

# MOBILITY + TRANSIT

Austin is a city of the future even when the rest of the nation is cemented in the past. Nearly 20 years after a narrow defeat, Austin passed its historic Proposition A — a big, bold, and progressive investment in transportation never before seen across the country. The city-wide project will prioritize north-south/east-west connectivity and include a light-rail system, rapid bus routes, tunnels and more. Throughout the past seven years, Austin residents chose to invest in our roads, bridges, sidewalks, trails and other mobility infrastructure to ensure safe, accessible and well-connected travel exists for all users and all mobility modes.

### *Project Connect by the Numbers:*

- The Orange Line, approximately 21 miles with 22 stations, will connect north and south Austin.
- The Blue Line, approximately 8.2-miles connecting 20 stations, running from downtown to the airport.
- 9 new Park & Rides and 1 Transit Center, with 4 new MetroRapid routes and new MetroExpress routes, and 15 new neighborhood circulator zones.
- All-electric bike fleet stationed at transit hubs.

(Source: [CapMetro](#); [CoA](#))

### *Airport Expansion*

Approved by the Austin City Council and the FAA, Austin's 2040 Master Plan serves as a roadmap to the future expansion and modernization of Austin-Bergstrom International Airport (AUS). While the 2040 Master Plan serves as a vision for the future of AUS, what will ultimately be constructed over the next several years is called the Airport Expansion & Development Program (AEDP).

AEDP's re-strategized approach to the 2040 Master Plan will include improvements to the Barbara Jordan Terminal and a new Midfield Concourse with 10+ new gates, new taxiways, and a connector tunnel.

Throughout the AEDP, it is estimated that \$3.5B to \$4B will be invested in improvements to support more passengers and more flights. \$15M will come from the Infrastructure Investment and Jobs Act.

(Source: [CoA](#); [Rep. Doggett](#))

### *Redesigning I-35*

The I-35 freeway that runs through Austin and Central Texas is being reconstructed to address mobility, safety, and east-west connectivity needs.

While the project design is not final, these are design priorities:

- Reconstruct intersections and bridges to increase bridge clearances and east/west mobility and connectivity
- Improve bicycle and pedestrian paths along I-35 frontage roads and at east/west crossings

(Source: [CoA](#); [my35](#))

### *Vision Zero*

The Austin City Council adopted Vision Zero as a part of the Imagine Austin Comprehensive Plan in October 2015. Austin's Vision Zero program is a member of the Vision Zero Network, which is a growing coalition of U.S. cities committed to eliminating all traffic fatalities.

Through a combination of safer street design, targeted law enforcement, evidence-based public policy, thoughtful public engagement, and participation from our community, we can ensure Austin's streets are safe for everyone.

- As of July 2022, 19 major intersection safety projects have been accomplished; 13 of these have at least one year of crash data, post-project conclusion.
- A combined 30% decrease in crashes annually following the project at the 13 study intersections (from 326 to 229) and a 31% decrease in serious injury or fatal crashes (from 12 to 8.3).
- Combined annual crashes from the citywide control group were reduced by 4%.

(Source: [CoA](#); [ATD](#))

### *All Ages and Abilities Bicycle Network*

In 2014, Austin set an ambitious goal: a 400 mile All Ages and Abilities Bicycle Network throughout the city. By 2017, however, fewer than 20 miles of the bike network had been constructed. A year later, MoveATX — a coalition of leaders, advocates, and local organizations — was founded to meet the urgency of our challenge. Late last year, the network officially passed 215 miles.

- 20% buildout by the end of 2017, 50% by 2020, and 80% by 2025

- As of September 2021, approximately 64% of residents lived within half a mile of an All Ages and Abilities Bikeway path and 51% of Capital Metro bus, rail, or Metro Rapid stops were accessible from a path.

(Source: [data.austintexas.gov](https://data.austintexas.gov); [CoA](#))

*2020: Progress on the \$460M Safety and Active Transportation Bond*

In November of 2020, voters approved the \$460M Safety and Active transportation bond to fund sidewalks, transportation-related bikeways, urban trails, transportation safety projects (Vision Zero), and safe routes to school and substandard streets.

Projects made possible with this funding include:

- Addressing safety concerns at 25 major intersections and 70 street segments
- Creating safe routes to school for 8% of the high and very high projects identified citywide
- Investments improving substandard streets and other necessary major capital improvements

(Source: [CoA](#))

*2018: Progress on the \$160M Transportation Infrastructure Bond*

In November of 2018, voters approved \$160 million in transportation bonds that would focus on rehabilitation of street, sidewalk, bridge and other infrastructure, improvements for pedestrian and intersection safety and improvement of public spaces. While many projects are still in study, planning or design, some notable work includes:

- 25% of sidewalk rehabilitation work completed
- Safety improvements at N. Lamar and Morrow including upgraded pedestrian and bicycle infrastructure

(Source: [CoA](#); [ATD](#))

*2016: Progress on the \$720M Mobility Bond*

In November of 2016, voters approved \$720 million in transportation bonds for safety and mobility improvements across the city. Notable completed and projects under construction include:

- Austin's first dual track trail
- Austin's first complete street concept implementation
- Safe routes to school projects at Lively Middle and Paredes Elementary School including new sidewalks and crossing islands
- Smart traffic signals and pedestrian hybrid beacons

(Source: [CoA](#))