitalprojects.austintexas.gov/projects)



2019 MOBILITY ANNUAL PLAN OVERVIEW MAP

2019 Mobility Construction Projects - Overview Map



Notice: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of project boundaries. This product has been produced for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2019 Construction
- Safety/Vision Zero - Potential 2020-2024
- Safe Routes to School
- Safe Routes to School Walk Audits Complete
- Safe Routes to School Walk Audits Upcoming in 2019
- Bikeways - Active in 2019
- Sidewalk - Potential 2019 Construction Start
- Sidewalk - Potential 2020-2024 Construction Start
- Urban Trails - Potential 2019 Construction Start
- Urban Trails - Design/Preliminary Engineering Report 2019
- 2019 Leveraging Opportunities

Corridor and Regional Mobility Projects

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









COORDINATED PROJECTS

The 2019 MAP represents the result of an annual coordinated process across all 2016 Mobility Bond programs to maximize the ability to deliver more complete projects. A number of coordinated projects are listed with a short description in the following section. Partnering programs are identified by their icon in the programs column with the **lead program listed first**. A subset of these coordination projects are identified as leveraging projects, which means funding has been identified from multiple programs. Those programs are marked with an asterisk and can be found on the interactive map in yellow.









CORRIDOR		REGIONAL		LOCAL						
					Sidewalks	Safe Routes to School	Urban Trails	Bikeways	Intersection Safety/ Vision Zero	Substandard Streets/ Capital Renewal

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Adelphi Lane*	Amherst Drive to Waters Park Road	0.5	7	   
Ashdale Drive	Burnet Road to Rockwood Lane	0.4	7	 
Barton Springs at Mopac Trail Improvements	Barton Springs Road at Mopac	0.08	8	 
Belfast Drive	Briarcliff Boulevard to Cameron Road	0.38	1	 

*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Belfast Drive	Broadmoor Drive to Briarcliff Boulevard	0.53	4	
Blanton Elementary: Berkman Drive Safe Crossing Improvement	Berkman Drive at Rogge Lane	N/A	4	
Bluebonnet Lane	S. Lamar Boulevard to Ashby Avenue	0.7	5	
Boggy Creek Trail	Rosewood Avenue to 12 th Street	0.33	1	
Brentwood Street	Grover Avenue to N. Lamar Boulevard	0.22	7	
Bruning Avenue	Duval Street to Airport Boulevard (gaps)	0.32	9	
Burton Drive / Tinnin Ford Road	Oltorf Street to South Lakeshore Drive	1.3	3, 9	
Butler Trail to Pedernales Street Connector	Pedernales Street to Butler Trail	0.02	3	
















*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Cedar Bend Drive	Metric Boulevard to Alderbrook Lane (gaps)	0.23	7	
Cherrywood Road	38th 1/2 Street to Wilshire Boulevard	0.9	9	
Clarkson Avenue / Middle Fiskville Road*	43rd Street to US 290	1.4	4, 9	
Del Curto Road	S. Lamar Boulevard to Bluebonnet Lane	0.15	5	
Denson Drive*	N. Lamar Boulevard to Airport Boulevard	0.5	4, 7	
E. 12 th Street	Airport Boulevard to Webberville Road	0.9	1	
E. 40 th Street	I-35 Service Road to Red River Street	0.19	9	
E. 45 th Street	Airport Boulevard to Duval Street (gaps)	0.46	9	

















*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
E. 46th Street	Red River Street to Airport Boulevard	0.11	9	 
E. 53rd Street	Airport Boulevard to Harmon Avenue	0.3	4	 
Elm Creek Drive	East Bluff Drive to E. William Cannon Drive	0.11	2	 
Exposition Boulevard	Bonnie Road to Gilbert Street	0.3	10	 
Exposition Boulevard	Lake Austin Boulevard to Westover Road and Mountain Laurel Drive to Tarry Trail	1.6	10	 
Glencrest Drive	Berkman Drive to Cameron Road	0.4	1	 
Glenvalley Drive	Brookside Drive to Berkman Drive	0.16	1	 
Guadalupe Street	Cesar Chavez Street to Martin Luther King Jr. Boulevard	1.3	9	 





*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Harris Elementary: Berkman Drive Safe Crossing Improvement*	Berkman Drive at Glenvalley Drive	N/A	1	 
Houston Elementary: Stassney Safe Crossing Improvement	Jacaranda Drive and Stassney Lane	N/A	2	 
Lamplight Village Avenue	Leeann Drive to Metric Boulevard	0.08	7	 
Lightsey Road	Barton Skyway at S. Lamar Boulevard (gap)	0.03	5	 
Mahone Avenue	Burnet Road (gap)	0.05	7	 
Manor Road	Susquehanna Lane to Ed Bluestein Boulevard	0.14	1	 
Mearns Meadow Boulevard*	Boyer Boulevard to Rutland Drive	1.6	4	 
Mopac / US 290	Barton Creek Bridge to Brodie Lane	0.8	8	 

















*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Mopac Bridge over Gaines Creek*	Gaines Creek to Southwest Parkway and YBC Trail	0.5	8	 
N. Lamar Boulevard	N. Lamar Boulevard at 29 th Street	0	9, 10	 
Neans Drive	N. Lamar Boulevard to Parkfield Drive	0.53	4	 
Oak Springs Drive*	Webberville Road to Springdale Road	0.9	1, 3	 
Pleasant Valley Road*	Lakeshore Boulevard to Cesar Chavez Street	0.7	3	 
Pleasant Valley Road	Riverside Drive to north of Elmont Drive	0.3	1	 
Pleasant Valley Road	Onion Creek Park to St. Elmo Road	2.8	2	 
Red Line - 34 th Street/Clarkson Avenue	Randolph Road to Cherrywood Road	0.3	9	 
















*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Ridgehaven Drive	Berkman Drive to Cameron Road	0.51	4	 
Rockwood Lane	Burnet Road (gap)	0.14	7	 
Rundberg Lane	N. Lamar Boulevard to Cameron Road	1.5	1, 4	 
Sagebrush Drive, South Meadows Drive	N. Lamar Boulevard to Plains Trail Drive	0.42	4	 
Schieffer Avenue*	Wilshire Boulevard to Zach Scott Street	0.3	9	 
Shady Lane	5 th Street to Bolm Road	0.6	3	 
Shoal Creek Boulevard	38th Street to Anderson Lane	4.1	7, 10	 
Shoal Creek Boulevard	Anderson Lane to US 183	1.2	7	 







*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Shoal Creek Trail Improvements*	5th Street to 15th Street	N/A	7, 9, 10	 
Slaughter Lane / Cullen Lane	Slaughter Lane at Cullen Lane	N/A	2, 5	 
Slaughter Lane / S. 1st Street	Slaughter Lane at S. 1st Street	N/A	2, 5	 
Springdale Road*	Airport Boulevard to Lyons Road	0.37	3	 
St. Joseph Boulevard	Burnet Road (gap)	0.004	7	 
Steck Avenue	Burnet Road to Valleydale Cove	0.11	7	 
Stonehollow Drive*	Metric Boulevard to Metric Boulevard	0.9	3	 
Summit Elementary: Sidewalks on Adelphi Lane*	Amherst Lane to Water Park Road	0.5	7	 

*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
Sunstrip Drive	William Cannon Drive (gap)	0.02	2	 
Tannehill Lane	Webberville Road to Samuel Huston Avenue (gaps)	0.09	1	 
UT Pickle Campus	US 183 to Domain	1.1	7	 
Vinson Drive*	Emerald Forest Drive to W. St. Elmo Road	0.5	3	  
Webberville Road*	Pleasant Valley Road to Oak Springs Drive	0.5	1, 3	 
Webberville Road	Pedernales Street to Pleasant Valley Road	0.3	7	 
W. 31 st Street	West Avenue (gap)	0.03	9	 

*denotes a leveraging project.

PROJECT	PROJECT LIMITS	LENGTH (MI)	DISTRICT	PROGRAM
W. 45 th Street	Shoal Creek Boulevard to Burnet Road	0.3	7	 
Wilshire Boulevard	I-35 to Airport Boulevard	0.6	9	 
Zach Scott Street	Airport Boulevard to Berkman Drive	0.5	9	 

*denotes a leveraging project.



CORRIDOR MOBILITY PROGRAM

On April 26, 2018, Austin City Council adopted a Corridor Construction Program to receive funding from the 2016 Mobility Bond funds dedicated to corridor projects. The Corridor Construction Program is composed of mobility, safety, and connectivity improvements on nine major roadways, or corridors, throughout Austin.

- N. Lamar Boulevard from US Hwy. 183 to Howard Lane
- Burnet Road from Koenig Lane to Mopac Expressway
- Airport Boulevard from N. Lamar Boulevard to US Hwy. 183
- E. Martin Luther King Jr. Boulevard/FM 969 from US Hwy. 183 to Decker Lane
- S. Lamar Boulevard from Riverside Drive to Ben White Boulevard/W. US Hwy. 290
- E. Riverside Drive from I-35 to SH 71
- Guadalupe Street from Martin Luther King Jr. Boulevard to W. 29th Street
- William Cannon Drive from Southwest Parkway to McKinney Falls Parkway
- Slaughter Lane from FM 1826 to Vertex Boulevard

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

Preliminary engineering for projects funded for construction is currently underway and could last 12 to 36 months, depending on the project. Staff will return to City Council in spring 2019 to provide an update on Preliminary Engineering. The bulk of construction is anticipated to occur between 2021 and 2024.

MAP PROJECT PRIORITIZATION

For the 2019 MAP process, The Corridor Program Office focused primarily on examining off-corridor opportunities that complete connections needed to get surrounding communities to the corridor. This includes identifying places where other Local Mobility programs have identified projects that connect with or run parallel to the nine corridors. The Corridor Program Office then evaluated each opportunity to determine whether it connected to a community point of interest, affordable housing site, or other destination that furthers the charge outlined in the Contract with Voters. Projects with connections to the program's Community Considerations, or existing or near future mobility infrastructure were prioritized.

The Corridor Program identified four types of projects for consideration and discussion during the first MAP charrette:

1. Areas with high numbers of attractors and limited connectivity.
Example: a street that connects the corridor to a community center and a school and would benefit from improved local mobility access.
2. Projects that overlap Local Mobility Program projects and the Corridor Construction Program.
Example: a planned bicycle facility along a street that crosses a corridor.
3. Identified gaps in the transportation network where coordination with corridor improvements could increase the priority of a transportation project.
Example: a new pedestrian hybrid beacon along the corridor may affect the priority of completing a sidewalk gap adjacent to the beacon.
4. Identified gaps in the transportation network in areas with high priority mobility needs, but not identified in the near-term work plan.
Example: an urban trail project that does not have a construction date but may have potential to coordinate with the Corridor Construction Program in the future.

PROJECT SELECTION

The Corridor Program Office identified numerous off-corridor connectivity opportunities during the initial project prioritization discussed above, and during the MAP charrette. Ongoing coordination efforts and conversations initiated during the charrette must continue to understand the feasibility and timing of projects and how coordination will impact each program's budget and prioritized investment schedules.

During the MAP process, two types of projects emerged for the Corridor Program Office to pursue for coordination in 2019:

1. Projects that further the Corridor Program Office's Community Considerations goals. These projects were chosen based on conversations at the MAP charrette, connectivity to locations included in the Corridor Program Office's previous Community Considerations analysis, and the range of Local Mobility programs included. The following page includes examples of the types of projects identified along each corridor. The Corridor Program plans to evaluate each project for feasibility in 2019.
2. Near-term coordination projects that help local mobility programs connect to corridors ahead of the Corridor Construction Program's anticipated 2021-2024 construction schedule. These early out projects include:
 - **Improvements at top crash intersections** identified by Vision Zero that fall on the corridors. Many safety improvements are needed at these intersections now and each will be evaluated for safety improvements ahead of the construction schedule to ensure safe passage before, during, and after corridor construction.
 - **Signal technology upgrades** to manage traffic before, during, and after construction. Specific technologies include aerial vehicle detection, battery backup systems, signal controllers, and video monitoring equipment. Aerial detection will detect the presence of vehicles without using loops in the ground that will get disrupted by construction. Battery backup systems ensure that the traffic signal will continue running even if power is disrupted. Upgraded signal controllers and firmware will allow for more flexibility to accommodate multiple modes of travel. Video monitoring equipment allow for many signal problems to be diagnosed and solved remotely. These technologies will be installed at all intersections along the nine 2016 Bond corridors.
 - **North-traveling "contraflow" transit lane on Guadalupe Street, south of Martin Luther King Jr. Boulevard:** This will improve the safety and efficiency issues currently experienced at the Martin Luther King Jr. Boulevard and Lavaca Street intersection by directly connecting northbound buses to Guadalupe Street before entering the Martin Luther King Jr. Boulevard intersection.

The Corridor Program Office also coordinated with Local Mobility programs on a variety of other projects, many of which are listed in the project tables in other program sections of this document. The Corridor Program Office is a partner in these projects, but the other programs are considered leads in the design and implementation of the projects.

In addition to specific project coordination opportunities, conversations at the MAP Charrette led to a larger effort to coordinate 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 are now looking in depth at how bicycle routes – both planned and existing – 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.

PROGRAM ACCOMPLISHMENTS

The Corridor Program Office reached many milestones during Fiscal Year 2018. The most significant of those milestones was City Council’s adoption of the Corridor Construction Program in April 2018. Adoption of the Corridor Construction Program allowed the Corridor Program Office to pivot into preliminary engineering, which consists of land survey work, public outreach, and other information-gathering and construction-planning processes.

This year, community outreach has included engagement with corridor businesses, property owners and neighborhoods, as well as across City departments and local agencies. Since August 2018, the Corridor Program Office has been hosting public open houses for construction-eligible corridors, with events for seven of the nine corridors completed during Fiscal Year 2018. In addition, the Corridor Program Office conducted a business workshop in partnership with the Greater Austin Chamber of Commerce and presented at neighborhood association meetings upon request. Other outreach and community engagement efforts that took place during Fiscal Year 2018 include:

- Development of a Working Group for the Guadalupe Street corridor
- Corridor “walk-about,” during which City staff and consultant teams experience the corridor on the ground
- Participation in partner agencies’ engagement events, such as Capital Metro’s Traffic Jam
- One-on-one meetings with stakeholders and business owners, as needed

In addition to implementation of the Corridor Construction Program, the Corridor Program Office is also developing five new Corridor Mobility Plans for other key roadways throughout Austin. The first round of public engagement was completed for all five of those plans during Fiscal Year 2018, as was the second round of public engagement for three of the plans. Preliminary mobility recommendations and final reports are expected to be finalized for three of the five plans (Martin Luther King Jr. Boulevard, Manchaca Road, and S. Pleasant Valley Road) in 2019.

Other Corridor Program Office achievements during Fiscal Year 2018 include:

- Capital Area Metropolitan Planning Organization funding awards for W. Rundberg Lane, Slaughter Lane, and William Cannon Drive
- Utility coordination workshops for each corridor
- Receipt of consultants’ first round of schematics for all nine corridors

PROJECT LIST:

The following projects have been identified as coordination opportunities to advance the feasibility for design.

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Airport Boulevard – Cherrywood	Partner with Bikeways, Sidewalks, and Safe Routes to School to improve sidewalks and bike lanes along Wilshire Boulevard from Airport Boulevard to Schieffer Avenue. This is in coordination with a larger effort to improve connectivity within the Cherrywood neighborhood. <i>Community Considerations Connections: Maplewood Elementary, Clearview Sudbury School, Patterson Park, Genesis Presbyterian Church, Servant Methodist Church</i>	.25	9
Burnet Road - Gault Lane	Partner with Safe Routes to School, Bikeways, and Sidewalks to close sidewalk gaps and improve bicycle connections along Northcross Drive. <i>Community Considerations Connections: Lucy Read Pre-Kindergarten, Wal-Mart, subsidized housing, U.S. Post Office</i>	.25	7
E. Martin Luther King Jr. Boulevard/FM 969 – Oak Meadows	Partner with Safe Routes to School, Sidewalks, and Bikeways to extend a shared use path from E. Martin Luther King Jr. Boulevard/FM 969 up Decker Lane to Park At Woodlands Drive. <i>Community Considerations Connections: Oak Meadows Elementary School, KIPP Austin</i>	.30	1
Guadalupe/Lavaca Bikeways	Partner with Capital Metro and the Bikeways Program to improve bicycle and transit facilities immediately south of Martin Luther King Jr. Boulevard. This will be in close coordination with Project Connect and their vision for this corridor. <i>Community Considerations Connections: Texas Homeless Education Office, Texas Workforce Commission, Texas Department of Insurance, The G Apartments (affordable housing)</i>	.25	9
S. Lamar Boulevard – Manchaca Road	Partner with Safe Routes to School, Bikeways, and Sidewalks to construct a portion of the planned shared use path along Manchaca Road from S. Lamar Boulevard to 290. <i>Community Considerations Connections: affordable and subsidized housing along Manchaca</i>	.25	5

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
N. Lamar Boulevard – Grady Drive	<p>In conjunction with the evaluation and possible construction of a pedestrian hybrid beacon at N. Lamar Boulevard and Grady Drive, partner with Sidewalks and Bikeways to close sidewalk gaps and improve bicycle connections along Grady Drive.</p> <p><i>Community Considerations Connections: Chinatown Center, Marketplace.</i></p>	.25	4
E. Riverside Drive – Country Club Creek Trail	<p>Partner with Urban Trails, Capital Metro, and Bikeways to coordinate a connection from E. Riverside Drive to the trail crossing underneath the Country Club Creek bridges.</p> <p><i>Community Considerations Connections: Country Club Creek Trail, affordable housing, community shopping center</i></p>	NA	3
Slaughter Lane – Onion Creek Trail connections	<p>Partner with Urban Trails to connect the proposed Onion Creek Trail to Slaughter Lane at Brandt Road and Bluff Springs Road.</p> <p><i>Community Considerations Connections: IDEA Bluff Springs, Onion Creek Trail</i></p>	NA	2
William Cannon Drive – Brodie Lane	<p>Partner with Bikeways and Safe Routes to School to provide a bicycle connection along Brodie Lane from William Cannon Drive to Covington Middle School.</p> <p><i>Community Considerations Connections: Covington Middle School</i></p>	.25	8, 5



REGIONAL MOBILITY PROGRAM

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 is to be invested in the following Regional projects: Loop 360 corridor intersections at Westlake Drive, Courtyard Drive, RM 2222, Lakewood Drive and Spicewood Springs Road/Bluffstone Drive; Spicewood Springs Road east of Loop 360; Anderson Mill Road; intersection of RM 620 and RM 2222; Parmer Lane between SH 45 and Brushy Creek; and improvements to Old Bee Caves Road Bridge.

PROJECT DELIVERY

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

- R1 – Loop 360 (\$46 million – executed June 2017)
- R4 – RM 620 at RM 2222 (\$7.5 million executed August 2017)
- R5 – Parmer Lane/FM 734 (\$17 million – executed June 2017)

Since the Old Bee Caves Road Bridge project (R6) is included in the non-tolled Oak Hill Parkway project’s Build Alternative “A”, the City anticipates entering into the required 10% local participation agreement with TxDOT for right of way acquisition and utility adjustments in the amount of \$3.3 million. The remaining \$4.7 million of originally allocated \$8 million of 2016 Regional Mobility Bond funds (8%) will be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented in accordance with Council Resolution 20160818-074.

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

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

PROGRAM RISKS

Partnership project delivery is contingent upon environmental review/approval process and partner delivery schedule. This is being mitigated with constant communication with partners, timely execution of Advanced Funding Agreements, coordination of storm water quality and quantity, bicycle/pedestrian mobility, and cross-street opportunities.

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

PROGRAM ACCOMPLISHMENTS

R1 - Loop 360

- TxDOT procured a General Engineering Consultant for management and environmental study of the entire Loop 360 corridor. Coordination with Watershed Protection Department, Active Transportation and Street Design Division, and Arterial Management Division initiated.
- Project team presented to the City of Austin Bicycle Advisory Council in September 2018.
- The first public workshop for the Loop 360/Westlake Drive intersection grade separation was held in September 2018.
- The second public workshop for the Loop 360/Spicewood Springs Road intersection grade separation was held in November 2018.
- City's Spicewood Springs Road team coordinating with TxDOT on the tie-in at the Spicewood Springs Road/Loop 360 intersection as well as with Watershed Protection Department on the Old Spicewood Springs Road Low Water Crossing under Loop 360.

R2 - Spicewood Springs Road

- Alternatives presented to the community in September 2018 prior to a recommendation being drafted in the Preliminary Engineering Report.
- Cultural inventory completed to assess historic sites from early Austin settlers. Once finalized, the inventory will be shared with TxDOT as part of the coordination with the Loop 360 project.

R3 - Anderson Mill Road

- Preliminary Engineering Report finalized and posted to the project website.
- Design services initiated and ongoing by Public Works Department.

R4 - RM 620 at RM 2222

- Environmental clearance for both Projects 1 and 2 received in 2018. Right of way acquisition and utility adjustment efforts initiated.
- Project 1 let in July 2018. Construction start anticipated in fall 2018.
- Project 2 design efforts ongoing, including coordination with Watershed Protection Department, Active Transportation Division, and Arterial Management Division. Anticipated letting July 2019.

R5 - Parmer Lane/FM 734

- Open house conducted in September 2018 to share proposed improvements with the public.
- Project team presented to City of Austin Bicycle Advisory Council in September 2018.
- Schematic design and environmental study underway, to include coordination with City's Watershed Protection Department, Active Transportation Division, and Arterial Management Division.

R6 - Old Bee Caves Road Bridge

- As discussed under Project Delivery, since the Old Bee Caves Road Bridge project (R6) is included in the non-tolled Oak Hill Parkway project's Build Alternative "A", the City anticipates entering into the required 10% local participation agreement with TxDOT for right of way acquisition and utility adjustments in the amount of \$3.3 million. The remaining \$4.7 million of originally allocated \$8 million of 2016 Regional Mobility Bond funds (8%), will be used on additional improvements in the corridors on which identified Regional Mobility projects are being implemented in accordance with Council Resolution 20160818-074.

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	0.5	8
Parmer Lane/FM 734	Addition of a third lane in each direction from N. SH 45 to FM 1431 (Whitestone Boulevard). City funding will only be used for the portion of the project within the City limits (SH 45 to Brushy Creek)	2.3	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



SIDEWALKS

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

PROJECT DELIVERY

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

PROJECT SELECTION

In June 2016, City Council adopted an updated Sidewalk Master Plan with the 10-year goal of addressing all very high and high priority absent sidewalks within a quarter-mile of all identified schools, bus stops and parks, including both sides of arterial and collector streets and one side of residential streets. This would address 390 miles of new sidewalks out of the 2,500+ miles of missing sidewalks in Austin. The estimated funding required for all 390 miles of new sidewalks is about \$250 million. The goal for existing sidewalks is 320 miles of repair and rehabilitation over 10 years at an estimated cost of \$15 million/year. The \$37.5 million of Local Mobility funding specifically designated for sidewalks is sufficient to build 40 to 60 miles of sidewalks; approximately 9% of the City's 10-year goal for new and rehabilitated sidewalks. There will also be significant sidewalk investments through Regional Mobility projects, Corridor Improvement projects and other Local Mobility programs.

This section of the report only covers the \$37.5 million allocated under the Local Mobility portion of the 2016 Mobility Bond. In order to select the small subset of projects outlined in the tables below, the very high and high priority "needs" identified by the 2016 Sidewalk Master Plan Update were overlaid with "opportunities" that would allow a single sidewalk project to address multiple City priorities. The projects were developed with a primary focus on new sidewalks that address gaps in the network consistent with the February 2017 Bond Overview and Implementation Plan.

The Local Mobility sidewalk project list includes the potential eight year construction program, as currently anticipated. The list is divided into two parts; 1) projects planned to start construction in 2019; 2) the balance of projects anticipated to start construction in the years 2020- 2024. These lists will be updated and refined each year, based on review and feedback by Council offices, internal/external stakeholders and the public.

PROGRAM RISKS

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

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

PROGRAM ACCOMPLISHMENTS

The sidewalk quarterly report maps show where sidewalk improvements are active, completed and planned as part of the Sidewalk Master Plan and ADA Transition Plan. From January 1 to September 30, 2018, the Sidewalk Program completed 71,627 feet of new and rehabilitated sidewalks in 85 projects throughout the City of Austin. Additional information can be found on the [Sidewalk Program website](#).

2019 SIDEWALK PROJECTS:

PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Brackenridge Street	Leland Street to E. Live Oak Street	362	9
Brentwood Street*	Grover Avenue to N. Lamar Boulevard	1,167	7
Broadmoor Drive	Westmoor Drive to Berkman Drive	2,391	4
Brookside Drive	Wheless Lane to Glenvalley Drive	943	1
Canterbury Street	Pedernales Street to N. Pleasant Valley Road	1,202	3
Cedar Bend Drive*	Metric Boulevard to Alderbrook Lane (gaps)	1,205	7
Cherrywood Road	E. 32nd Street to Manor Road	605	9
Clara Street	Canterbury Street to E. Cesar Chavez Street	543	3
Del Curto Road*	S. Lamar Boulevard to Bluebonnet Lane	816	5
Dubuque Lane	Lynridge Drive (gap)	77	1
E. 7th Street	Levander Loop to Shady Lane	380	3
E. 32nd Street	Lafayette Avenue to I-35 Service Road	817	9
E. 38th ½ Street*	Airport Boulevard (gap)	181	1
E. 40th Street*	I-35 Service Road to Red River Street	1,014	9

* denotes a coordination project.

Projects shown are anticipated to be in active development in 2019. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
E. Cesar Chavez	Linden Street to Broadway Street	287	3
Edgewood Avenue	Lafayette Avenue to I-35 Service Road	890	9
Exposition Boulevard*	Bonnie Road to Gilbert Street	1,599	10
Glencrest Drive*	Berkman Drive to Cameron Road	2,136	1
Glenvalley Drive*	Brookside Drive to Berkman Drive	861	1
Grand Canyon Drive	Radcliff Drive to E. St. Johns Avenue	266	4
Grover Avenue	W. Koenig Lane to Morrow Street	3,269	7
Jonathan Drive	E. Huntland Drive to Highland Mall	498	4
Karen Avenue	Woodrow Avenue to Grover Avenue	487	7
King Street	King Street at W. 31st Street (gap)	149	9
Lamplight Village Avenue*	Leeann Drive to Metric Boulevard	398	7
Levander Loop	Airport Boulevard and E. 7th Street	1,981	3
Manor Road*	Susquehanna Lane to Ed Bluestein Boulevard	741	1
Munson Street	Gunter Street to Springdale Road	750	1
Pecan Park Boulevard	Lakeline Mall Drive (gap)	462	6
Providence Avenue	Atkinson Road to E. St. Johns Avenue	1,061	4
Radcliff Drive	Grand Canyon Drive to Cameron Road	886	4
Ridgehaven Drive*	Berkman Drive to Cameron Road	2,671	4
Ruth Avenue	Woodrow Avenue to Grover Avenue	306	7
S. 1st Street	Ralph Ablanado Drive to Hyde Park Place	996	2
Salado Street	W. 30th Street to W. 29th Street	305	9
San Saba Street	Canterbury Street to E. Cesar Chavez Street	623	3

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Springdale Road	Munson Street to Goodwin Avenue	269	1
St. Joseph Boulevard*	Burnet Road (gap)	23	7
Suffolk Drive	Berkman Drive to Belfast Drive	974	4
Tannehill Lane*	Webberville Road to Samuel Huston Avenue (gaps)	501	1
W. 31st Street	King Street (gap)	57	9
W. 31st Street*	West Avenue (gap)	179	9
W. 32nd Street	West Avenue (gap)	113	9
W. 35th Street	N. Lamar Boulevard to Medical Parkway	87	10
W. 37th Street	Medical Parkway to N. Lamar Boulevard	90	10
W. 41st Street	Medical Parkway to N. Lamar Boulevard	573	10
Webberville Road	Springdale Road (gaps)	404	1
Willow Street	Pedernales Street to N. Pleasant Valley Road	1,199	3

2020 - 2024 POTENTIAL SIDEWALK PROJECTS:

PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Adams Avenue	Ullrich Avenue to Burnet Road	623	7
Amber Street	Navasota Street to Waller Street	129	1
Ashdale Drive*	Burnet Road to Rockwood Lane	2,127	7
Avenue C	45th Street to 44th Street	124	9
Avenue D	43rd Street to 45th Street	409	9
Avenue F	44th Street to 45th Street	634	9

* denotes a coordination project.

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Balcones Woods Drive	Research Boulevard (US 183 Service Road) (gap)	180	7
Baylor Street	W. 11th Street to Parkway	647	9
Belfast Drive *	Briarcliff Boulevard to Cameron Road	1,988	1
Belfast Drive*	Broadmoor Drive to Briarcliff Boulevard	2,788	4
Bennett Avenue	E. 43rd Street to E. 46th Street	1,024	9
Blue Meadow Drive	Stonleigh Place to Deep Lane	1,432	2
Bluff Springs Road	Quicksilver Boulevard to Tranquilo Trail	757	2
Bramble Drive	Cedardale Drive to S. 1st Street	721	2
Bruning Avenue*	Duval Street to Airport Boulevard (gaps)	1,698	9
Burleson Road	Todd Lane to Promontory Point	2,807	2
Chantilly Lane	Chantilly Lane (gap)	84	4
Charlton Drive	US 290 Service Road to Geneva Drive	632	1
Chestnut Avenue	E. 18th Street to E. 13th Street	486	1
Clay Avenue	Houston Street to Ullrich Avenue	1,552	7
Clearday Drive	S. Congress Avenue to Star Drive	438	2
Clifford Avenue	E. 13th Street to E. 16th Street	575	1
Colony Loop Drive	Loyola Lane (gap)	345	1
Convict Hill Road	Brush Country Road to Flaming Oak Place	1,152	8
Decker Lane	Loyola Lane to FM 969 (potential Travis County partnership)	TBD	1
Depew Avenue	E. 45th Street to E. 46th Street	319	9
E. 12th Street	Walnut Avenue to Chestnut Avenue	948	1
E. 13th Street	Leona Street to Navasota Street	1,296	1

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
E. 14th Street	Chestnut Avenue to Ulit Avenue	1,117	1
E. 18th Street	Leona Street to Poquito Street	717	1
E. 18th ½ Street	Harvey Street to McKinley Avenue	345	1
E. 30th Street	Speedway to Duval Street	113	9
E. 33rd Street	Speedway to Duval Street	728	9
E. 35th Street	Guadalupe Street to Grooms Street (gaps)	652	9
E. 41st Street	Duval Street to Red River Street (gaps)	1,811	9
E. 44th Street	Guadalupe Street to Avenue H	1,686	9
E. 45th Street*	Airport Boulevard to Duval Street (gaps)	2,445	9
E. 46th Street*	Red River Street to Airport Boulevard	571	9
E. 51st Street	Pecan Springs Road to Springdale Road	905	1
E. 51st Street	Duval Street to Avenue F	820	9
E. 53rd ½ Street	I-35 Service Road to Helen Street	1,322	4
E. Martin Luther King Jr. Boulevard	E.M. Franklin Avenue (gap)	334	1
E. Martin Luther King Jr. Boulevard	Tannehill Lane to US 183 Service Road	473	1
E. Oltorf Street	Alvin Devane Boulevard (gap)	391	3
E. Yager Lane	Jourdan Crossing Boulevard to Cottage Promenade Court	2,507	1
Eberhart Lane	Starstreak Drive to Sunstrip Drive	1,138	2
Elm Creek Drive *	E. Bluff Drive to E. William Cannon Drive	564	2
Enfield Road	Exposition Boulevard to Lake Austin Boulevard	3,629	10
Fenelon Drive	Tecumseh Drive (gap)	136	4

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Fletcher Street	Euclid Avenue to Wilson Street	474	9
FM 620	FM 620 at N. Lake Creek Parkway (gaps)	498	6
Frontier Trail	Frontier Boulevard - Taos Boulevard to Pack Saddle Pass	1,005	5
Frontier Trail	Pack Saddle Pass to Manchaca Road	1,491	5
Garden Villa Lane	Barton Skyway to S. Center Street	1,310	3
Gardner Road	Jain Lane to Lotus Lane	1,015	3
Gaston Place Drive	Briarcliff Boulevard, Gaston Place, Westminster Drive (ramps)	24	1
Gault Street	Wooten Drive to W. Anderson Lane	1,275	7
Geneva Drive	US 290 Service Road to Langston Drive	3,135	1
Glen Oaks Drive	N. Pleasant Valley Road to Neal Street	273	1
Greenlawn Parkway	Greenhaven Drive to Burnet Road	1,509	7
Hearn Street	Lake Austin Boulevard (gap)	153	10
Hermitage Drive	I-35 Service Road to Loralinda Drive	1,149	4
Ken Street	Ken Street (gap)	249	4
Kerbey Lane	W. 35th Street to W. 38th Street	459	10
Krebs Lane	S. Congress Avenue to S. 1st Street	1,510	3
Laird Drive, Ullrich Avenue	W. Koenig Lane to Arroyo Seco	1,563	7
Lake Creek Parkway	Lake Creek Parkway and Northeast US 183 (gaps)	390	6
Lazy Creek Drive	Pecan Brook Drive (gap)	91	1
Leo Street	Guidepost Trail to Cameron Loop (gaps)	1,279	5
Leona Street	E. 16th Street to E. Martin Luther King Jr. Boulevard	966	1

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Liberty Street	E. 32nd Street to Harris Avenue (gaps)	150	9
Lightsey Road*	Barton Skyway at S. Lamar Boulevard (gap)	134	5
Locke Lane	Weathers Lane to Barton Skyway	570	3
Mahone Avenue*	Burnet Road (gap)	261	7
McKinley Avenue	E. 18th ½ Street to E. 12th Street	1,692	1
Mesa Drive	Spicewood Springs Road to Steck Avenue (gaps)	122	10
Meteor Drive	Star Drive to S. Congress Avenue	522	2
Middle Lane	N. Drive to N. I-35 Frontage Road	1,364	4
N. FM 620	West of Lyndhurst Street (gap)	203	6
Neans Drive*	N. Lamar Boulevard to Parkfield Drive	2,784	4
New York Avenue	Chicon Street to Chestnut Avenue	1,020	1
Norwood Hill Road	Pecan Springs Road to Springdale Road	2,159	1
Oaklawn Avenue	Manor Road to Walnut Avenue	694	1
Ohlen Road	Research Boulevard (US 183 Service Road) (gaps)	435	7
Parker Lane	Wickshire Lane (gap)	312	3
Parker Lane	Woodland Avenue to East Riverside	1,462	9
Payton Gin Road	Putnam Drive to Research Boulevard (US 183 Service Road)	473	7
Pearl Street	W. 29th Street (gap)	51	9
Pearl Street	W. 29th Street to West 30th Street (gaps)	220	9
Penny Lane	Stillwood Lane to Burnet Road	757	7
Poquito Street	E. 12th Street to E. 16th Street	809	1
Ptarmigan Drive	Metric Boulevard (gap)	71	7

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Putnam Drive	Ohlen Road to Research Boulevard (US 183 Service Road)	2,385	7
Quicksilver Boulevard	Bluff Springs Road (gaps)	149	2
Ramble Lane	Hedgewood Drive to S. 1st Street	1,104	3
Ray Wood Drive	Weathers Lane to Barton Skyway	479	3
Red River Street	Ellingson Lane to Hancock Shopping Center	528	9
Research Boulevard (US 183 Northbound Service Road)	Seton Center to Balcones Woods Drive	884	7
Research Boulevard (US 183 Southbound Service Road)	Fairfield Drive, Contour Drive, Ohlen Road to Research Boulevard (US 183 Service Road)	115	7
Rockwood Lane	W. Anderson Lane (gap)	260	7
Rockwood Lane*	Burnet Road (gap)	756	7
Rosedale Avenue	W. 42nd Street (gap)	103	10
Rutherford Lane	Centre Creek Drive to Cameron Road (gaps)	1,405	1
S. 2nd Street	Fletcher Street to W. Mary Street	1,031	9
S. 3rd Street	W. Annie Street to W. Monroe Street	696	9
S. Center Street	S. 2nd Street to Garden Villa Lane	625	3
S. L Davis Avenue	Coleto Street to Chestnut Avenue	222	1
Sagebrush Drive, South Meadows Drive*	N. Lamar Boulevard to Plains Trail	2,192	4
Salado Street	W. 28th Street (gaps)	566	9
San Jacinto Boulevard	Speedway and E. 30th Street	212	9
San Pedro Street	W. 26th Street to W. 28th ½ Street	1,292	9
Sheridan Avenue	Clayton Lane to US 290 Highway	1,160	1

* denotes a coordination project.

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
Southridge Drive	Banister Lane to Southport Drive	378	3
Southway Drive	Southridge Drive to Banister Lane	648	3
Speedway	E. 42nd Street to E. 46th Street (gaps)	12	9
Springdale Road	Glissman Road to E. 5th Street	1,662	3
Springdale Road*	Airport Boulevard to Lyons Road	1,962	3
Stark Street	N. Lamar Boulevard (gap)	41	7
Steck Avenue	N. Mopac Expressway to Bent Tree Road	510	10
Steck Avenue*	Burnet Road to Valleydale Cove	600	7
Sunshine Drive	Houston Street to North Loop Boulevard	831	7
Sunstrip Drive *	William Cannon Drive (gap)	122	2
Teakwood Drive	Burnet Road (gap)	152	7
Tecumseh Drive	Tecumseh Drive at Fenelon Drive (gaps)	154	4
Thompkins Drive	Yager Lane (gap)	103	7
Tumbleweed Drive	Pecan Brook Drive (gap)	117	1
Turtle Creek Boulevard	S. 1st Street to Sahara Avenue	501	2
US 290 Westbound Service Road	Cameron Road (gaps)	281	4
Vinson Drive *	Emerald Forest Drive to W. St. Elmo Road	2,665	3
W. 5th Street	W. Powell Street to Campbell Street (gaps)	389	9
W. 5th Street	W. Powell Street to Oakland Avenue	372	9
W. 28th Street	San Pedro Street to Salado Street	172	9
W. 29th Street	W. 27th Street to W. 29th Street	604	9

* denotes a coordination project.

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PROJECT NAME	PROJECT LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)
W. 35th Street	Camp Mabry (gap)	249	10
W. Braker Lane	Ptarmigan Drive (gap)	527	4
W. Braker Lane	N. Mopac Expressway to Seton Center	3,819	7
Wheless Street	E. 10th Street to E. 11th Street	207	1
William Holland Avenue	North Loop Boulevard to W. Koenig Lane (gaps)	2,182	7
Wilson Street	W. Live Oak Street (gap)	102	9

* denotes a coordination project.

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SAFE ROUTES TO SCHOOL

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

The Safe Routes to School Program has employed a two phase approach to implementing infrastructure projects, each with a separate prioritization process. Phase 1 has focused on “early out” projects that address safety concerns raised by the campus communities. Phase 2 includes a robust planning and engagement process, with the help of a consultant, to identify and prioritize the best projects to implement in each district.

PROJECT DELIVERY

Phase 1 was largely completed in 2017 and early 2018. The Safe Routes to School program engaged with principals, teachers, parents and community members from over 100 schools across 7 school districts in spring 2017. Early out projects were identified through our project prioritization process and many of these projects were installed in 2017 and 2018.

Phase 2 is now underway. The Safe Routes to School consultant team has conducted “Walk Audits” at elementary and middle schools in Districts 1, 2, 8, 9, and 10 and will be finishing the remaining walk audits in fall 2018 and spring 2019. An infrastructure plan for over 100 elementary and middle schools in the City of Austin full-purpose area is in the process of being developed. The infrastructure plans for each district will identify and prioritize projects at the school-level, Council District-level and citywide. Project delivery will be further determined and phased at the completion of these infrastructure plans.

PROJECT SELECTION

Given that the program received over 400 concerns from 92 schools, the Safe Routes to School Program developed a Phase 1 prioritization process to better identify appropriate Phase 1 projects. This process considered school safety concerns submitted by the Campus Advisory Councils, Hazardous Routes identified by the Independent School District Transportation Departments and leveraging opportunities with other City of Austin programs and/or departments. Phase 1 focused on safety concerns within a close proximity to the school (1/4 mile or less) and located within the full purpose jurisdiction. Special consideration was given to links in the transportation network that served the most students when comparing the school's catchment area against residential density and school route options. This allowed the team to select projects with a high safety return per infrastructure investment.

Phase 2 projects identified through the infrastructure plan will be prioritized based on safety, demand, equity, and stakeholder input to classify projects into five priority categories ranging from very low to very high. Safe Routes to School will be focusing on implementing projects that rank high or very-high in terms of overall benefit ranking as well as projects that rank high or very high in terms of cost-benefit. All proposed projects will be brought back to each school's Campus Advisory Council for additional feedback to make sure that projects selected to move forward are the best fit for the community.

PROJECT RISKS

The 2016 Mobility Bond is the first time the Safe Routes to School Program has received funding for infrastructure directly related to the program. This is a significant effort in a new work area of the Safe Routes to School Program that will involve outreach and projects at roughly 130 different schools and seven school districts. The scale of this effort requires significant

time and coordination with a range of stakeholders. Our program continues to work through these challenges as we embark on this new endeavor.

2019 SAFE ROUTES TO SCHOOL PROJECTS:

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)	STATUS UPDATE
Akins High School: S. 1st Street Pedestrian Improvements	This project includes filling in the missing sidewalk segment on S. 1 st Street between FM 1626 and Akins High School, as well as installing a pedestrian hybrid beacon at Desert Primrose Drive to provide a safe crossing across 1st Street. This project includes an opportunity to leverage funds, as the Austin Independent School District identified this project as a Hazardous Route, and has already completed the Design Phase for the project.	N/A	5	Completed
Anderson Mill Elementary/ Grisham Middle School: Lake Creek Parkway Safe Crossing Improvement	Pedestrian Crossing Improvements at Pecan Creek Parkway and Lake Creek Parkway and Pedestrian Crossing Improvements at Deerbrook Trail and Lake Creek Parkway. This will make it safer for students crossing from the Southside of Lake Creek Parkway, which is a safety request Anderson Mill Elementary made.	N/A	6	Awaiting results of infrastructure plan to determine implementation
Austin Achieve School: Sidewalk	This project was requested by the school and will provide sidewalks on Sweeney Lane from Austin Achieve Public School to Coventry Lane.	800	1	Completed
Baldwin Elementary- Meridian Park Bike Lane	The Campus Advisory Council requested protected bicycle lanes on the west side of Meridian Park Boulevard from Wisteria Valley Drive to Mitra Drive. A community conversation surrounding potential bicycle lanes is expected to begin in 2018.	N/A	8	Awaiting results of infrastructure plan to determine implementation
Blackshear Elementary: 11th Street Safe Crossing Improvement	This project was requested by the Campus Advisory Council and will improve the crossing on 11th Street for students coming from neighborhoods to the south of Blackshear.	N/A	1	Awaiting results of infrastructure plan to determine implementation
Blanton Elementary: Berkman Drive Safe Crossing Improvement*	This project will entail the installation of a pedestrian hybrid beacon to assist students crossing Berkman Drive at Rogge Lane. This safety improvement was requested by the Blanton Campus Advisory Council.	N/A	4	Still Active

* denotes a coordination project.

Projects shown are anticipated to be in active development in 2019. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the corresponding modal plan (e.g., Sidewalk, Urban Trail, etc.), project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)	STATUS UPDATE
Brooke Elementary: 4th Street Safe Crossing Improvement	This project was requested by the school and includes pedestrian crossing improvements at the crosswalk in front of Brooke Elementary on 4th Street to enhance the safety of both students coming from the neighborhood and those being dropped off on the south curb of 4th Street.	N/A	3	Undergoing drainage review; may still be a candidate for 2018 implementation
Cowan Elementary: Connector Trail	This project includes an urban trail connecting students who live east of Cowan Elementary on Silkgrass Bend, to Bradner Drive to provide students with a safe route. There is an opportunity to leverage funds with the Public Works Neighborhood Partnering Program, which received an application for this project.	351	5	Undergoing hydraulic study, results expected early 2019. This will be a coordinated project between Safe Routes to School, Bikeways, and the Neighborhood Partnering Program.
Davis Elementary: Mustang Chase Sidewalk	This project includes completing a missing segment of sidewalk and installing ADA-accessible ramps on Mustang Chase to connect over Bull Run. The Campus Advisory Council requested this improvement.	30	6	Completed
District 1 and 10 Prioritization Matrix	Staff has hired a consultant, Toole Design Group, who is conducting campus walk audits and engaging the communities of 25 to 30 schools per semester. In fall 2017, Toole Design Group began this work at all schools in Austin City Council Districts 1 and 10. Staff anticipates the consultant will have a prioritized list of project recommendations for Districts 1 and 10 in fall 2018. Projects identified for implementation in 2019 will largely be a selection of highly prioritized projects from this list.	N/A	1, 10	<i>Still Active</i>
Districts 2, 9, and 8 Prioritization Matrix	Staff has hired a consultant, Toole Design Group, who will be conducting campus walk audits and engaging the communities of 25 to 30 schools per semester. In spring 2018, Toole Design Group will begin this work at all schools in Austin City Council Districts 2, 9 and 8. Staff anticipates the consultant will have a prioritized list of project recommendations for Districts 2, 9 and 8 in winter 2018, after which some projects could move forward towards construction in early 2019.	NA	2, 9, 8	<i>Still Active</i>

* denotes a coordination project.

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)	STATUS UPDATE
Harris Elementary: Berkman Drive Safe Crossing Improvement*	This project will entail the installation of a refuge island to assist students crossing Berkman Drive at Glenvalley Drive. This safety improvement was requested by the Harris Campus Advisory Council.	N/A	1	Still Active
Highland Park: Fairview Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at Sunny Lane and Fairview Drive to enhance safety for students crossing from east of Fairview Drive to the school. The project will tie in with new sidewalks being put in on Sunny Lane.	N/A	10	Still Active
Highland Park Elementary: Sidewalk	This project was requested by the school Campus Advisory Council and will provide sidewalks on the eastern side of Valley Oak Drive from Hancock Drive to Sunny Lane, and on the southern side of Sunny Lane from Valley Oak Drive to Fairview Drive.	900	10	Completed
Houston Elementary-Stassney Safe Crossing Improvement*	Improve pedestrian crossing at Jacaranda Drive and Stassney Lane to help create a safer north to south connection for parents and students attending Houston Elementary. This safety improvement was requested by the school's Campus Advisory Council.	N/A	2	Awaiting results of infrastructure plan to determine implementation
Kocurek Elementary: Sidewalk	This project was requested by the Campus Advisory Council and will fill a sidewalk gap on the north side of Aftonshire Way between Nightjar Drive and West Gate Boulevard.	850	5	Completed
Linder Elementary: Metcalfe Road Safe Crossing Improvement	This project includes pedestrian crossing improvements at the crosswalk in front of Linder Elementary on Metcalfe Road. The improvements were requested by the Campus Advisory Council and will provide a safe crossing for students in the neighborhood and being dropped off on Metcalfe Road.	N/A	3	Undergoing drainage review; may still be a candidate for 2018 implementation
Live Oak Elementary/Deerpark Middle School: Safe Crossing Improvement	This project was requested by the schools and will entail the installation of a pedestrian hybrid beacon to assist students crossing Anderson Mill Road at Black Oak Street.	N/A	6	In Progress

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (ft)	COUNCIL DISTRICT(S)	STATUS UPDATE
McBee Elementary: Kramer Lane Safe Crossing Improvement	This project includes pedestrian crossing improvements at the existing crosswalk on Kramer Road. The project will make it safer for students coming from north of Kramer Road and was a requested safety improvement from the school Campus Advisory Council.	N/A	4	Undergoing drainage review; may still be a candidate for 2018 implementation
Patton Elementary: Westcreek Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Westcreek Drive and Hill Forest Drive to enhance safety of students attempting to cross the street. The Campus Advisory Council requested this improvement.	N/A	8	Awaiting results of infrastructure plan to determine implementation
Patton Elementary: Westcreek Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Westcreek Drive and Morning Dew Drive to make it easier and safer for students. The Campus Advisory Council requested this improvement.	N/A	8	Awaiting results of infrastructure plan to determine implementation
Spicewood Elementary: Sidewalk	This project was requested by the school Campus Advisory Council and will fill sidewalk gaps at Tin Cup Drive near Swan Drive, Costakes Drive, and Pencewood Drive.	650	6	Completed
Summit Elementary: Sidewalks on Adelphi Lane*	This project will provide sidewalks on Adelphi Lane to give students living in the Waters Park Apartments a safe route to Summit Elementary. This safety improvement was requested by the Summit Elementary Campus Advisory Council.	2640	7	Still Active
Widen Elementary/Mendez MS- Nuckols Crossing Safe Crossing Improvement	Improve pedestrian crossing at Nuckols Crossing and Village Square Drive to help create a safe east to west connection for students and parents attending Widen Elementary and Mendez MS. This safety improvement was requested by the Widen Campus Advisory Council.	N/A	2	Awaiting results of infrastructure plan to determine implementation
Williams Elementary: Blue Valley Drive Safe Crossing Improvement	This project includes pedestrian crossing improvements at the intersection of Coldstream Drive and Blue Valley Drive. The project was requested by the Williams Campus Advisory Council and will allow students who live on the east side of the school to have a safer route.	N/A	2	Awaiting results of infrastructure plan to determine implementation

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URBAN TRAILS

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

PROJECT SELECTION

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

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

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

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

PROJECT RISKS

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

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

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

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

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

URBAN TRAILS PROJECTS:

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Adelphi Lane to Red Line Trail Connector*	This project would connect Amhurst Drive to Waters Park Road and the future Red Line Trail alignment. This street connects to neighborhood schools and the Milwood Branch Public Library.	0.5	7
Austin to Manor Phase 2	This project is funded through construction with 2016 Bond and a CAMPO grant. The project connects to the existing Austin to Manor Phase 1 Trail at Decker Lane and extends to Ben E Fischer Park.	2.9	1
Barton Springs at Mopac Trail Improvements	Improve connectivity between the Mopac Shared Use Path and the Butler Trail. This project includes an improved crossing at Barton Springs and Mopac as well as trail upgrades between the Crenshaw Bridge and Stratford Drive.	0.08	8
Bergstrom Spur	This project is funded for a Corridor Study with 2016 Bond and a CAMPO grant. This study will look at the cost and feasibility of a trail and transit along the abandoned railroad tracks between Vinson Dr. and US 183.	5	2, 3, 5
Boggy Creek Trail*	Rosewood to 12 th (Urban Trails Master Plan Tier I Trail)	0.33	1
Butler Trail to Pedernales Street Connector*	This project would connect the existing on-street protected bike lanes on Pedernales St to the Butler Trail. Active Transportation and Urban Trails will work with the Parks and Recreation Department to identify possible improvements.	0.02	3
Country Club Creek Trail: Elmont Drive to E Riverside Drive	This project includes the design and construction of an Urban Trails Master Plan Tier I trail along Country Club Creek from Elmont Drive to E Riverside Drive.	0.4	3
Country Club Creek Trail: E Riverside Drive to E Oltorf Street	This project includes the design of an Urban Trails Master Plan Tier I trail along Country Club Creek from E Riverside Drive to E Oltorf Street.	1	3
Crenshaw Bridge to Stratford Trail Improvements	Improve trail connection between the Crenshaw Bridge and Stratford Drive.	0.09	8

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Mopac Bridge Over Gaines Creek*	The existing Mopac Mobility Bridges bicycle accommodations end at Gaines Creek. The Bikeway and Urban Trails programs will work with TxDOT to add protected bicycle lanes along Mopac connecting Gaines Creek to Southwest Parkway as well as to the adjacent neighborhoods, and to the YBC Trail.	0.5	8
Northern Walnut Creek Trail (NWCT) to ACC Northridge	Funding for this project would allow the Urban Trails program will work with ACC on a possible connection from ACC to the Northern Walnut Creek Trail.	0.07	7
Northern Walnut Creek Trail (NWCT) to Metric Boulevard	This project would create a new connection between the NWCT and Metric Boulevard, improving connectivity for the residents on the west side of Metric Boulevard.	0.04	7
Northern Walnut Creek Trail Phase 2	This project includes the continued design and construction of a new Urban Trails Master Plan Tier I trail on the Walnut Creek Greenbelt from Walnut Creek Metro Park to I-35.	1.8	7
Northgate Boulevard to Rutland Drive Connector	Urban Trails connector funding could be utilized to construct a trail from Northgate Blvd to Rutland Drive, improving connectivity to E Rundberg Lane and to transit stops along this street.	0.16	4
Red Line Trail: Walnut Creek Trail to Braker Lane	This project includes the PER, design and construction of a Urban Trails Master Plan Tier I trail along the Red Line, connecting Braker Lane and the Capital Metro Red Line Kramer Station to the existing Northern Walnut Creek trail system.	0.75	4, 7
Shoal Creek Trail Improvements*	The Urban Trails program will work with Shoal Creek Conservancy, Active Transportation and the Parks and Recreation Department to identify high priority, low cost projects along Shoal Creek, a Tier I trail in the Urban Trails Master Plan.	N/A	7, 9, 10
Southern Walnut Creek Renovation	Due to recent flood events, the streambank of Boggy Creek needs to be stabilized to maintain the integrity of the trail, a Tier I trail in the Urban Trails Master Plan. This project will design and construct the bank stabilization.	0.1	1

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PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Violet Crown Trail -North	This project is funded through construction with 2016 Bond and a CAMPO grant. This trail project extends between Home Depot Boulevard to Mopac north of William Cannon Drive.	1	8
Walnut Creek Trail Connector - La Loma	This project includes a Preliminary Engineering Report for a potential Urban Trails Master Plan Tier II trail project to connect neighborhoods near the intersection of Prock Lane and Sara Drive to Eastside Memorial High School.	0.5	3
Walnut Creek Trail Preliminary Engineering Report: I-35 to Southern Walnut Creek Trail	This project includes a Preliminary Engineering Report for a potential Urban Trails Master Plan Tier I trail project to connect Northern Walnut Creek Phase 2 to the existing Southern Walnut Creek Trail.	6.5	1, 7
Woods of Century Park Connector	Urban Trails connector funding could be utilized to construct un Urban Trails Master Plan Tier I trail connecting Lou John Street to Anarosa Loop.	0.07	7
YBC Trail	This project will design and construct an urban trail from the end of the MoPac Bicycle Bridge project at Gaines Ranch Loop and will continue down Southwest Parkway to Industrial Oaks Boulevard. The project is identified as a Tier I trail in the Urban Trails Master Plan.	1	8

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

PROJECT DEVELOPMENT AND DELIVERY

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

The project development timeline for Bikeways projects varies significantly. Most projects take between six months to two years from start to end, including feasibility analysis, design, public process and implementation. Depending on complexity and coordination dependencies, this can take up to several years or as quick a few months. The project list below includes projects that are anticipated to be active in any phase of development in 2019. Some may take several years to implement, and some may not move forward depending on the results of public processes.

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

PROJECT PRIORITIZATION

The Council-adopted 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
- Expand the existing bike share infrastructure
- Other infrastructure priorities: bicycle parking, wayfinding, lighting

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

BICYCLE PLAN IMPLEMENTATION FRAMEWORK

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, 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 weightings 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:**

<u>Support of Bike Plan Goals</u>	<u>Support Bike Plan Sub-goals</u>	<u>Other Prioritization Criteria</u>
<ul style="list-style-type: none"> • Increase ridership (4) • Improve safety (2) • Increase connectivity (1) • Support equity (9) • Support of Imagine Austin 	<ul style="list-style-type: none"> • Create an All Ages and Abilities Network (6) • Remove barriers in Network (3) • Integrate and support transit (7) • Expand the bike share system 	<ul style="list-style-type: none"> • Support affordability (8) • Degree of public support • Support of modal plans • Support of other programs • Opportunity to coordinate • Competitive cost-benefit • Policy directives • Network buildout (5)

PROJECT SELECTION

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

Prioritized Projects – Prioritized project selection and sequence was based on the Bicycle Implementation Framework. Per the Bicycle Plan, particular focus will be given to developing the all ages and abilities network and removing network barriers.

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

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

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

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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’s HW 71 project provides an excellent example of the value of Shared Use Path-oriented lighting. A portion of 2016 Bikeways funding is planned to upgrade Shared Use Path and Urban Trail lighting.

PROJECT RISKS

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

PROGRAM ACCOMPLISHMENTS

The focus of 2017 for the 2016 Bond Bikeways Program was about developing a framework for prioritization and implementation. The Walk + Bike Talks public engagement occurred in spring 2017 and the subsequent Bicycle Plan Implementation Framework was developed later that year. A few early out projects were developed in 2017. In 2018, capacities to deliver the scale of the bond commitment were brought online, including flexible contracts for project development and design and also for implementation through flexible Indefinite Delivery Indefinite Quantity contacts for concrete, signals, markings, and bolt-down devices. Additional program staff and in-house contractors were onboarded between December 2017 and May 2018, and training has continued through the remainder of 2018. Project development has significantly ramped up in 2018. While these figures are quickly changing as the projects continue to progress, the following summarizes the 116 projects in the 2018 Bikeway Local Mobility Annual Plan, a multiyear work plan, by development phase:

- 20 completed
- 5 in construction
- 7 with public process complete
- 38 in active development

PROJECT LISTS:

All Ages and Abilities Priority Projects:

** denotes a coordination project.*

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PROJECT NAME	PROJECT LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
3rd Street	5th Street to Shoal Creek Trail	0.4	9
3rd Street	Shoal Creek Bridge to West Avenue	0	9
4th Street	at IH 35 Signal	0	3, 9
5th Street	Chicon Street to Pedernales Street	0.6	3
6th Street	Blanco Street to Patterson Avenue	0.6	9
6th Street	Henderson Street to Blanco Street	0.2	9
12th Street*	Airport Boulevard to Webberville Road	0.9	1
29th Street / Fruth Street / East Drive / West Drive / E. 30th Street	Rio Grande Street to Speedway	0.6	9
46th Street / Avenue H / 47th Street / Red River Street	Sunshine Drive to Harmon Avenue	1.6	9
51st Street	Cameron Road to Berkman Drive	0.7	4, 9
53rd Street*	Airport Boulevard to Harmon Avenue	0.3	4, 9
Aldrich Street	at Mueller Boulevard	0.2	9
Alexander Avenue	MLK Station to Manor Road	0.3	1, 9
Anderson Mill Road	Pond Springs Road to Parmer Lane	2.3	6
Ann and Roy Butler Trail*	at Holly Trail Gap	0.7	3
Banister Lane	Morgan Lane to Casey Street	0.2	5
Barton Springs Road	Mopac Expy. to Lou Neff Road	0.6	8
Barton Springs Road	Union Pacific Railroad tracks to S. 1st Street	0.5	5, 9
Baylor Street	5th Street to 6th Street	0.1	9
Berkman Drive	Manor Road to 51st Street	1.1	1, 4, 9
Berkman Drive*	51st Street to US 290	1.3	1, 4, 9
Bluebonnet Lane*	S. Lamar Boulevard to Ashby Avenue	0.7	5

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PROJECT NAME	PROJECT LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Boggy Creek Trail*	Rosewood Avenue to 12th Street	0.4	1
Bouldin Avenue	Live Oak Street to Barton Springs Road	1.2	9
Bull Creek Road	38th Street to Hancock Drive	1.4	7, 10
Burleson Road	Oltorf Street to HW 71	1.1	2, 3
Burleson Road / Todd Lane	at HW 71	0.1	2, 3
CCC Trail - Ventura Drive / Catalina Drive / Madera Drive	Powerline to Mabel Davis Park	0.3	3
Clarkson Avenue / 34th Street*	Randolph Road to Cherrywood Road	0.3	9
Comal Street	Rosewood Avenue to Manor Road	1	1, 9
Dean Keeton Street	San Jacinto Boulevard to Manor Road	1	1, 9
Denson Drive*	N. Lamar Boulevard to Airport Boulevard	0.5	4, 7
Duval Street	San Jacinto Boulevard to 53rd Street	2.1	4, 9
Escarpment Boulevard	Davis Lane to Oliver Loving Tr.	0.9	8
Escarpment Boulevard	Oliver Loving Trail to William Cannon Drive	0.6	8
Escarpment Boulevard	Slaughter Lane to Davis Lane	0.8	8
Escarpment Boulevard	Slaughter Lane to SH-45	2	8
Far West Boulevard	Chimney Corners to Mopac Expy.	0.8	10
Far West Trail	Shoal Creek Boulevard to Mopac Expy.	0.1	7
Far West Trail	Shoal Creek Boulevard to Mopac Expy.	0.3	7, 10
Gracy Farms Lane	Burnet Road to Metric Boulevard	0.9	7
Guadalupe Street*	Cesar Chavez Street to Martin Luther King Jr. Boulevard	1.3	9
HW 71	Thornberry Road to Spirit of Texas Drive	0.4	2
IH-35	Holly Street to Oltorf Street	1.9	3, 9
IH-35	HW 71 to US 290	8.5	1, 3, 4, 9

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PROJECT NAME	PROJECT LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
IH-35 / Clarkson Avenue / Ellingson Lane / Bennett Avenue / Clarkson Avenue / Bruning Avenue / Middle Fiskville Road*	Wilshire Avenue to Airport Boulevard	1.7	4, 9
Industrial Oaks Boulevard	US 290 to future YBC Trail	0.2	8
Jones Road *	West Gate Boulevard to Pillow Road	0.3	5
Justin Lane / Pegram Avenue / Ardath Street / Far West Trail	Burnet Road to Mopac Expy.	0.5	7
Koenig Lane at Burnet Road	White Rock Drive to Romeria Drive	0.2	7
Kramer Lane	Burnet Road to N. Lamar Boulevard	2.3	4, 7
Lake Austin Boulevard	Mopac Expy. to Enfield Road	1.6	10
Lavaca Street	Cesar Chavez Street to Martin Luther King Jr. Boulevard	1.3	1, 9
Manor Road	Dean Keeton Street to Tilley Street	1.6	1, 9
Manor Road	Tilley Street to 51st Street	0.8	1, 9
McNeil Drive	Avery Island Avenue to McNeil Road	1.9	6, 7
Mearns Meadow Boulevard / Boyer Boulevard*	Metric Avenue to Parkfield Drive	1.1	4
Metric Boulevard	Kramer Lane to Parmer Lane	2.7	4, 7
Monterey Oaks Boulevard	US 290 to Mopac Expy.	0.9	8
Mopac Expy. / US 290*	Barton Creek Bridge to Brodie Lane	0.8	8
Mullen Drive / Teakwood Drive / Shadow Lane	Wooten Park Drive to Ohlen Road	0.6	7
North Loop Boulevard	Avenue F to IH-35	0.5	4, 9
North Loop Boulevard / 53rd Street / Hancock Drive	Bull Creek Road to Huisache Street	1.4	7, 9, 10
Oak Springs Drive*	Webberville Road to Springdale Road	0.9	1, 3

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PROJECT NAME	PROJECT LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Pedernales Street	2nd Street to 6th Street and Webberville Road to Pleasant Valley Road	0.6	1, 3
Pleasant Valley Road*	Lakeshore Drive to Cesar Chavez Street	1.8	3
Pleasant Valley Road*	Onion Creek Park to St. Elmo Road	2.8	2
Red River Street	10th Street to 14th Street	0.3	1, 9
Red River Street	7th Street to 10th Street	0.2	1, 9
Red River Street	Davis Street to 7th Street	0.5	9
Red River Street / Trinity Street	11th Street to San Jacinto Boulevard	0.5	1, 9
Rio Grande Street	4th Street to Martin Luther King Jr. Boulevard	1	9
Rio Grande Street / 30th Street / West Avenue / 31st Street	29th Street to Shoal Creek Trail	0.7	9, 10
Romeria Drive	Burnet Road to N. Lamar Boulevard	1.1	4, 7
Route 31 - Casey Street / St. Elmo Road / Vinson Drive / 3rd Street S. / Englewood Drive	Banister Lane to Vinson Drive	1.1	3, 5
Route 31 - S 5th Street / Bouldin Avenue / Cumberland Road / Raywood Drive / Garden Villa Lane	Barton Springs Road to Banister Lane	3.3	3, 5, 9
Rutland Drive	N. Lamar Boulevard to Burnet Road	2.4	4, 7
S. 1st Street	Barton Springs Road to Riverside Drive	0.1	9
S. 1st Street	Riverside Drive to Cesar Chavez Street	1.1	9
S. Congress Street	Live Oak Street to Williamson Creek	2.3	3, 9
Schieffer Avenue*	Wilshire Boulevard to Airport Boulevard	0.3	9
Shady Lane*	5th Street to Bolm Road	0.6	3
Shoal Creek Boulevard	38th Street to Anderson Lane	4.7	7, 10

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PROJECT NAME	PROJECT LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Shoal Creek Boulevard	Anderson Lane to US 183	1.2	7
Shoal Creek Trail	31st Street to 38th Street	0.6	10
Spicewood Springs Road	Chancellroy Drive to Talleyran Drive	1.8	6, 10
Spicewood Springs Road	Chancellroy Drive to US 183	0.6	6, 10
Springdale Road	Hycreek Drive to Manor Road	0.2	1
Springdale Road*	Cesar Chavez Street to Hycreek Drive	4.2	1, 3
St. Johns Avenue	N. Lamar Boulevard to Berkman Drive	2	1, 4, 7
Stassney Lane	S. Congress Avenue to Manchaca Road	1.6	2, 3, 5
Stassney Lane	West Gate Boulevard to Manchaca Road	0.6	5
Tech Ridge Boulevard / Harris Ridge Boulevard	IH-35 to Howard Lane	1.8	1, 7
Teri Road*	IH-35 to Nuckols Crossing Road	1.4	2
Trinity Street	Butler Trail to 3rd Street	0.2	9
UT Pickle Campus*	US 183 to Feathergrass Ct.	1.1	7
Webberville Road*	Pleasant Valley Road to Oak Springs Drive	0.6	1, 3
West Avenue / 34th Street / 40th Street	31st Street to Shoal Creek Boulevard	1.2	9, 10
White Rock Drive	Great Northern Boulevard to Allandale Road	0.8	7, 10
Wickersham Lane	Riverside Drive to Oltorf Street	0.6	3
Wilshire Boulevard*	IH-35 to Airport Boulevard and Cherrywood Road from 38th ½ Street to Wilshire Boulevard	0.9	9
Woodrow Avenue	49th Street to Koenig Lane	0.9	7
Zach Scott Street*	Airport Boulevard to Berkman Drive	0.5	9

* denotes a coordination project.

Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Bicycle Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.

PRIOR BARRIER PROJECTS:

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
7th Street	Chicon Street to Pleasant Valley Road	0.8	1, 3
11th Street	Sabine Street to IH-35 Northbound Frontage Road	0.1	1
E. 51st Street	IH-35 to Airport Boulevard	0.2	9
Holly Street	at IH-35	0.1	3, 9
Rundberg Lane*	N. Lamar Boulevard to Cameron Road	1.5	1, 4
S. Congress Avenue	at US 290	0.1	3
Shoal Creek Trail*	at 29th Street	0.0	9, 10

MULTIMODAL COORDINATION PROJECTS (including funding sources other than 2016 Bond):

Coordination projects often leverage street resurfacing work, named projects and other program partners' efforts to implement higher quality projects at a reduced cost.

PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
35th Street	3800 35th Street to Mopac Expy.	0.4	10
Adelphi Lane*	Amherst Drive to Waters Park Road	0.5	7
Airport Boulevard	Schieffer Avenue to IH-35	0.7	9
Airport Boulevard Trail	Levander Loop to US 183	0.3	3
Burton Drive / Tinnin Ford Road*	Oltorf Street to Lakeshore Drive	1.3	3, 9
Cedar Bend Drive	Metric Boulevard to Mopac Expy. Northbound Service Road	0.6	7
Cesar Chavez Street	IH-35 to Pleasant Valley Road	1.5	3
Convict Hill Road	Escarpment Boulevard to Vermillion Drive	1.0	8

* denotes a coordination project.

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PROJECT NAME	DESCRIPTION & LIMITS	LENGTH (mi)	COUNCIL DISTRICT(S)
Lakeshore Drive*	Riverside Drive to Pleasant Valley Road	0.8	3, 9
Loyola Lane	Northeast Drive to 5420 Loyola Lane	1.2	1
McNeil Drive /Spicewood Springs Road	Parmer Lane to US 183	1.9	6
Riverside Drive	HW 71 to US 183	0.6	2, 3
S. 5th Street	Cumberland Road to Cardinal Lane	0.5	3
Silk Oak Drive	Silkgrass Bend to Bradner Drive	0.1	5
Stonehollow Drive*	Metric Boulevard to Metric Boulevard	0.9	7
W. 34th Street / W. 35th Street	Kerbey Lane to N. Lamar Boulevard	0.5	9, 10
Webberville Road	Pedernales Street to Pleasant Valley Road	0.3	1, 3

* denotes a coordination project.

Projects shown are anticipated to be in active development in 2018. Implementation contingent upon successful feasibility analysis, coordination, and / or public process. Consistent with the 2014 Bicycle Master Plan, project additions and/or substitutions may occur on a limited basis to avoid conflicts or take advantage of leveraging opportunities.



INTERSECTION SAFETY/VISION ZERO

The 2016 Mobility Bond dedicates \$15 million of Local Mobility funding for “implementation of fatality reduction strategies, including projects listed on the Top Crash Location Intersection Priorities Improvements List.” This list of 28 intersections was formulated based on safety performance parameters such as crash frequency, crash rates and severity levels of crashes for all modes of transit. The \$15 million dedicated to fatality reduction strategies in the 2016 Mobility Bond will be used to implement Intersection Safety Projects at the Top Crash Location Intersections as identified in June 2016. We anticipate completing at least 15 Intersection Safety Projects with this funding. Out of the list of 28 intersections, a total of 11 intersections overlap with the Corridor Program. By leveraging with the Corridor Program, we expect to implement critical safety improvements at almost all 28 intersections on the list.

PROJECT SELECTION

Project selection will follow a well-established prioritization process that utilizes historical crash data to analyze crash frequency and crash rates in conjunction with fatalities and severity of injuries. Considering crash frequency, crash rate, severity level of crashes and cluster and patterns of crashes at different locations, a list of 28 top crash and high priority locations/intersections was identified in June 2016 for the 2016 Local Mobility Program. Other factors e.g. current or near-term projects at the location(s) and any existing infrastructure constraints (bridge, pier, etc.) that might make the project(s) cost prohibitive, will also be considered in the selection process of these high priority locations.

Each of these 28 intersections will receive a comprehensive safety study that will consider crash rates, types and severity of injuries and fatalities and discernable crash clusters/patterns to recommend engineering improvements to mitigate for safety. Using the \$15 million in allocated funding, it is anticipated that at least 15 intersections will advance through to preliminary engineering, final design and construction phases. In addition, the Intersection Safety/Vision Zero team is coordinating with the Corridor Program team and, providing crash analyses and safety improvement recommendations for all 11 overlapping intersections.

Safety improvements could include intersection reconfiguration and reconstruction, construction of new or modification of existing medians, improvements to pedestrian and bicycle facilities and/or construction of traffic and pedestrian signals. The proposed improvements will be highly coordinated with other local mobility programs where possible and appropriate, such as Sidewalks, Bikeways, and Safe Routes to School, to deliver the most comprehensive, cost-effective safety and mobility benefits to the community.

PROJECT RISKS

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

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

Project phasing represents an ambitious and accelerated schedule that assumes fast track procurement and permitting. Any delays in contracting and permitting can significantly impact the schedules. Since inception of the 2016 Bond Projects, there has been documented increases in construction contract prices as a result of a strong construction market in the Austin area. Some of the future price increases may also be attributable to impacts of recent natural disasters, such as hurricanes Harvey and Irma.

PROGRAM ACCOMPLISHMENTS

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

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

In addition, in October 2017, we completed Phase 1 critical safety improvements related to the intersection of Slaughter Lane/S. 1st Street. A new traffic signal was constructed at the intersection of Slaughter Lane/Alice Mae Lane, which was recommended as part of the safety improvements at Slaughter Lane/S. 1st Street.

We completed final design, bidding, and construction contract award for the next two projects, slated for construction starting fall 2018:

5. Slaughter Lane/S. 1st Street
6. IH-35 Service Road/Braker Lane

**denotes a coordination project.*

Safety/Vision Zero intersections are based on the Top Crash Locations High Priority Improvement List.

INTERSECTION SAFETY PROJECTS:

PROJECT NAME	PROJECT DESCRIPTION	LENGTH (ft)	COUNCIL DISTRICT(S)
Braker Lane/Stonelake Boulevard	This project includes construction of medians, sidewalks and reconfiguration of lanes.	N/A	7
E. Oltorf Street/Parker Lane	This project includes construction of a raised median for access management, relocation and/or reconfiguration of driveways, reconstruction and realignment of pedestrian and bicycle paths, intersection reconfiguration and associated signal phasing changes, and potential pavement widening.	N/A	3,9
I-35 Service Road (Northbound) / Braker Lane	This project includes construction of reconfigured medians and sidewalks. The project also includes sign relocation and striping.	N/A	1, 4, 7
Slaughter Lane / Cullen Lane *	This project includes engineering and design of advanced signal warning, median, sidewalk and potential bike lanes.	N/A	2, 5
Slaughter Lane / S. 1st Street*	Construction on this project will continue on medians, bikeways and access management areas.	N/A	2, 5

**denotes a coordination project.*

Safety/Vision Zero intersections are based on the Top Crash Locations High Priority Improvement List.



SUBSTANDARD STREETS/CAPITAL RENEWAL

The 2016 Mobility Bond dedicates \$11 million to Substandard Street/Capital Renewal Projects. Substandard streets are publicly owned roadways within the City of Austin Full Purpose Jurisdiction that do not meet current City of Austin requirements because they have pavement widths less than 24 feet across and typically lack some curb and gutter, drainage, bicycle facilities and adjacent sidewalk infrastructure. Capital Renewal refers to the rehabilitation of existing City of Austin assets to maintain and/or upgrade to current standards and designs.

Per Council Resolution 20160818-074, Council's "Contract with the Voters," 2016 Mobility Bond funding is to be invested in the following roadways: Fallwell Lane, William Cannon Railroad Overpass, FM 1626, Cooper Lane, Ross Road, Circle S Road, Rutledge Spur, Davis Lane, Latta Drive/Brush Country Road, Johnny Morris Road, and Brodie Lane. Preliminary engineering for the substandard streets will identify proposed mobility improvements, establish the corridor vision and provide the foundation for selection of future funded design and construction projects.

PROJECT DELIVERY

CAPITAL RENEWAL

The Fallwell Lane and William Cannon Railroad Overpass Projects were solicited as stand-alone procurements. Requests for Qualification for professional services to provide preliminary engineering and design for future construction of these two Capital Renewal projects were completed and authorized by City Council on Aug. 3, 2017.

SUBSTANDARD STREETS

Work on the following Substandard Street projects will include the development of a preliminary engineering report. Preliminary engineering will focus on providing increased capacity, bringing streets up to current City standards and improving connectivity for all modes of transportation through the identification of required infrastructure (i.e. storm drainage, roadway cross-sections, sidewalks, etc.). The substandard street projects were assigned to consultants from a Preliminary Engineering Rotation List (CLMP218) that was evaluated and went to Council for recommendation on May 18, 2017. Preliminary engineering for the eight projects assigned from the rotation list began in August, September and October 2017, with Preliminary Engineering Reports to be completed between July 2018 and February 2019.

PROJECT RISKS

The delivery of the Fallwell Lane project and the William Cannon Railroad Overpass – East Side project will require analysis of alternatives and coordination with agencies outside of the City of Austin, including seeking stakeholder input. Project risks associated with each are as follows:

Fallwell Lane

- Development and evaluation of route alternatives
- A determination of continued utility access and associated protection measures through the flood plain
- The challenges related to possible flood plain impacts
- Extensive special review and permitting requirements through the Federal Emergency Management Agency, US Army Corps of Engineers, the Lower Colorado River Authority, as well as the City of Austin's internal processes

William Cannon Railroad Overpass - East Side

- Performance of an existing condition assessment
- Development and evaluation of repair alternatives
- Coordination of Union Pacific Railroad
- A determination of mitigation measures associated with possible utility conflicts

Substandard Streets

- Possible need for acquisition of additional right of way to accommodate desired improvements
- Evaluation/determination of necessary upgrades to storm drainage infrastructure required to accommodate desired proposed mobility improvements.

PROGRAM ACCOMPLISHMENTS

We have completed the first round of open house meetings that informed the public of existing conditions for each substandard street. We asked the community to provide feedback based on their experiences using the substandard streets, and documented “what we heard” via surveys and written information on the project schematics (roll plots). This information was used to help develop draft recommendations for each project. The draft recommendations and “what we heard” was presented at the second open house meetings throughout fall 2018. The meetings are used to present the preferred typical section to the public and to inquire if we got it right.

We are coordinating the Ross Road project with Travis County. In the summer of 2018, Travis County completed the Ross Road North Auxiliary Lane from St. Thomas Drive to just past the northernmost driveway of Del Valle High School. Travis County will widen Ross Road (South) from Pearce Lane to Heine Park Road in the near future. The project scope includes widening the existing 2-lane rural road to a 4-lane divided with bicycle lanes and sidewalks. Design will start in mid-2019. Travis County attended our first open house meeting to provide information about their projects and answer questions from the public.

We are coordinating the FM 1626 project with TxDOT. TxDOT will widen FM 1626 from 1,100 feet west of Brodie Lane to FM 2304 (Manchaca Road). Project scope is to improve FM 1626 to a 4-lane arterial with center turn lane, paved shoulders/bicycle lane and sidewalk from west of Bear Creek Bridge to FM2304 (Manchaca Road). Construction is scheduled to begin in spring 2019 and be complete in fall 2022. TxDOT attended our first and second open houses to provide information about their projects and to answer questions from the public. The Central Texas Regional Mobility Authority also attended the second public meeting to provide information about SH45SW.

SUBSTANDARD STREET PROJECTS:

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Brodie Lane	Creation of a Preliminary Engineering Report for Brodie Lane between Slaughter Lane and FM 1626	3.4	5, 8, Travis County
Circle S Road	Creation of a Preliminary Engineering Report for Circle S Road between Eberhart Lane and Foremost Drive	1.3	2
Cooper Lane	Creation of a Preliminary Engineering Report for Cooper Lane between Dittmar Road and Mathews Lane.	0.6	2, 5
Davis Lane	Creation of a Preliminary Engineering Report for two segments of Davis Lane; between Brodie Lane and West Gate Boulevard, and from Leo Street to Manchaca Road	1.2	5
FM 1626	Creation of a Preliminary Engineering Report for FM 1626 between Manchaca Road and Interstate 35	2.4	5, Travis County
Johnny Morris Road	Creation of a Preliminary Engineering Report for Johnny Morris Road between Loyola Lane and FM 969	1.3	1
Latta Drive/Brush Country Road	Creation of a Preliminary Engineering Report for Latta Drive/Brush Country Road between William Cannon Drive and Tiffany Drive	1.1	8
Ross Road	Creation of a Preliminary Engineering Report for Ross Road between Highway 71 and Heine Farm Road	2.3	2, Travis County
Rutledge Spur	Creation of a Preliminary Engineering Report for Rutledge Spur between Lakeline Mall Drive and Ranch Road 620	0.3	6

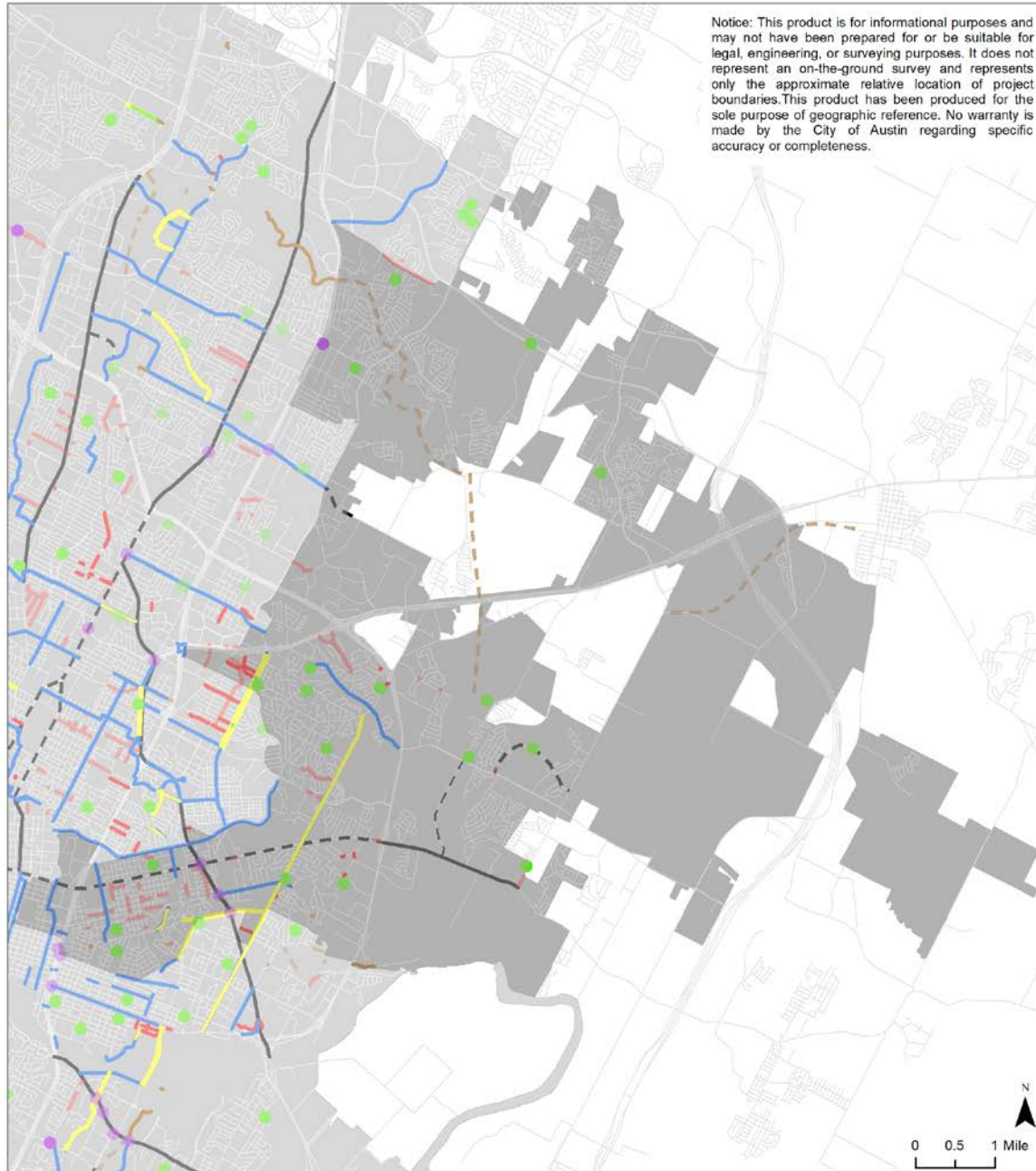
CAPITAL RENEWAL:

PROJECT NAME	PROJECT DESCRIPTION & LIMITS	LENGTH (MI)	COUNCIL DISTRICT(S)
Fallwell Lane	Fallwell Lane is an existing county type roadway that serves private housing as well as two critical City facilities. The existing roadway experienced significant damage due to flooding events in 2013 and 2015, requiring permanent restoration or replacement. This Capital Renewal project is to construct a new access to the South Austin Regional Wastewater Treatment Plant and the Sand Hill Energy Center. This will relocate the existing access road and repair stream bank damage from the 2013 and 2015 Halloween floods.	.9	2
William Cannon Railroad Overpass	This Capital Renewal project includes reconstruction of the William Cannon Bridge Extension over Union Pacific Railroad between Cannonleague Drive and Woodhue Drive. This project will replace existing mechanically stabilized earthen walls approximately 300 feet east of the eastern abutment with a bridge structure that will support the 6-lane bridge over the Union Pacific Railroad. Extended design timeline is due to the need for an existing condition assessment, determination/evaluation of repair alternatives, and coordination with Union Pacific Railroad.	N/A	2, 5



COUNCIL DISTRICT MAPS

2019 Mobility Construction Projects - Council District 1



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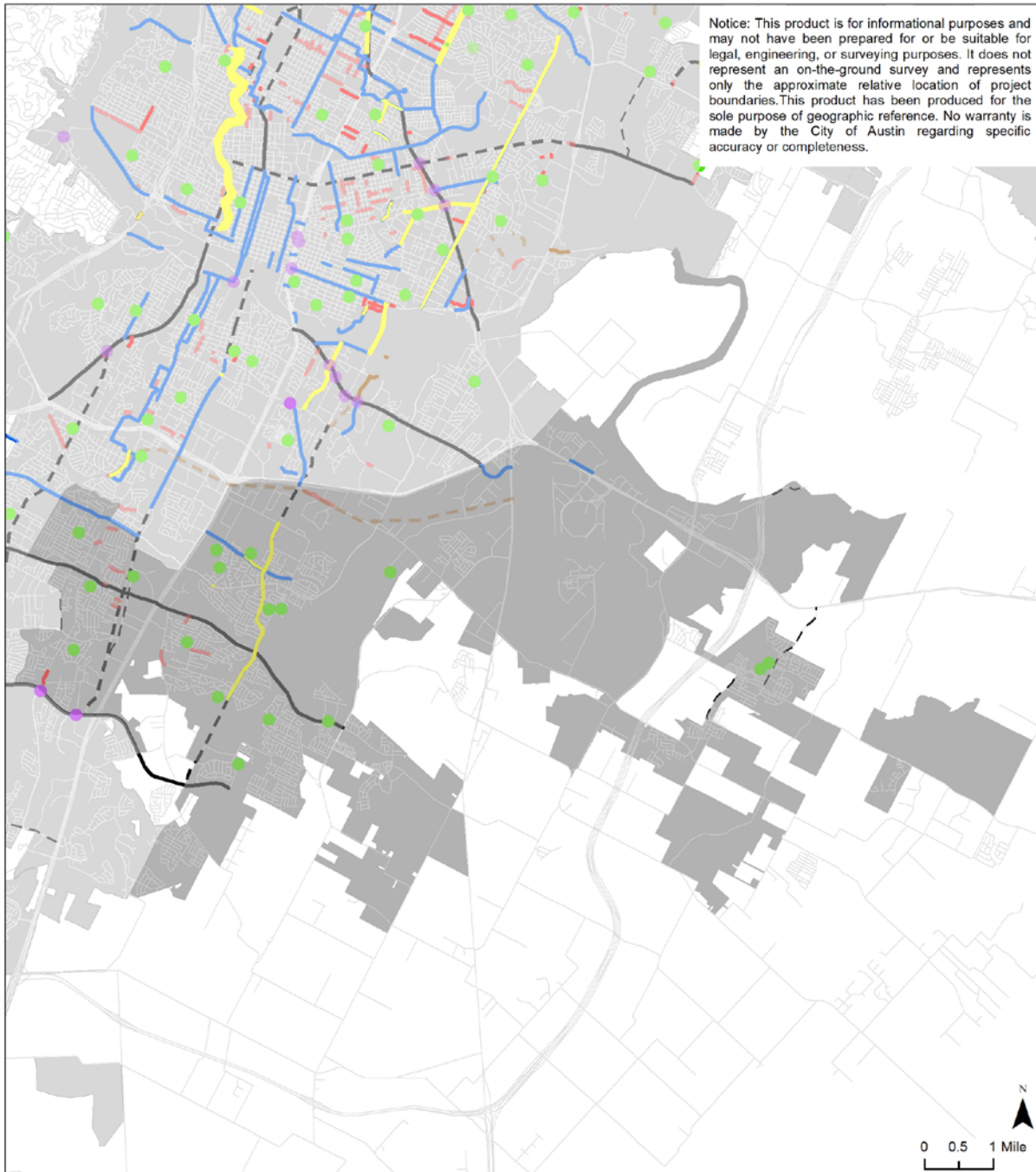
Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2019 Construction
- Safety/Vision Zero - Potential 2020-2024
- Safe Routes to School
- Safe Routes to School Walk Audits Complete
- Safe Routes to School Walk Audits Upcoming in 2019
- Bikeways - Active in 2019
- Sidewalk - Potential 2019 Construction Start
- Sidewalk - Potential 2020-2024 Construction Start
- Urban Trails - Potential 2019 Construction Start
- - - Urban Trails - Design/Preliminary Engineering Report 2019
- 2019 Leveraging Opportunities

Corridor and Regional Mobility Projects

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

2019 Mobility Construction Projects - Council District 2



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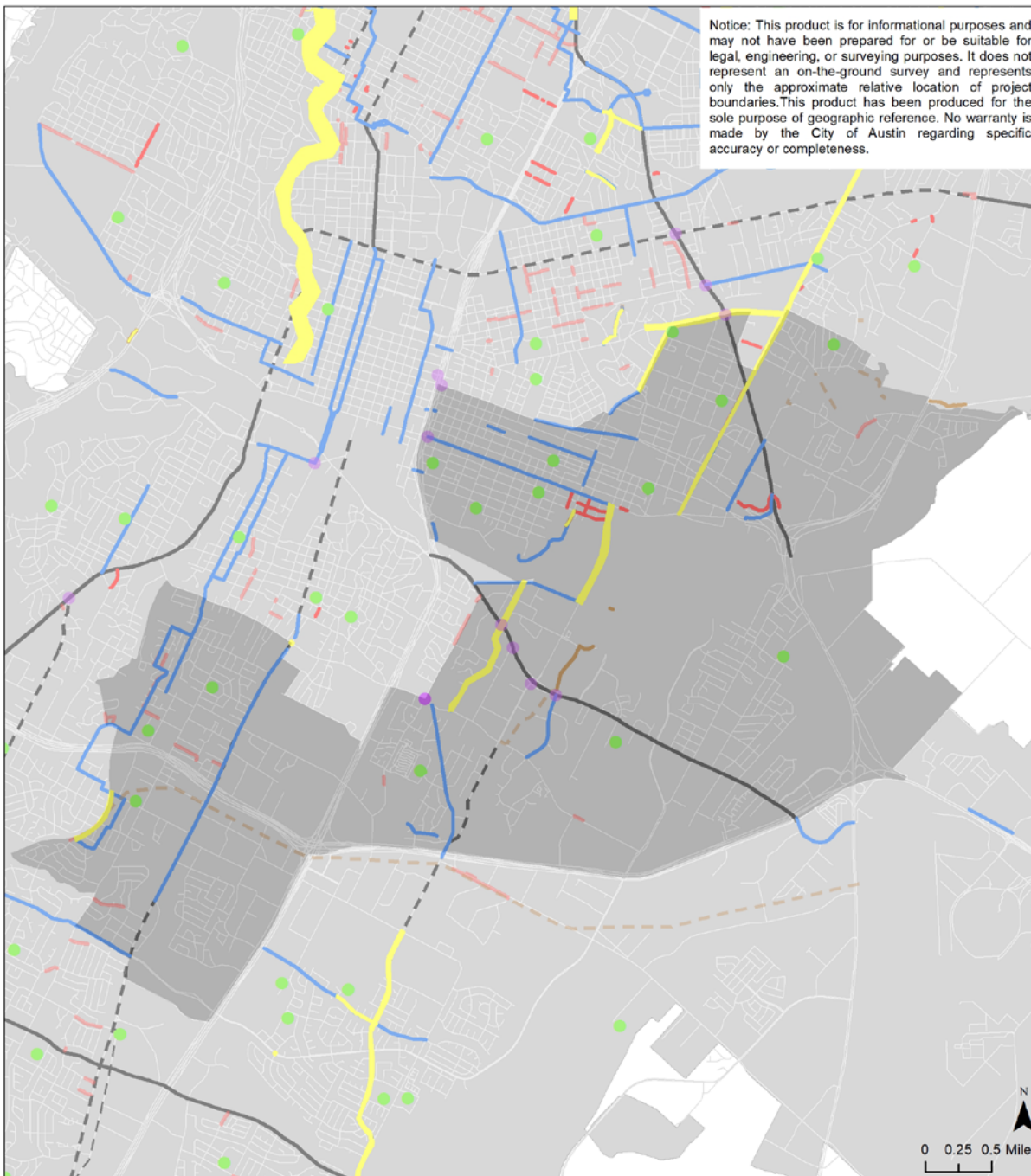
Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2019 Construction
- Safety/Vision Zero - Potential 2020-2024
- Safe Routes to School
- Safe Routes to School Walk Audits Complete
- Safe Routes to School Walk Audits Upcoming in 2019
- Bikeways - Active in 2019
- Sidewalk - Potential 2019 Construction Start
- Sidewalk - Potential 2020-2024 Construction Start
- Urban Trails - Potential 2019 Construction Start
- Urban Trails - Design/Preliminary Engineering Report 2019
- 2019 Leveraging Opportunities

Corridor and Regional Mobility Projects

- Corridor Mobility
- Regional Mobility
- - - Corridor Mobility
- Regional Mobility (City Led)
- - - Substandard Streets
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2019 Mobility Construction Projects - Council District 3



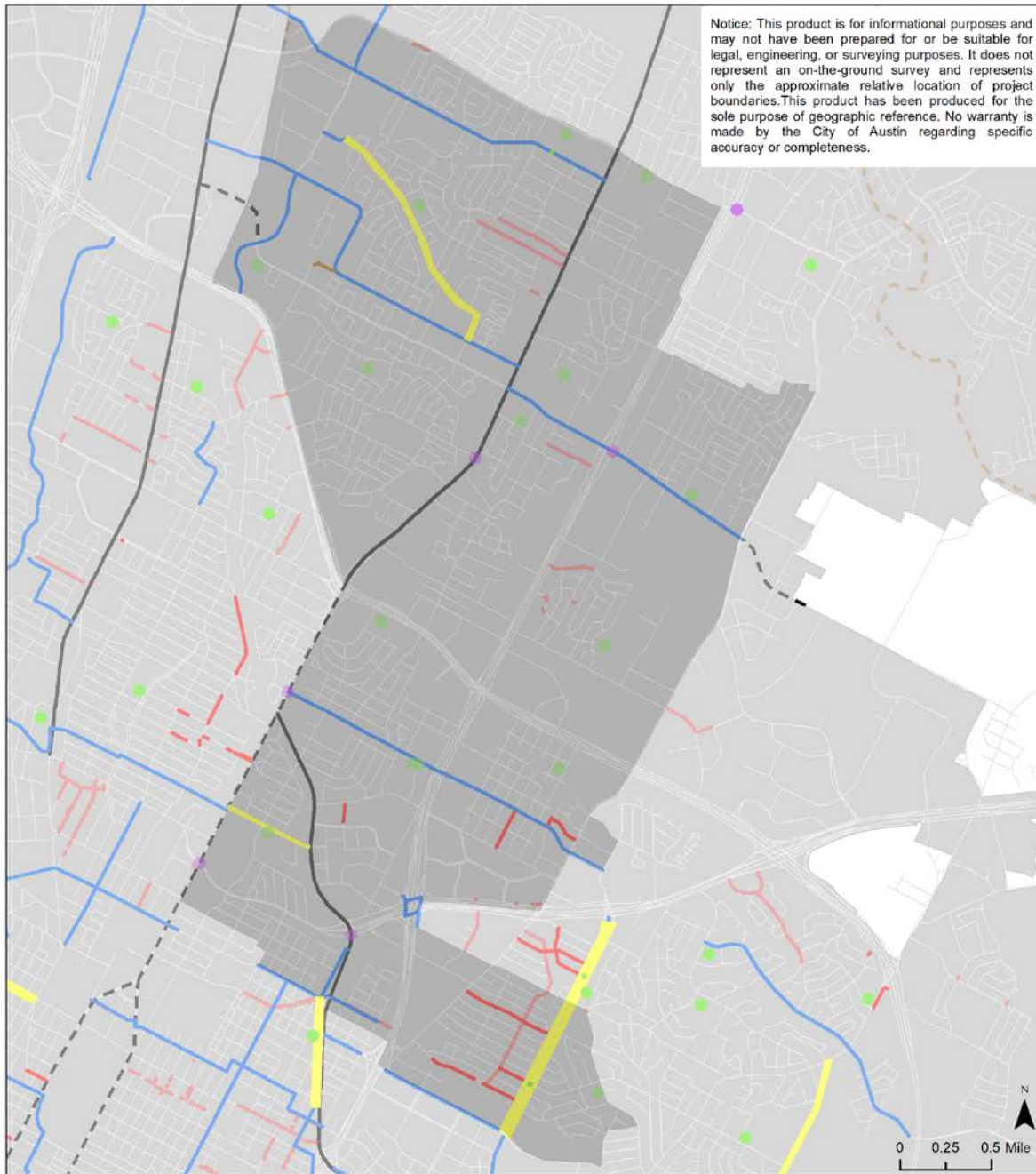
Local Mobility Bond Projects

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Corridor and Regional Mobility Projects

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- Regional Mobility
- - - Corridor Mobility
- - - Regional Mobility (City Led)
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2019 Mobility Construction Projects - Council District 4



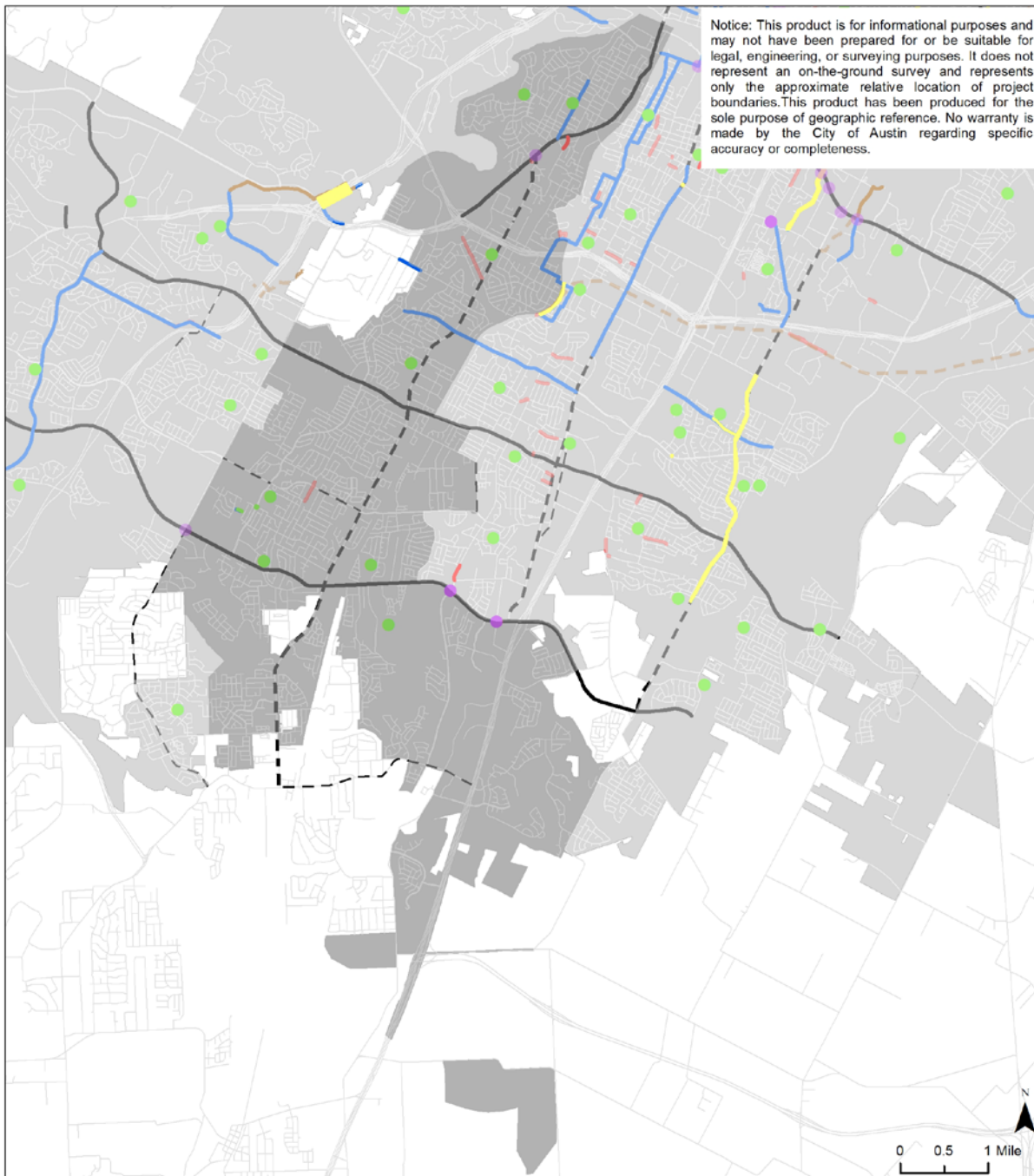
Local Mobility Bond Projects

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- 2019 Leveraging Opportunities

Corridor and Regional Mobility Projects

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

2019 Mobility Construction Projects - Council District 5



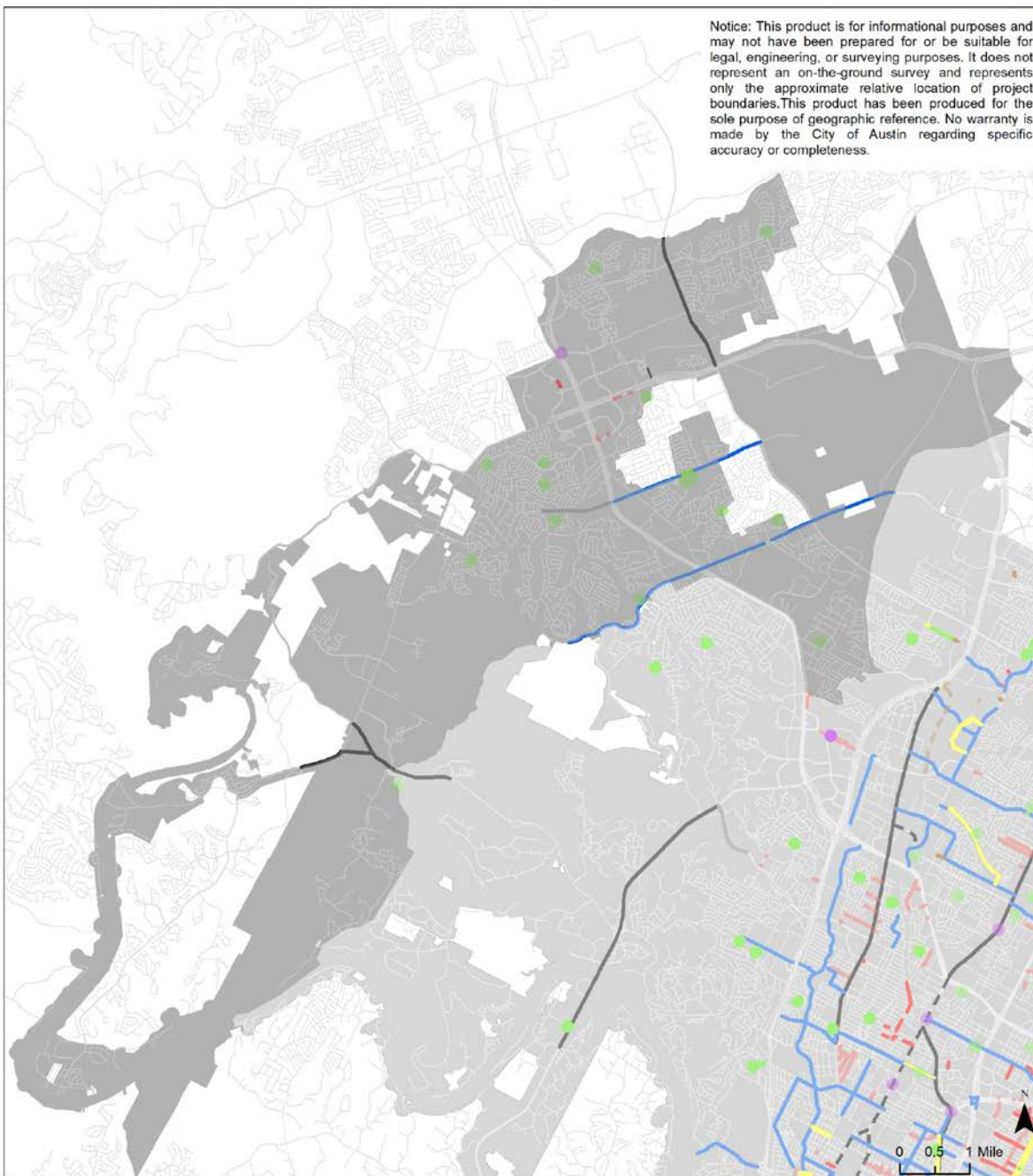
Local Mobility Bond Projects

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- 2019 Leveraging Opportunities

Corridor and Regional Mobility Projects

- Corridor Mobility
- Regional Mobility
- - - Corridor Mobility
- Regional Mobility (City Led)
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2019 Mobility Construction Projects - Council District 6



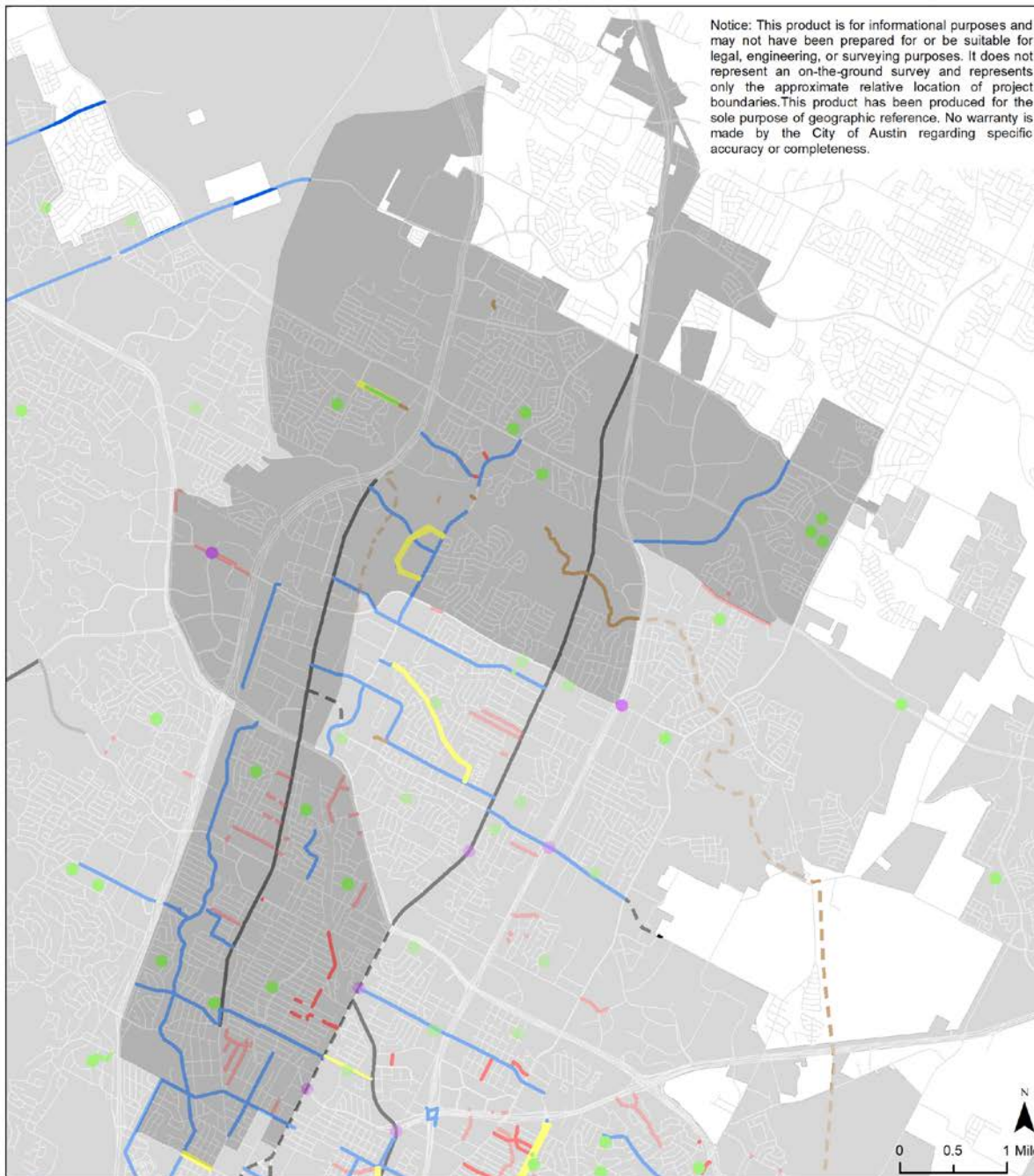
Local Mobility Bond Projects

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Corridor and Regional Mobility Projects

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

2019 Mobility Construction Projects - Council District 7



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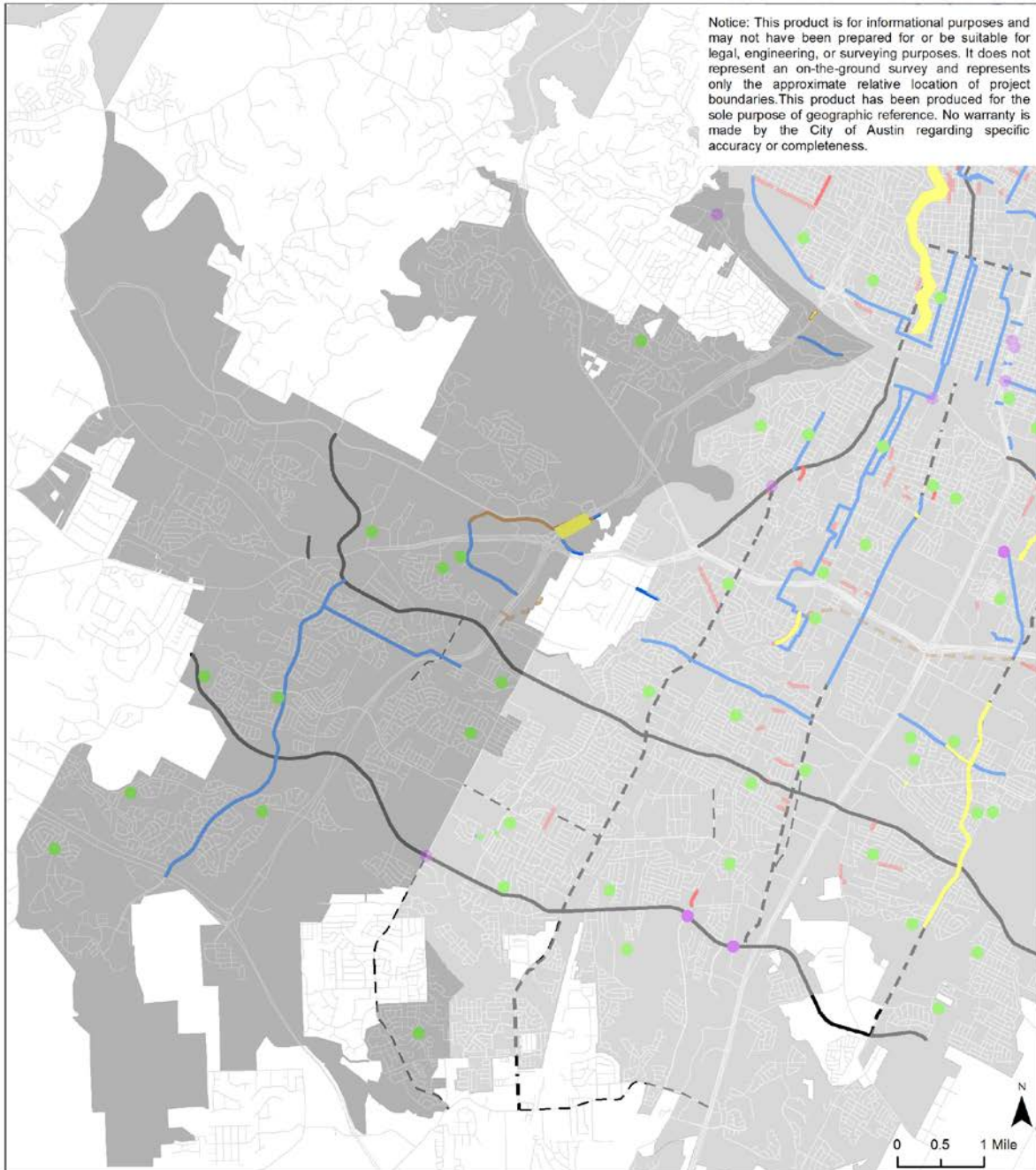
Local Mobility Bond Projects

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- 2019 Leveraging Opportunities

Corridor and Regional Mobility Projects

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

2019 Mobility Construction Projects - Council District 8



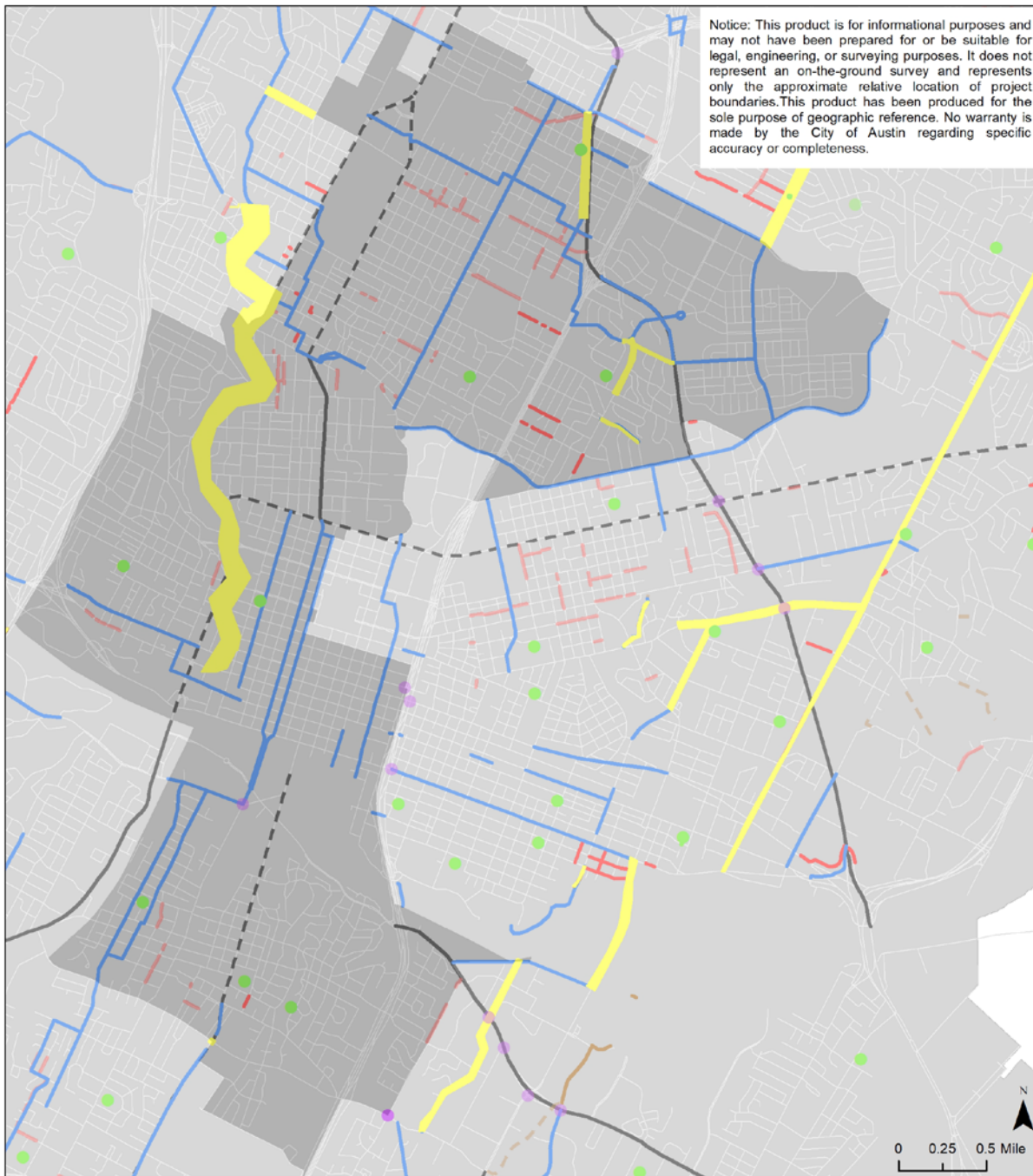
Local Mobility Bond Projects

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Corridor and Regional Mobility Projects

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- Regional Mobility
- - - Corridor Mobility
- Regional Mobility (City Led)
- - - Substandard Streets
- = Preliminary Engineering and Design
- = Eligible for Project Construction
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2019 Mobility Construction Projects - Council District 9



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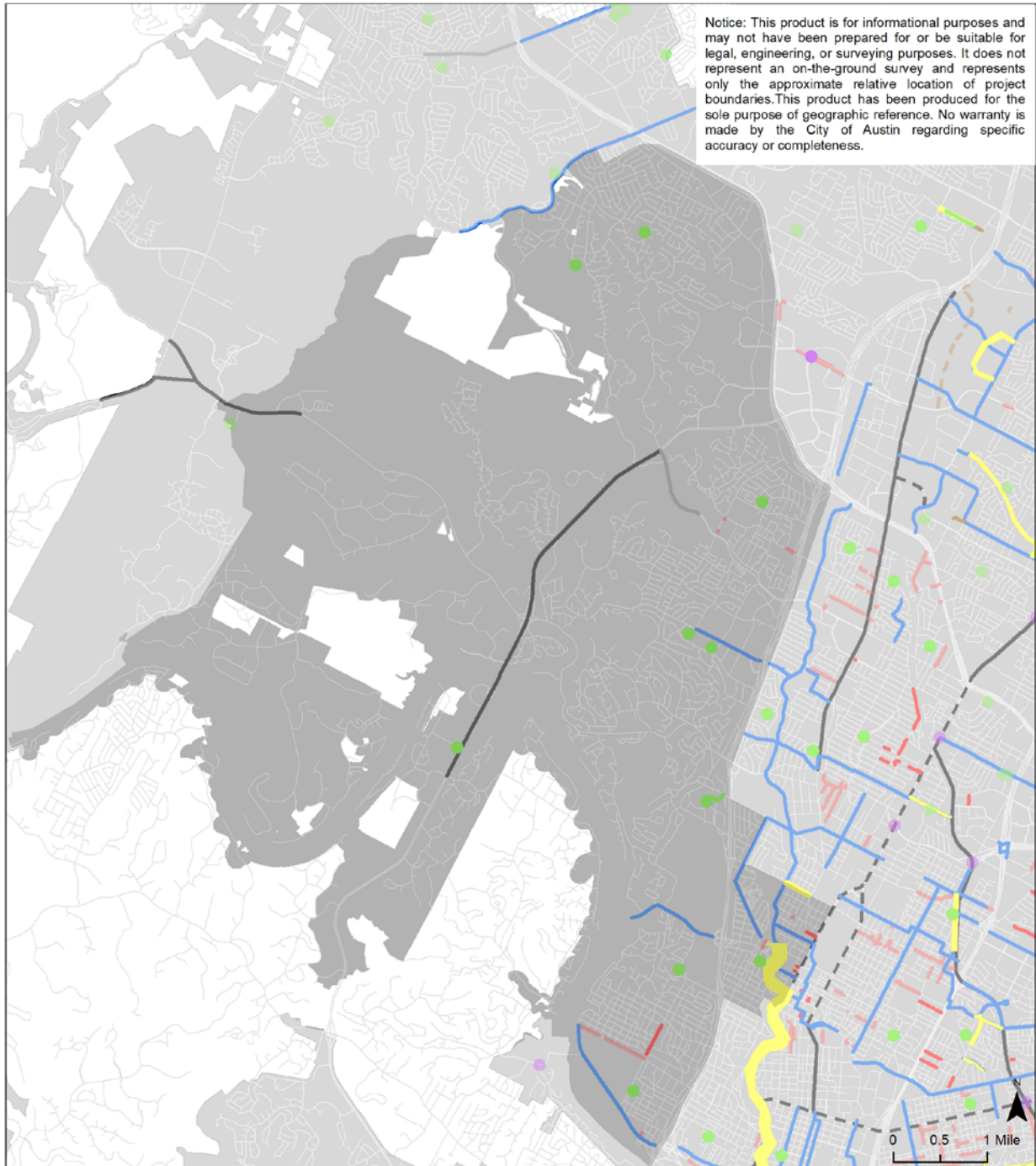
Local Mobility Bond Projects

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- Bikeways - Active in 2019
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- Urban Trails - Potential 2019 Construction Start
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- 2019 Leveraging Opportunities

Corridor and Regional Mobility Projects

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

2019 Mobility Construction Projects - Council District 10



Local Mobility Bond Projects

- Safety/Vision Zero - Potential 2019 Construction
- Safety/Vision Zero - Potential 2020-2024
- Safe Routes to School
- Safe Routes to School Walk Audits Complete
- Safe Routes to School Walk Audits Upcoming in 2019
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Corridor and Regional Mobility Projects

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