

Public Meeting & Community Feedback Report

Project Location

City of Austin Corridor Construction Program – William Cannon Drive Corridor Improvements

City of Austin Project ID: 11889.002

Project Limits

Southwest Parkway to McKinney Falls Parkway

Meeting Location

Langford Elementary School

Meeting Date and Time

Saturday, Aug. 25, 2018

10:00 a.m. to 1:00 p.m.

Translation Services

Spanish

Presenters

The event did not include presenters. It was hosted in an open house format where attendees could come-and-go at their discretion and speak with project staff.

Total Number of Attendees (approx.)

53

Total Number of Comments & Survey Responses

190

Project Team Members

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A. Introduction

The City of Austin Corridor Program Office is conducting preliminary engineering on mobility, safety, and connectivity improvements to William Cannon Drive between Southwest Parkway and McKinney Falls Parkway. These improvements are part of the Corridor Construction Program that Austin City Council adopted in April 2018. The Corridor Construction Program is funded in part by the voter-approved 2016 Mobility Bond, which dedicates \$482 million to corridor improvement projects.

The Corridor Program Office hosted a public open house on Saturday, Aug. 25, 2018 at Langford Elementary School from 10:00 a.m. to 1:00 p.m. The purpose of the public open house was to provide stakeholders with information about the design phase and about the development of the William Cannon Drive Corridor Mobility Plan, to present conceptual improvements, and to collect feedback. The conceptual improvements were based on recommendations from the William Cannon Drive Corridor Mobility Plan, finalized in 2018. Attendees also had the opportunity to speak with members of the Project Team.

The City of Austin collected feedback through printed cards with survey questions organized by theme: “mobility,” “safety,” “connectivity,” “quality of life,” “placemaking,” and “businesses.” Responses to the survey may be found in Section C: Survey Responses.

During the 15-day comment period, the Corridor Program Office received 31 comments, which were separate from the survey responses. The public provided these comments at the public meeting through comment cards, by e-mail, or by filling out a digital comment card on the project website. Of the 31 comments received, 15 were from the public meeting, 1 was provided by email, and 15 were submitted through the online comment cards or contact form. These comments as well as the City of Austin’s responses to each comment may be found in Section D: Comment/Response Matrix.

All public open house materials, surveys, and comment cards were made available online the day of the meeting. Comments and survey responses were collected for 15 days after the open house. The City of Austin continued to intake comments and process them appropriately after the 15-day comment period, but those comments were not included in this report.

The purpose of the input was to help the Project Team refine the conceptual improvements for William Cannon Drive. The refined improvements will be presented to the public along with this report.

B. Survey Responses

The City of Austin collected feedback on the conceptual improvements to William Cannon Drive through printed cards with survey questions organized by theme: “mobility,” “safety,” “connectivity,” “quality of life,” “placemaking,” and “businesses.” The Project Team encourages attendees were to look at roadway roll plots, and respond to the questions. The responses from the meeting and the online survey are below and are reported verbatim.

Mobility

Question: Where along the corridor to you see the most traffic back-ups?

1	Off HEB & I-35 doesn't matter what time it is there always traffic. Same accidents
2	Light at WM. Cannon + Stonleigh only light IH35 until nuckols crossing causes back up & confusion for safety need lights with arrows, more lights at cross streets down William Cannon. Clear row markings.
3	Pleasant Valley heading south turning East on William Cannon. Suggest adding an additional left/through choice lane for traffic turning east on William Cannon
4	William C. & Brodie
5	Intersection spacing as Bluff Springs and I-35 is constant backups. Cut through traffic also an issue. CapMetro bus gets stuck at east side of Bluff Springs near W.C. Pleasant Valley: Down left turn EB to NB. Look at new stop location from SDOS [?] on a pull-out Bluff Springs: Extend turn lanes heading toward I-35.
6	William Cannon A Brodie due to SB Brodie turning left onto EB William Cannon
7	West Gate Mopac Intersection!!
8	Trying to access William Cannon from NB Bluff Springs - Billy & Catherine Wright
9	At Brodie + Manchaca
10	US 290 intersection and MoPac intersection.
11	At MoPac and I-35.
12	I-35, Manchaca intersections.
13	Mopac access driving west on Wm Cannon from Brodie lane
14	Westgate Blvd and Manchaca Rd westbound in the morning. I-35 all the time (though already under construction).
15	71, Brodie, and 35
16	Getting on to IH 35.
17	Intersections with IH 35; Intersections with MoPac; Intersection with Brodie Lane
18	1. on William Cannon @ MoPac service roads, both east and west bound. 2. on William Cannon @ Brodie, both east and west bound
19	Brodie Lane intersection, Mopac Blvd, Manchaca Rd
20	Brodie, Manchaca, South 1st, Congress.
21	I-35
22	at IH35
23	Westgate, Loop 1
24	IH35 east to Pleasant Valley.

Question: Where are your most frequent destinations?

1	William C. & Brodie: area including: 1. HEB 2. Gas Station 3. Costco 4. Walmart 5. My home
2	HEB at WC & Brodie
3	HEB, Costco, Whole Foods

4	McKinney falls park HEB on Brodie Costco on MoPAC
5	HEB at corner of Brodie. Apartments across from Deaton Hill. Shopping center at the corner of Manchaca.
6	I have no destinations on William Cannon Drive. I use it to get else where in town.
7	Palm Elementary, on the east end of William Cannon, our house just north of William Cannon and Congress, HEB at Brodie on William Cannon, Costco at Mopac and William Cannon.
8	Mopac access, Brodie lane area
9	To get to Mopac, I-35, Congress, S. 1st or Manchaca to head north or south, restaurants close to William Cannon and Manchaca, restaurants at William Cannon and Westgate, restaurants/bars/businesses at William Cannon and Congress.
10	71, Brodie, and 35
11	Oak Hill area
12	Sprouts (at Manchaca); Arbor Trails
13	Sprouts (@Manchaca), HEB (@ Brodie), many of the Shops @ Arbor Trails, Stephenson Preserve, gas stations
14	Home, Brodie, Mopac, S. 1st, Manchaca,
15	Mopac and William Cannon area...and driving east bound through the other intersections.
16	East end near Janes Ranch Road
17	REAL Learning Academy, HEB
18	Kerby lane near Escarpment and Sprouts at Manchaca
19	Vista point, Walgreens

Safety

Question: Are there locations in the corridor where it's difficult to see?

1	Difficult to see and walk. I would feel safe w/ my kids.
2	Flood concerns on East end of corridor: Pleasant Valley - McKinney Falls.
3	Section of road on WC between Brodie and Westgate due to the hill
4	At Deaton Hill intersection!!!!
5	The hill west of West Gate Blvd.
6	Not really.
7	Intersection of Becket adn Wm. Cannon has a utility box on S.W. corner that restricts clear vision of traffic
8	No
9	Not particularly.
10	entrance into HEB
11	Coming over hilltop eastbound between Brodie and West Gate; coming around curve eastbound between West Gate and Manchaca
12	can't think of any on the sections I travel
13	Exiting the strip center w Bank of America, Bannockburn Drive, Mt Carrell Dr.
14	probably. Helps if someone trims the trees/bushes.
15	Yes, vertical curvature is tricky in some areas.
16	between brodie and westgate
17	Area between bluff springs and Pleasant Valley

Question: When biking or walking along the corridor, are there particular places that feel unsafe?

1	Yes, they are.
2	With new development coming, mitigate for floods caused by added improvements coming.
3	I feel very unsafe walking/biking along William C. The sidewalks are so narrow and there is almost no gap between you and a car.
4	The entire Brodie & WC intersection.
5	Most of the corridor! Beckett to US 290, MoPac to Brodie, Brodie to Westgate, Westgate to Manchaca. Deaton Hill intersection, MoPac intersection.
6	I do not feel particular safe bicycling anywhere along William Cannon Drive.
7	All of it. Even where there are bike lanes on the east side (I've ridden them frequently), they're not protected and traffic zooms by much faster than the speed limit.
8	All sections of Wm. Cannon that have no bike lanes are dangerous for cyclists. Many areas also have sidewalks that are uneven, tilted, pitted, and/or in need of repurposing
9	Between S. 1st St. and 1-35.
10	do not walk or bike
11	I never walk along William Cannon, it's all unsafe. Cars zoom and the sidewalk is so close to the road.
12	N/A
13	Between Westgate and Brodie, on the northbound side, it is very overgrown in places. Overhanging trees and thorns on the ground make it unsafe for bikes and uncomfortable for walkers. That is how I get to the Stephenson Preserve.
14	If I'm on the sidewalk, I'm fine. However at bridges when the pedestrian path, aka sidewalk, is next to the curb, and travel lane, then unsafe. Widen bridge sidewalk to 8'-10' to give pedestrians and cyclist safe area. There is no need to mix cyclist on a 45 mph roadway, even with the pavement markings. TMUTCD states bicycles facilities should not be on roadway greater than 35 mph. Reducing the speed limit on Wm Cannon defeats the Arterial Roadway idea.
15	Don't walk or bike there....no way! I'd get killed in no time.
16	Biking is currently unsafe along the majority of William Cannon Drive.
17	from Loop 1 to I-35
18	Too dangerous to walk or bike

Connectivity

Question: Are the proposed midblock pedestrian crosswalk signals (pedestrian hybrid beacons) located in the best places?

1	The proposed beacon at the Highlands Hill Country APTS between Brodie + West Gate concerns me. The proposed location is at the base of a steep hill where cars often go 40 - 50 mph. Please reconsider the location or consider adding advanced warning.
2	Brodie, South lane at William Cannon. Make right turn lane longer and wider. Add 1 or 2 exits out of Costco parking onto Brush Country.
3	To me the PHB at Lost Valley should actually be at stage Coach Dr. Putting the PHB at Lost Valley is too close to the crosswalk intersection where pedestrians can already safely cross. I suggest moving it (PHB) to Stage Coach Dr. instead.
4	The one proposed by the Highland's APT between Brodie + Westgate on the top of the hill. Bad idea - no visibility and could cause accidents.
5	No, there is little pedestrian demand for the PHBs for "Stephenson Preserve" and Lost Valley. Better locations would be at Deaton Hill (lots of people walking to the convenience store) and possibly at the Highland Hill Country Apts. I'm also not sure of the need for a PHB near McCarty Ln. I don't see much pedestrian traffic there.

6	Why are there no pedestrian hybrid beacons between South 1st St. and Manchaca Rd.?
7	Sure.
8	N/A
9	There's so much more foot traffic between Manchaca and I-35, I feel like I rarely see anyone walking around the area near Stephenson Nature Preserve and don't know if 2 beacons would be necessary.
10	I don't see a need for one at McCarty Lane. I'm not sure who would use that one.
11	no
12	There is already traffic backup and congestion at Cannon and Brodie. Placing these beacons so close to Brodie will exacerbate that situation. Pedestrians can already cross safely at existing intersection of Cannon and Brodie. Please do not create greater backups!
13	Lost Valley & Stage Coach, L.V could walk to Brodie Ln. Stage Coach could be good, but it has visibility issues. I think I forgot to include that on the visibility question, just add it, please. Only one at Stage Coach, skip Lost Valley as the residences can cross there or use Brodie Intersection. If the goal is to place at every street crossing, then this is a failed attempt at pretending to be concerned about safety and mobility and a false feel-good plan, and you need to add +/-200 more crossings. Elm Creek is between two signalized intersections, +/-1250' and +/-1500' if it is so the N.S. of Wm Cannon residences have an easy access to Langford Elementary school, well they can continue on the N.S. of Wm Cannon & use the Stoneleigh signalized intersection crossing. Safe & no extra money spent. Perhaps one at Rockridge for the long block between Stoneleigh and Pleasant Valley, bus stops across Wm Cannon, then it would be useful, helpful, and safe, not be an added stop every block. Hmm, The Soccer Fields? A protected crossing to nowhere, I'm sorry, an unsafe creek crossing! How about they use the crossings at Salt Springs and or Running Water since most of the home closer to the Soccer Fields have been purchased and demolished. Let's build safe pedestrian crossings for the person dropped from the sky, or the occasional Google Street view guy. Stop being stupid and wasting our money.
14	Only have experience with the area around the proposed Lost Valley signal, and it is fine, although its actual position isn't clear on the map. The ideal location for the crossing would be at Stage Coach Trail intersection as there is a bus stop there on the Stephenson Preserve side, so it will give protection to bus riders who need to cross the road. That would also connect, somewhat, to an existing trail head which exits the preserve onto Lost Valley directly across from Stage Coach Trail.
15	Is that a cross walk in front of McCarty Lane, in the middle of Wm Cannon? In the straight stretch of road? Seems very unsafe unless you are really sure ALL of traffic is going to stop all the time. That's like the chicken running across a freeway at certain times of the day. All those crosswalks seem dangerous unless they are elevated.
16	Not sure I understand the Onion Creek Soccer complex one.
17	possibly

Quality-of-Life

Question: Where would shade trees/structures be the most beneficial?

1	Near all bus stops.
2	Between MoPac and Beckett. Between Brodie and Westgate.
3	Everywhere. You can't have too many trees! :)
4	Between S. 1st St. and I-35. There's currently almost zero shade despite this area having the most pedestrian traffic. There are more low-income individuals in this area who rely on public transportation and have to walk more.
5	at most corners
6	Where there aren't any. In the median area, but really, no one walks there, so the shade isn't mandatory. If too many are placed to keep pedestrians shady, then that kind of messes with the "Crash Zone" where you don't want a solid item such as a tree of blunt end object near the side of

	the road, in case someone leaves the roadway, per TMUTCD and keeping Trees away from the side of the road. Take some of the Bond Money and have ATD Engineers and Staff take ATSSA Course, at least up to ATSSA Design, to learn what to do and not do. Then go back and cut the stupid idea crap out and it's paid for.
7	at bus stops
8	at bus stops
9	can't think of any places on the sections that I travel
10	Not really sure. It's not much of a picnic type area. Maybe at the bus stops.
11	Onion Creek soccer fields and at all bus stops

Question: How can transportation and mobility improvements support community priorities like livability and quality of life?

1	Wider sidewalks/barriers between car traffic & bikes. Drivers are so distracted, it is vital to create safe spaces for pedestrians & bikers.
2	Increased pedestrian and bike improvements can help increase use of alternative transportation modes. It can also make it easier for people exercising or doing recreational activities.
3	The more transportation options people have, the fewer cars there will be on the road. Bicycling, walking and even taking the bus are better health initiatives.
4	Repurpose sidewalks to accomodate cycling. Sidewalks get VERY limited pedestrian traffic, and should be repurposed for pedestrian/cycle use. In areas where there is limited space for protected bike lanes, this would be an economic way to improve safety for folks who want to walk/cycle to destinations.
5	Please pay attention from Manchaca to Pleasant Valley more than new or prospective developments at the far east end or wealthier neighborhoods at the far west end of this project.
6	Wider streets and more bus service.
7	Walking and biking along WC, even if there were designated lanes, is too dangerous. In Oak Hill a good alternative route for bikes would be Convict Hill Road.
8	Really, You need citizens Input? 8'-10' sidewalk aka shared paths, Behind the curbs. Not in the roadway or instead of. Signal timing. It seems that every light is timed to turn red as vehicles approach them along Wm. Cannon. Sometimes, the one between Beckett, Arbor Trails and MOPAC, we can make 2 in a row. If the 1st row accelerates to the speed limit within a block and maintains that speed, then there's a good chance the 1st 2 or 3 vehicles will make 2-3 green signals in a row, below the posted speed, around 30 then you can make 2 lights, but then the 3rd one is ill-timed. That's Mobility, actually getting vehicles from one end to another without stopping at every signal or every other signal. Since the plan is to increase the volume of traffic on Wm Cannon, how about adding Sound deadening Walls to those places, homes etc, in the expanded area, ie Brodie to Manchaca, that would improve Livability
9	controlled stop at HEB and WM Cannon from 35
10	Reduce backups to improve air quality
11	Better, more logical bus routes with more frequent service so that people in the neighborhoods along William Cannon can choose not to use cars to get to work or to school. Current routes require multiple transfers and long waits in the hot sun to get anywhere, so I choose not to take the bus. If transit were significantly better, I would choose it and get rid of a car, and save a lot of money, but that's not an option.
12	More police doing traffic enforcement. Slow people down to the speed limit.
13	Constructing better streets could lead to better land use mixes along the corridor (there's so much strip retail currently).
14	Upgrade the streets for wider lanes and safe egress. Time the lights so that traffic can flow efficiently, improve bus stops and possible enable the buses to have their own stop station off of the main travel lane

Placemaking

The City of Austin sought feedback on placemaking. At the open house, the placemaking survey was separate from the survey related to the roll plots, for which responses are documented above. Members of the public responding electronically took one survey that included all questions. The responses from the meeting and the online survey are below.

Question: Where along the corridor are good spots for community gatherings or events?

1	Nowhere that I know of.
2	Arbor Trails, the park south of William Cannon and east of Brodie, McKinney Falls, the Onion Creek soccer complex.
3	The William Cannon intersections at Manchaca and at South Congress, where there are large commercial developments.
4	Not much room to gather on Wm Cannon!
5	At Arbor Trails shopping center
6	Shopping Centers, not to gather and hang out around a bus stop or crossing. Too many gatherers and someone is bound to be pushed into the roadway, or fall into the roadway, and there goes safety. You want to create a space for people to sit and watch traffic?
7	Near or at the WC and 290 intersection
8	Don't really know
9	field next to HEB at brodie. Create a community gathering spot, Bus transit center

Question: What are your favorite places along the corridor?

1	Don't have any.
2	Stephenson Nature Preserve.
3	I don't have any. It's a way to get where I need to be.
4	Jalapeno's, Cuba 512, a bunch of places at South Congress
5	Commercial areas that have parking and easy ingress and egress.
6	Stephenson Preserve, Arbor Trails
7	From Southwest Parkway to just past McKinney Falls. It'd be Great if the designers would have pulled their heads out, Planned ahead and thought to have Wm Cannon connect with FM 812 at US 183, instead of the most likely dead-end or lame "T" intersection with 183, instead of the need to use the dangerous antiquated Dee Gabriel Collins. Make WM. Cannon a useful roadway, for travel from Oakhill area to COTA.
8	The areas where there are no houses or businesses.
9	HEB, Nuckols Crossing
10	medians between Manchaca and West Gate, and West Gate and Brodie, covered with bluebonnets in springtime
11	Thundercloud, Sprouts, HEB, Thrift stores near South First. And going to Oak Hill baseball field area.
12	HEB brodie, the drive between Manchaca and Westgate. the worst is the area between IH35 going East to Pleasant Valley. Very trashy and run down, and dangerous.

Question: What is important for us to know culturally and historically about the corridor?

1	It goes by the old Convict Hill quarry near US 290 where stone was quarried for the State Capitol building. I believe there was an old railroad line that paralleled the current road east from the old quarry.
2	I don't know, but I'd love to learn more of the history of the area.

3	William Cannon is about as utilitarian of a road as you can find. There is nothing beautiful or pleasant about it, but it will get you from east to west.
4	It needs to be a good east-west corridor with good bus service.
5	can't think of anything
6	It's an Arterial Roadway, built to help with West to East and East to West Traffic. Stop Treating it as a collector road, with crossings every 300' or having parks and or music venues every 1-4 miles. The destinations are at each end and along WM Cannon, not Wm Cannon itself, and group gathering, socializing destinations on WM Cannon itself, in the public ROW, needs to be tossed into the stupid box, where it came from. Safety, Mobility, We hear those words, but most of these ideas, only do one or the other, not both. How about actual planning and get both to work. Adding a music venue in the Wm Cannon median between Southwest Parkway and 290 is stupid, as it will be for every lame gathering idea between Southwest Parkway and 183. You can make destination points along the way, but NOT in the COA or other ROW.
7	Keep the undeveloped, green space in Oak Hill along WC.
8	A major lane in Dove Springs which is historical for all several generations.
9	Don't know

Businesses

The City of Austin sought feedback on how the City of Austin can support businesses. At the open house, the business survey was separate from the survey related to the roll plots and placemaking, for which responses are documented above. Members of the public responding electronically took one survey that included all questions. The responses from the meeting and the online survey are below.

Question: How can the City of Austin support businesses during construction?

1	Minimizing road closures. Doing work at night, weekends, or other off-peak times.
2	I don't know.
3	Leave ingress and egress areas and keep it short,
4	Ensure that there are clearly marked entrances to every businesses and that there are signs indicating specific businesses if those entrances aren't obvious
5	Letting them know the truth on larger long-term closures, don't just go with what the Developer says, Hmm 12-18 months, is usually 2-3 years. That's too long to be with viable access, or customer friendly ingress and egress. Yes, sometimes it is difficult to maintain these things, but hold Contractors & developers accountable, fine them, not just \$45-\$1000, hit them when they go over their estimate. Yes the weather etc, but they always claim, they didn't know of this or that, and then 2 months after the project was to be completed, then they say, Oh, we had this or that issue come up, we need another 12-16 months. Force them to update City Officials at least every month, Truthfully that is. So when it's time to end it, kind of like the MOPAC Fiasco, people will know earlier to even more delay, not wonder what's been going on, as it looks like nothing and the due date is next month, only for the Contractor / Developer etc to suddenly inform everyone of a 9 month delay, that they knew about 8 months ago,
6	Provide clear direction signs and easy access to business entrances.
7	Make sure construction continues without interruption and as speedily as possible. It is extremely frustrating to everyone to see absolutely nothing happening for stretches of time, while traffic and business are impacted adversely. (See delays at Manchaca and Slaughter, still going on.)
8	Not close off the main entrance to get to those business...HEB at Slaughter/Manchaca. Get the construction done in a timely manner, especially when there is no rain. Make hay while the sun shines. Get the move on. That intersection has been waiting to be finished and it just sits along with many others. Everything moves SOOOOO SLOOOOWWWW.
9	reduce annual taxes by a certain percentage to make up for the reduction in sales

C. Survey Themes

The Project Team thoroughly reviewed each survey response, and analyzed the appropriate action to address the feedback or other concerns. Actions included but were not limited to:

- Assessing whether the preliminary improvements address the community concern or suggestion
- Further analyzing whether the community concern or suggestion may be addressed as the design of the improvements is refined
- Sharing the feedback with the appropriate agency or department if it was outside the jurisdiction of the City of Austin Corridor Mobility Program

Overall, community feedback echoed a desire for roadway improvements that will make William Cannon Drive safer and more efficient to travel. Specifically, there were a few reoccurring themes throughout the survey responses: **desire for improvements that make it easier and safer to take alternate modes of transportation; concern for bicyclist and pedestrian safety; and desire to reduce traffic congestion.**

Survey responses indicated that many community members would like to take alternate modes of transportation along William Cannon Drive, but they feel the corridor is currently “too dangerous to walk or bike.” Specifically, community members cited a lack of safe, connected sidewalks and bicycle lanes. One respondent explained, “All sections of Wm. Cannon that have no bike lanes are dangerous for cyclists. Many areas also have sidewalks that are uneven, tilted, pitted, and/or in need of repurposing.”

Because there was a desire for infrastructure that would better accommodate and encourage alternate modes of transportation, survey responses reflected support for new, improved, and connected sidewalks and bicycle facilities. For instance, one community member stated, “Increased pedestrian and bicycle improvements can help increase use of alternative transportation modes.”

Relative to the desire for increased safety and connectivity for bicyclists and pedestrians, survey responses also reflected an interest in transit improvements. While some survey responses contained suggestions outside the authority of the Corridor Construction Program (i.e. changing bus routes, frequency), the community’s interest in transit affirmed the City’s efforts to bring improvements to William Cannon Drive that will make it easier for community members to take the bus. Notably, the City continues close coordination with Capital Metro to ensure bus stop improvements along William Cannon Drive, and all survey responses related to bus services were shared with Capital Metro.

The community’s desire for alternative transportation options coincided with another major response theme—desire to reduce traffic congestion. One community member explained, “The more transportation options people have, the fewer cars there will be on the road.” Survey respondents expressed interest in traffic signal upgrades and other intersection improvements that could help mitigate congestion. Also, when asked where they see the most traffic backups, many of the respondents reported intersections that will receive improvements through the Corridor Construction Program.

The City of Austin estimates that it will invest \$43.4 to \$47.9 million in William Cannon Drive as part of the Corridor Construction Program, funded in part by the 2016 Mobility Bond. As proposed, William Cannon Drive would receive up to 19 miles of sidewalks or shared-use paths to create an ADA-compliant pedestrian network along the length of the corridor between Southwest Parkway and McKinney Falls Parkway. William Cannon Drive would also receive up to five miles of bicycle facilities, including a protected bicycle lane between Southwest Parkway and US 290. Additionally, the City anticipates installing up to seven midblock signalized pedestrian crosswalks (pedestrian hybrid beacons—PHBs) at strategic locations to better connect to transit stops and other destinations. Also included in Corridor Construction Program plans are intersection improvements to Brodie Lane, Bluff Springs Road, Pleasant

Valley Road, Running Water Drive and McKinney Falls Parkway. William Cannon will also receive up to nine traffic signal improvements to promote vehicular and transit efficiency as well as bicyclist and pedestrian safety.

What We Heard & What We're Doing

The following table depicts feedback based on theme and provides information about improvements that address the feedback.

What We Heard	What We're Doing
<p>Concern for pedestrian and bicyclist safety due to the currently insufficient quantity and quality of sidewalks, bike lanes</p>	<ul style="list-style-type: none"> • Ensuring continuous pedestrian and bicycle facilities along William Cannon Drive between Southwest Parkway and McKinney Falls Parkway • Installing up to 18 miles of new or upgraded, ADA-compliant sidewalks/shared-use paths • Constructing up to seven mid-block signalized pedestrian crosswalks (pedestrian hybrid beacons—PHBs) • Installing up to five miles of dedicated or protected bicycle lanes • Adding protected bicycle lanes between Southwest Parkway and US 290 by repurposing one travel lane in each direction
<p>Desire for improvements that decrease traffic congestion and enhance safety</p>	<ul style="list-style-type: none"> • Building intersection improvements that include turn lane modifications, traffic signal upgrades, and improved pedestrian and bicycle facilities: <ul style="list-style-type: none"> ○ Brodie Lane ○ Bluff Springs Road ○ Pleasant Valley Road ○ Running Water Drive ○ McKinney Falls Parkway • Installing up to nine traffic signal improvements with enhanced technology • Coordinating with other local agencies who are bringing improvements to Slaughter Lane intersections, including but not limited to: <ul style="list-style-type: none"> ○ US 290 (TxDOT) ○ I-35 (TxDOT)
<p>Desire for improvements that make it easier and safer to use alternative modes of transportation, such as public transit</p>	<ul style="list-style-type: none"> • Improving sidewalk and bicycle connectivity so that commuters can travel to and from bus stops more easily • Coordinating with Capital Metro to improve bus stops along William Cannon. Improvements could include: <ul style="list-style-type: none"> ○ Bus stop relocations, additions

	<ul style="list-style-type: none">○ Installation of benches and shade structures
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D. Comment/response matrix

The comment/response matrix includes all comments received during the 15-day comment period as well as responses from the Project Team.

Number	Date Received	Source	Comment	Response	Response Update (If needed)
1	August 25, 2018	Open House Comment Card	I think that bicycle lanes are given undue priority over the needs of citizens who actually reside in the 78744 zip code - not many people ride bicycles compared to more affluent zip codes.	<p>Fortunately, the benefits of bicycle lanes are not exclusive to bicyclists, and the City expects continuous bicycle lanes along the length of William Cannon Drive to positively impact the safety and mobility of all corridor users. For instance, improvements to bicycle routes, bus stops and sidewalks along the corridor will make it safer and easier for commuters to take alternate modes of transportation—which could help to decrease vehicles on the road and increase traffic flow.</p> <p>The goal of the Corridor Construction Program is to improve safety, mobility, and connectivity for all members of the community, including drivers, bicyclists and pedestrians. We understand that designing a safer roadway for everyone will take a lot of consideration and strategy, and the Corridor Mobility Program is working to ensure improvements for bicyclists do not negatively impact drivers and vice versa.</p>	
2	August 25, 2018	Open House Comment Card	Location of PHB's between Manchaca and Brodie - please consider placing at Deaton Hill or Stage Coach. Make a sup between Southwest Pkway +	As part of the current design phase, the Corridor Mobility Program is studying the intersection of William Cannon Drive and Stage Coach to determine whether a pedestrian hybrid beacon (PHB) is warranted. As part of this warrant study	

			<p>US 290 - leave lanes alone. Place sup on both sides of William Cannon throughout corridor.</p>	<p>at William Cannon/Stage Coach, we are collecting and analyzing pedestrian and traffic data for that area. PHB locations reflected in our final design plans will be based upon factors such as proximity to bus stops, traffic patterns, and pedestrian needs.</p> <p>Click here to learn more about the City's Pedestrian Hybrid Beacon (PHB) evaluation process.</p> <p>In addition to refining PHB plans for William Cannon Drive, our team is also using data to inform the most feasible implementation of continuous bicycle facilities along the corridor. Some areas of William Cannon Drive will have separated bicycle and pedestrian facilities. While in more space constrained areas of the corridor, shared-use paths (SUPs) may be used to ensure the availability of continuous bike and pedestrian facilities.</p> <p>You are correct that our current preliminary plans for near-term improvements reflect protected bicycle lanes in place of the outer existing vehicular lanes between US 290 and Southwest Parkway. Our traffic data and projections indicate that the <i>current</i> traffic volumes between US 290 and Southwest Parkway do not warrant three lanes in each direction. This near-term lane reduction is recommended because it will improve multi-modal transportation without a negative impact to traffic flow.</p>	
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				Ultimately, the plan is to replace the existing sidewalks with SUP's and restore the third vehicular lane when future traffic volumes dictate the need.	
3	August 25, 2018	Open House Comment Card	<ul style="list-style-type: none"> - More prevention of uturns along William Cannon is needed as it affects drivers turning left and right onto William Cannon having drivers doing uturns around medians in the middle of William Cannon, usually near intersections. - Study involving accidents with drivers doing left turns obstructing right of way drivers driving down William Cannon. - How can individual driver judgement and error be improved by road improvements? 	<p>The Corridor Mobility Program is designing improvements for William Cannon Drive that will improve the corridor's safety, mobility, and connectivity. By providing drivers with safer, less congested roadways and intersections, we can help make driving easier and dangerous maneuvers (like prohibited U-turns) less tempting.</p> <p>Of course, we need a lot of information to determine the best ways to improve William Cannon. For that reason, recommended improvements to William Cannon Drive are based on factors such as current corridor conditions, community feedback, and data on the roadway's traffic, crashes, growth rates, safety, and more. You can read an initial assessment of William Cannon Drive's current conditions and needs in the William Cannon Drive Corridor Mobility Plan.</p> <p>As part of the current design phase, our team is conducting a deeper dive into corridor data to refine the improvements recommended in the Corridor Mobility Plan. Final plans for William Cannon Drive will be based upon the conclusion of our current studies which include safety and traffic analyses.</p>	

4	August 25, 2018	Open House Comment Card	<p>Please prioritize the input of residents along W. Cannon more than outside input. Please allow for a final review. Concern is that there will be considerable changes from what is currently being presented.</p>	<p>Feedback from the William Cannon community has been critical in planning the corridor improvements for William Cannon Drive. Engaging the community near William Cannon remains a priority, especially as our team begins to finalize the design of corridor improvements. We look forward to spring 2019, when our program will host additional engagement events to check in with the William Cannon community and to share updates that have occurred as a result of the preliminary engineering phase.</p> <p>To date, the Corridor Mobility Program has conducted the following outreach to engage William Cannon Drive stakeholders:</p> <p>During the development of the William Cannon Drive Corridor Mobility Plan:</p> <ul style="list-style-type: none"> • Seven public meetings/open house events • Stakeholder meetings with businesses, neighborhood groups, and civic organizations • Online survey and input map <p>During the development of the Corridor Construction Program:</p> <ul style="list-style-type: none"> • Pop-in meeting • Online survey • Stakeholder meetings with property owners and businesses along the corridor • During the preliminary engineering phase: • Open House 	
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				<ul style="list-style-type: none"> • Online survey and comment form <p>To ensure we are engaging the appropriate communities and the stakeholders located near William Cannon Drive, our team spreads the word on outreach events through community groups, social media, mailings, and more. In addition, our invitations to outreach events strategically target specific zip codes and local groups to ensure that those who live in the William Cannon community have their voices heard.</p> <p>To learn more about past outreach along William Cannon Drive, click here.</p>	
5	August 25, 2018	Open House Comment Card	Please add "FLOODING" to Environmental Considerations + collaborate on Watershed Dept. Please consider adding trees to the median. Please carefully consider pedestrian movement on Wm Cannon + S Pleasant Valley intersection.	<p>Flood mitigation is an important consideration as we pursue our goal of a safer, more mobile and connected William Cannon Drive. The Corridor Mobility Program is working closely with the Watershed Department to coordinate our improvements and their potential impacts to drainage. Our team is also conducting research that includes a drainage and water quality analysis, a drainage layout report, and a preliminary drainage design study.</p> <p>During the design phase, our team is working to determine the quantity and locations of "greenscaping" opportunities along William Cannon Drive. Tree placement may be limited as part of the short-term, fully-funded improvements planned for the corridor. However,</p>	

				<p>where possible and funded, we do hope to add trees along William Cannon.</p> <p>Improvement plans for the William Cannon Drive and the S. Pleasant Valley intersection include upgraded pedestrian facilities and smart right turns to improve safety for pedestrians, bicyclists and drivers. As part of the current preliminary engineering phase, our team has been collecting and analyzing data on pedestrian traffic and safety to best inform the final design of corridor improvements.</p>	
6	August 25, 2018	Open House Comment Card	<p>Concern w/ areas, streets, outlets from Thaxton Place @ Vertex + Slaughter, Wm Cannon + Salt Springs already very congested in the area due to development + growth of Goodnight Ranch, surrounding development on McKinney Parkway. Work on Wm Cannon + Slaughter should be staggered + not at the same time. We get flow of all of these areas. Currently Nuckels Crossing coming back up for school drop off + work commute much dumping going on in area alot of cleaning is needed from past flooding which has not been any progress since flood in this area.</p>	<p>The City shares your concerns about traffic congestion on east Slaughter Lane and William Cannon Drive.</p> <p>The Corridor Construction Program plans for bus stop improvements and continuous sidewalks and bicycle facilities along the length of Slaughter Lane, and while these plans will help improve mobility and safety on the east side of Slaughter Lane near Bluff Springs Road, we recognize that additional improvements are needed to adequately address the transportation challenges in this area. For that reason, we are closely coordinating with other agencies that have improvement plans along the east side of Slaughter Lane.</p> <p>For instance, Travis County is providing a portion of the funding for the construction of a traffic signal at the intersection of Old Lockhart Road/Slaughter Lane. Given the multi-</p>	

				<p>jurisdictional nature of the intersection the agency installing this signal is to be determined, but the traffic signal will either be installed by the Goodnight Ranch development, City of Austin or Travis County. The County is also completing the extension of Slaughter Lane from its current terminus at Vertex Boulevard to Thaxton Road.</p> <p>In addition to Travis County's improvements, Goodnight Ranch will be widening Slaughter Lane from Old Lockhart Road to Vertex.</p> <p>We also recognize the new developments occurring along Slaughter Lane and William Cannon Drive, not excluding the east side. This new growth underscores the importance of transportation improvements along the corridor. Fortunately, development can also bring new opportunities for additional corridor improvements. The City plans to leverage developments and partnerships to install additional mobility infrastructure, when possible.</p> <p>Finally, with regards to your comment on staggering the improvement work, construction of corridor improvements will in fact occur in phases and will be coordinated with other nearby projects. We understand that phasing and coordination will be especially critical in mitigating impacts of construction, which is why, during our design phase, we are</p>	
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				assessing strategies for the timing and packaging of our construction projects.	
7	August 25, 2018	Open House Comment Card	Intersection of William C. & Stage Coach Dr. Concern: The plan looks like it will successfully increase the flow of traffic along William Cannon (yay!) however I'm concerned that the flow will make it increasingly unsafe for cars to exit onto William Cannon from the intersection at Stage Coach Dr. I would like there to be a traffic signal there that would help at that intersection and keep drivers & pedestrians safe. Traffic safety for all that live along William Cannon is important.	<p>As you know, a traffic signal is not currently planned for the intersection of Stage Coach and William Cannon Drive. However, during the preliminary engineering phase of the Corridor Construction Program, the Corridor Mobility Program is using additional data and community feedback to refine corridor plans, and your comment has been relayed to our technical team for their consideration.</p> <p>Notably, lane expansion between Brodie Lane and Manchaca Road is not currently funded, nor is this added capacity project part of the near-term, "corridor-wide" improvements planned for William Cannon Drive. This means that additional lanes in front of Stage Coach are pending funds and additional preliminary engineering. If/when this project is constructed, a traffic signal evaluation may occur.</p> <p>Traffic signal requests can also be submitted through Austin 3-1-1 service requests, which you can submit through www.austintexas.gov/311. You can also dial 3-1-1 to submit a service request. To learn more about the City's traffic signal evaluation process, visit: www.austintexas.gov/trafficsignals.</p>	
8	August 25, 2018	Open House Comment Card	Concern: Area near William Cannon & Stage Coach Dr. the noise is pretty high already on all the neighborhoods along	The Corridor Mobility Program will be working to mitigate loud volumes that could occur during construction, and all	

			<p>William C. I would like a noise study to be done and funds for noise walls to be prioritized for this area.</p>	<p>construction activities will comply with City of Austin noise ordinances.</p> <p>Regarding post-construction noise that could occur as a consequence of new corridor improvements, portions of the corridor that receive Capital Area Metropolitan Planning Organization (CAMPO) funding will undergo a traffic noise analysis as part of an environmental study process.</p> <p>Pending the results of a traffic noise analysis, sound barriers may be installed if they are deemed reasonable and feasible under Texas Department of Transportation (TxDOT) Traffic Noise Guidelines.</p> <p>Notably, lane expansion between Brodie Lane and Manchaca Road is not currently funded, nor is this added capacity project part of the near-term, “corridor-wide” improvements planned for William Cannon Drive. This means that additional lanes in front of Stage Coach are pending funds and additional preliminary engineering. If/when this project is constructed, the two additional lanes would be placed in the existing median. Furthermore, if necessary, a noise analysis would be conducted to determine whether a sound barrier is merited in this area.</p>	
9	August 25, 2018	Open House Comment Card	Northbound at Bluff Springs Option to change straight lane to option left or straight	<p>Thank you for your feedback. Your comment has been shared with our technical team for their consideration.</p> <p>The Corridor Construction Program includes plans for intersection</p>	

				improvements at Bluff Springs Road and William Cannon Drive. Those plans are being refined as part of the current preliminary engineering phase, but the intersection improvements may include turn lane modifications and traffic signal upgrades.	
10	August 25, 2018	Open House Comment Card	The intersection of IH-35 William Cannon has "free right turns" at all four corners. These kinds of intersections are hazardous for bicyclists and pedestrians. In other locations around the city, such intersections are being modified to require drivers to yield the right of way before completing the turn. This intersection needs the same kind of safety improvements.	Because the intersection of William Cannon Drive and I-35 are outside the near-term scope of the City of Austin Corridor Mobility Program, we have shared your comment with the Texas Department of Transportation (TxDOT). TxDOT manages that intersection, and they are currently constructing improvements at the William Cannon Drive/I-35 overpass as part of their Mobility35 I-35 from Stassney Lane to William Cannon Drive project. Click here to learn more.	
11	August 25, 2018	Open House Comment Card	The current proposal provides a shared use path at several locations on only one side of the road, even where businesses and other such destinations are on the opposite side of the road. In such locations, especially near MoPac, IH-35 or Brodie, a 15 - foot wide outer lane should be provided for bicyclists to access the destinations on the opposite side of the road from where the shared use path will be located.	Thank you for your feedback. Your comment has been shared with our technical team for their consideration. As part of the preliminary engineering phase, the Corridor Mobility Program is collecting and analyzing data to determine the best design strategy for implementing continuous bicycle and pedestrian facilities along William Cannon Drive. The final design of William Cannon improvements will reflect separated bicycle and pedestrian facilities in some areas of the corridor. While, in more space constrained areas of the corridor, shared-use paths (SUPs) may be used. Plans to install	We may want to add some narrative about the constrained ROW in this section that drove the decision to only install an SUP on the one side.

				<p>bicycle/pedestrian facilities on only one side of the road often reflect consideration of right of way constraints.</p> <p>Final design plans for bicycle facilities will reflect best practices and design standards for lane widths.</p>	
12	August 25, 2018	Open House Comment Card	<p>The design for the intersection of William Cannon and Pleasant Valley shows "free right turns," which tend to make intersections more hazardous for bicyclists and pedestrians. This situation becomes untenable where shared-use paths encourage cyclists to ride in both directions. The intersection needs to be designed with sharper right turn lanes, forcing drivers to yield the right of way before completing the turn.</p>	<p>We agree that the free right turns, also known as slip lanes, decrease safety at the William Cannon Drive and S. Pleasant Valley intersection. And while subject to change, our preliminary plans do include replacing the existing free right turns with smart right turns. As you described, the smart right turns will include sharper angled turn lanes, which naturally prompt drivers to yield to pedestrians and bicyclists.</p>	
13	August 25, 2018	Open House Comment Card	<p>The project claims to provide continuous bicycle facilities throughout the project, but the schematic shows a gap from US 290 west to Williamson Creek. Staff was unable to confirm that the gap in the bicycle facilities would be closed by a proposed trail project being designed by TxDOT. Please confirm or add a bicycle facility to this segment.</p>	<p>You are correct that City of Austin Corridor Mobility Program is working to ensure continuous bicycle facilities throughout the length of William Cannon Drive. You are also correct that our plans show a gap in the planned bicycle facilities near William Cannon's intersection with US 290. This is because the City does not have authority to guarantee bicycle lanes through this intersection, which is owned by Texas Department of Transportation (TxDOT). Currently, TxDOT is planning major improvements to the intersection of William Cannon and US 290 as part</p>	

				of their Oak Hill Parkway Project . The City of Austin Corridor Mobility Program will continue to coordinate improvement plans with TxDOT, who will ultimately determine the feasibility of connecting bike lanes through their design of the new William Cannon Drive/US 290 intersection.	
14	August 25, 2018	Open House Comment Card	<p>Thank you for hosting this event. As usual, the information provided was excellent - clear and easy to digest. It was easy to speak with staff, who were helpful and informative.</p> <p>Pedestrian improvements: Good to see PHBs in the plans. The shared use paths are not the best compromise. A pedestrian is widely to feel less comfortable sharing a path with 10-15 mph bicycles. Perhaps the path could be visually or physically divided into bike-ped halves to increase comfort. I hope traffic lights are retimed to reduce crossing wait times.</p> <p>Bike improvements: Great to see proposed protected bike lanes between SW Parkway & 290. One question: what destinations or other bike infrastructure would these lanes connect to?</p> <p>Safety & Vision Zero: This is the most important issue to address. Under Vision Zero, Austin, as you know, committed</p>	<p>Hi Adam,</p> <p>It was great to meet you at our William Cannon Drive open house event on August 25, 2018. We appreciate your dedication to a safer, more mobile and connected Austin.</p> <p>As you know, the Corridor Mobility Program is delivering multi-modal improvements to the nine corridors included in the Corridor Construction Program (CCP). Each corridor in the CCP, including William Cannon Drive, has its own Corridor Mobility Plan, which is a preliminary engineering report that provides recommendations on safety, mobility, and connectivity improvements. Those recommendations are corridor-specific and are based upon community feedback as well as current corridor conditions. Read the William Cannon Drive Corridor Mobility Plan here.</p> <p>When Austin City Council approved the Corridor Construction Program in April 2018, they approved plans to construct proposed improvement recommendations that were based upon each CCP corridor's Corridor Mobility Plan. While all the recommendations in the Corridor Mobility Plans are important</p>	

		<p>to reducing vehicular deaths to zero. This cannot be accomplished without lowering the design to zero. This cannot be accomplished without lowering the design speeds of our fastest, most dangerous roadways such as William Cannon, briefly by reducing both lane widths and the number of lanes. However, with the exception of William Cannon between Southwest Parkway & 290, not only do the current plans not reduce lanes, they actually increase the number leading to McKinney Falls Parkway. I strongly urge you to reconsider this decision, which will induce more driving; counteract other measures to encourage bus use, walking, and bicycling; and kill and seriously injure more people. These extra lanes won't even relieve congestion because of induced demand, which means that increased and capacity will be offset by increased driving. Road widening is a seriously outdated and harmful policy; it's disturbing to see it still used in a progressive city like Austin. As it currently stands, William Cannon is grossly over-wide. As discussed above, wide streets ultimately harm everyone and help nobody.</p>	<p>and aim to improve mobility, improvements with the highest mobility outcomes, along with community considerations, were prioritized for inclusion in the Corridor Construction Program. This prioritization process was required by the Contract With Voters that Austin City Council had established for the 2016 Mobility Bond.</p> <p>During the current design phase, our team is doing a data deep-dive to ensure improvements are implemented in the best way possible, making refinements as necessary. Continuous bicycle and pedestrian facilities along the length of the William Cannon Drive corridor are important components of the multi-modal strategy to improve the roadway for all corridor users.</p> <p>Geographic factors related to right of way, drainage, utilities, and trees can impact the placement plans for sidewalks, bike lanes, and shared-use paths. It is our goal to navigate those factors and feasibly deliver much-needed bicycle and pedestrian improvements.</p> <p>Furthermore, some areas of the corridor will indeed have separated bicycle and pedestrian facilities. This will occur where feasible. In more space constrained areas of the corridor, shared-use paths (SUPs) may be used to ensure that continuous bike and pedestrian facilities are still available.</p>	
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		<p>The same arguably goes for the additional turn lanes at intersections and traffic flow measures. These will only induce more driving.</p> <p>Overall, these proposals, while well-intentional, are ultimately imprisoning Austin deeper into auto-dependency, perpetuating a vicious cycle this city badly needs to break, no matter what the public support for such measures. Let's do what we know works: reduce vehicle lanes and their widths, install protected bike lanes along WC's entire stretch, install more PHB's. Only by timing WC will we reach Vision Zero, free people from the prison of auto-dependency, and encourage bus, bikes, and walking use. The public will complain at first but the long term results will be hugely positive. And by using tactical urbanism measures it does not have to be expensive.</p> <p>I wish you all the best with the project. Please do the right thing and put safety first, and break the cycle of facilitating cars, a dead end we badly need to avoid. You can do it!</p> <p>Thank you, Adam Greenfield Pedestrian Advisory Council</p>	<p>Aforementioned factors (right of way, drainage facilities, etc.) limit our ability to install protected bike lanes along the length of the corridor on both sides of the road. However, our team is working hard to navigate challenges, holding steadfast to one of our primary goals-- providing bicyclists and pedestrians with safer, continuous facilities that will connect them from Southwest Parkway to McKinney Falls Parkway, and vice versa.</p> <p>Please feel free to follow up with additional questions and concerns. You are welcome to email williamcannon@austintexas.gov or call (512) 974-2615. We're happy to talk with you further.</p>	
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			Board Member, Walk Austin [REDACTED]		
15	August 25, 2018	Open House Comment Card	Needs to be a stop light on William Cannon and Elm Creek. Traffic at Bluff Springs and William Cannon intersection is terrible. It takes forever to get through the lights. You can't even get on Bluff Springs from William Cannon at certain times of the day because of the traffic congestion.	<p>A traffic signal at William Cannon Drive and Elm Creek was not included in the Corridor Mobility Plan for William Cannon Drive. However, our team is using additional corridor data and feedback to help refine planned improvements, and your suggestion was shared with our technical team for consideration.</p> <p>Traffic signal requests can also be submitted through Austin 3-1-1 service requests, which you can submit through www.austintexas.gov/311. You can also dial 3-1-1 to submit a service request. To learn more about the City's traffic signal evaluation process, visit: www.austintexas.gov/trafficsignals.</p> <p>Regarding the Bluff Springs and William Cannon Drive intersection: The Corridor Construction Program includes plans for intersection improvements at Bluff Springs. These planned improvements include:</p> <ul style="list-style-type: none"> • an upgraded traffic light to improve signal timing/phasing • turn lane modifications • upgraded pedestrian ramps and high-visibility crosswalks on all four sides of the intersection 	

16	September 6, 2018	Online Comment Card	Bicycle lanes along the full length of William Cannon Drive corridor please!	<p>Per the recommendations contained in the William Cannon Drive Corridor Mobility Plan, the City of Austin Corridor Mobility Program is working to ensure continuous bicycle (and pedestrian) facilities throughout the length of William Cannon Drive.</p> <p>As part of the preliminary engineering phase, the Corridor Mobility Program is collecting and analyzing data to determine the best design strategy for implementing continuous bicycle and pedestrian facilities along William Cannon Drive. The final design of William Cannon improvements will reflect separated bicycle and pedestrian facilities in some areas of the corridor. While, in more space constrained areas of the corridor, shared-use paths (SUPs) may be used. Where possible, we may also be able to incorporate meandering pedestrian and/or bicycle paths along the roadway.</p> <p>Notably, our current plans show a gap in the planned bicycle facilities near William Cannon’s intersection with US 290. This is because the City does not have authority to guarantee bicycle lanes through this intersection, which is owned by Texas Department of Transportation (TxDOT). Currently, TxDOT is planning major improvements to the intersection of William Cannon and US 290 as part of their Oak Hill Parkway Project. The City of Austin Corridor Mobility Program will continue to coordinate improvement plans with TxDOT, who will ultimately determine</p>	
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				the feasibility of connecting bike lanes through their design of the new William Cannon Drive/US 290 intersection.	
17	August 30, 2018	Online Comment Card	BIKE LANES BIKE LANES BIKE LANES!!!	<p>Per the recommendations contained in the William Cannon Drive Corridor Mobility Plan, the City of Austin Corridor Mobility Program is working to ensure continuous bicycle (and pedestrian) facilities throughout the length of William Cannon Drive.</p> <p>As part of the preliminary engineering phase, the Corridor Mobility Program is collecting and analyzing data to determine the best design strategy for implementing continuous bicycle and pedestrian facilities along William Cannon Drive. The final design of William Cannon improvements will reflect separated bicycle and pedestrian facilities in some areas of the corridor. While, in more space constrained areas of the corridor, shared-use paths (SUPs) may be used. Where possible, we may also be able to incorporate meandering pedestrian and/or bicycle paths along the roadway.</p> <p>Notably, our current plans show a gap in the planned bicycle facilities near William Cannon's intersection with US 290. This is because the City does not have authority to guarantee bicycle lanes through this intersection, which is owned by Texas Department of Transportation (TxDOT). Currently, TxDOT is planning major improvements to the intersection of William Cannon and US 290 as part of their Oak Hill Parkway Project. The City of Austin</p>	

				<p>Corridor Mobility Program will continue to coordinate improvement plans with TxDOT, who will ultimately determine the feasibility of connecting bike lanes through their design of the new William Cannon Drive/US 290 intersection.</p>	
18	August 30, 2018	Online Comment Card	<p>I commute via bicycle as much as absolutely possible. Any/All improvements in the infrastructure to make cycling safer is MUCH appreciated!!</p>	<p>Per the recommendations contained in the William Cannon Drive Corridor Mobility Plan, the City of Austin Corridor Mobility Program is working to ensure continuous bicycle (and pedestrian) facilities throughout the length of William Cannon Drive.</p> <p>As part of the preliminary engineering phase, the Corridor Mobility Program is collecting and analyzing data to determine the best design strategy for implementing continuous bicycle and pedestrian facilities along William Cannon Drive. The final design of William Cannon improvements will reflect separated bicycle and pedestrian facilities in some areas of the corridor. While, in more space constrained areas of the corridor, shared-use paths (SUPs) may be used. Where possible, we may also be able to incorporate meandering pedestrian and/or bicycle paths along the roadway.</p> <p>Notably, our current plans show a gap in the planned bicycle facilities near William Cannon's intersection with US 290. This is because the City does not have authority to guarantee bicycle lanes through this intersection, which is owned by Texas Department of Transportation (TxDOT). Currently, TxDOT is planning major improvements</p>	

				to the intersection of William Cannon and US 290 as part of their Oak Hill Parkway Project . The City of Austin Corridor Mobility Program will continue to coordinate improvement plans with TxDOT, who will ultimately determine the feasibility of connecting bike lanes through their design of the new William Cannon Drive/US 290 intersection.	
19	August 27, 2018	Online Comment Card	Widen it!	<p>As part of the preliminary engineering phase, the Corridor Mobility Program is collecting and analyzing data to inform refinements to our improvement plans. Our goal is to make William Cannon Drive safer for everyone, including drivers, pedestrians, and bicyclists. This means that our final design plans will reflect national and local standards that promote safety, mobility, and connectivity for all, and final lane count/width plans will be informed by those best practices and in-depth analyses of corridor conditions.</p> <p>Current Corridor Mobility Plans call for lane widths of between 10' – 12.5', depending on the location. However, design plans are still preliminary and some modifications may be made during final design. All corridor improvements, including the width of vehicle travel lanes, will be consistent with the draft Austin Street Design Guide that was released in June 2017.</p>	
20	August 27, 2018	Online Comment Card	We need longer (or double) left turn lanes for the MoPac service roads and for Westgate Lane. We also need longer left turn lanes on Brodie for William	<p>Thank you for your feedback. Your comment has been shared with our technical team for their consideration.</p> <p>The 2016 Mobility Bond provides funding for design and construction of</p>	

			<p>Cannon. Because the left turn lanes hold just four or five cars (e.g. at Westgate Lane), traffic backs up more than it needs to because cars turning left get stuck behind cars going straight long before they can get into the left turn lane. If you can take some of the left turn cars out of the thru lanes, traffic overall will improve. This is a major issue at Westgate but also at MoPac (both ways) and on Brodie turning onto William Cannon.</p>	<p>intersection improvements at William Cannon Drive and Brodie Lane, and the bond provides funding for the design of intersection improvements at Mopac Expressway and West Gate Boulevard through the Corridor Mobility Program. Construction of improvements at the MoPac and West Gate intersections pend additional funding sources. Improvements at the above-mentioned intersections are still in the preliminary design phase but may include turn lane modifications.</p>	
21	August 27, 2018	Online Comment Card	<p>Stop wasting money on stupid ideas. Keep a free-flowing right from WB to NB MOPAC, as well as SB MOPAC to WB WM Cannon, and also a Free Flowing Rt from EB WM Cannon to SB MOPAC, and NB MOPAC Service Road to EB Wm Cannon.</p>	<p>Thank you for your feedback on free-flowing right turn lanes. Your comments have been shared with the Corridor Mobility Program's technical team for their consideration.</p>	
22	August 27, 2018	Online Comment Card	<p>We love the green spaces and wildlife that is still part of Oak Hill. More development just pushes wildlife and green space out. Please don't encourage it!</p>	<p>The Corridor Mobility Program loves green spaces and wildlife too, so we are working hard to ensure all corridor improvements comply with National Environmental Policy Act (NEPA) standards.</p> <p>Also, as part of the preliminary engineering phase, the Corridor Mobility Program is exploring opportunities to add green space along William Cannon Drive. Tree placement may be limited as</p>	

				part of the short-term, fully-funded improvements planned for the corridor. However, where possible and funded, we do hope to add trees along William Cannon.	
23	August 27, 2018	Online Comment Card	I suggest making the left turn lane from northbound S. First onto westbound William Cannon into a permitted turn when no traffic is oncoming. Right now left turns are permitted only on a green arrow, yet one can see oncoming traffic very clearly. This would speed traffic through that intersection. (Interestingly, left turns are permitted from South First onto Slaughter when no traffic is oncoming, even though visibility at that intersection is not as favorable as at Cannon. So why?)	Thank you for your feedback. Your comment has been shared with our technical team for their consideration. Improvements to the S. 1 st Street and William Cannon Drive intersection are included in Corridor Construction Program's enhanced multimodal improvement plans. This means that the 2016 Mobility Bond funds the design but not the construction of improvements at this intersection. Turn lane modifications at S. 1 st and William Cannon Drive may be included in the improvement plans but constructed at a later date, pending additional funding sources.	
24	August 26, 2018	Online Comment Card	Bring in better quality businesses in the Easton Park corridor. Improve the type of businesses area along 35 to McKinney Falls area.	Because business development is outside the scope of the City of Austin Corridor Mobility Program, we have shared your comment with the City of Austin Economic Development Department (EDD). To learn more about Austin EDD and their programs, click here .	
25	September 4, 2018	Online Contact Form	Hi - I live at [REDACTED]. I appreciate the invitation to the open house. For improvements, my first priority is the noise. I can tell time by	Hi [REDACTED], The Corridor Program Office (CPO) team has received your feedback submitted through our online comment form. Your input is under review of our team, and it has been recorded as part	Regarding noise: The Corridor Mobility Program will be working to mitigate loud volumes that could occur during

		<p>the level of traffic noise these days! I know I could install better windows in my house, but the noise still makes my backyard un-livable. I'm also concerned about the dust and particulates in the air. I know there will be concerns with graffiti, but I think it's time to consider sound-attenuating walls. We need something better than our current 6-foot backyard fences. I'd also like to see better speed enforcement. APD doesn't seem to get out here anymore. I hope they haven't given up on this area! I think some of the bottlenecks occur when the buses stop for passengers. If we had pullouts at the bus stops, that would probably help. I love having the 333 bus route, it'll be really convenient if I get to 'age in place' at my current house... Also, over the years we've lost various trees in the medians due to drunk and careless drivers, so I appreciate the consideration given to replacing them. Lastly, just as a walkability/connection issue, the informal entrance to the Stephenson preserve at Stage Coach Trail could use some</p>	<p>of our formal 15-day comment period for William Cannon Drive.</p> <p>Comment received: <i>Hi - I live at [REDACTED]. I appreciate the invitation to the open house. For improvements, my first priority is the noise. I can tell time by the level of traffic noise these days! I know I could install better windows in my house, but the noise still makes my backyard un-livable. I'm also concerned about the dust and particulates in the air. I know there will be concerns with graffiti, but I think it's time to consider sound-attenuating walls. We need something better than our current 6-foot backyard fences. I'd also like to see better speed enforcement. APD doesn't seem to get out here anymore. I hope they haven't given up on this area! I think some of the bottlenecks occur when the buses stop for passengers. If we had pullouts at the bus stops, that would probably help. I love having the 333 bus route, it'll be really convenient if I get to 'age in place' at my current house... Also, over the years we've lost various trees in the medians due to drunk and careless drivers, so I appreciate the consideration given to replacing them. Lastly, just as a walkability/connection issue, the informal entrance to the Stephenson preserve at Stage Coach Trail could use some dressing up - an accessible entrance would be really nice to have if a talented designer could have a hand in it. thanks very much!</i></p>	<p>construction, and all construction activities will comply with City of Austin noise ordinances. Regarding post-construction noise that could occur as a consequence of new corridor improvements, portions of the corridor that receive Capital Area Metropolitan Planning Organization (CAMPO) funding will undergo a traffic noise analysis as part of an environmental study process.</p> <p>Pending the results of a traffic noise analysis, sound barriers may be installed if they are deemed reasonable and feasible under Texas Department of Transportation (TxDOT) Traffic Noise Guidelines.</p> <p>Notably, lane expansion between Brodie Lane and Manchaca Road is not currently funded, nor is this added</p>
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			<p>dressing up - an accessible entrance would be really nice to have if a talented designer could have a hand in it. thanks very much!</p>	<p>As you may know, we are currently in the preliminary design phase, which means that our technical team is working to finalize our William Cannon Drive improvement plans. If you are not already receiving our newsletter, I encourage you to sign up here so that you can receive updates on our William Cannon Drive corridor improvements and upcoming outreach. You can also find more information on William Cannon Drive's planned improvements and view an interactive map of our William Cannon plans on our webpage: www.AustinTexas.gov/WilliamCannon</p> <p>Thank you again for your comments and for being engaged. Please let me know if you have any further questions/comments. Also, we will be holding a second William Cannon Drive corridor public meeting early next year (exact date is TBD), and we hope to see you there!</p>	<p>capacity project part of the near-term, "corridor-wide" improvements planned for William Cannon Drive. This means that additional lanes in front of Stage Coach are pending funds and additional preliminary engineering. If/when this project is constructed, the two additional lanes would be placed in the existing median. Furthermore, if necessary, a noise analysis would be conducted to determine whether a sound barrier is merited in this area.</p> <p>Regarding trees: As part of the preliminary engineering phase, the Corridor Mobility Program is exploring opportunities to add green space, including trees, along William Cannon Drive.</p> <p>Regarding Speed: As part of the Vision Zero program, Austin</p>
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					<p>Transportation is working on an Arterial Speed Management program to systematically evaluate arterial speed limits city-wide. If you witness someone violating the traffic law, contact Austin Police Department. You can also submit your concern about speed enforcement through www.austintexas.gov/311 or by simply dialing 3-1-1.</p> <p>Regarding beautification of Stephenson Preserve entrance: We recommend submitting this request through Austin 3-1-1, so that it may be routed through the appropriate channels.</p>
26	September 4, 2018	Online Contact Form	Our condominium complex (Persimmon Hollow) although having a West William Cannon address [REDACTED] actually backs up to the street. It is already pretty noisy traffic wise and I feel that adding the	<p>Good afternoon,</p> <p>The Corridor Program Office (CPO) team has received your feedback submitted through our online comment form. Your input is under review of our team, and it has been recorded as part</p>	

			<p>lanes in that area would cause even more noise. Could a noise barrier be erected between the street and our complex? Thank you for your consideration.....</p>	<p>of our formal 15-day comment period for William Cannon Drive.</p> <p>Comment received: <i>Our condominium complex (Persimmon Hollow) although having a West William Cannon address [REDACTED] actually backs up to the street. It is already pretty noisy traffic wise and I feel that adding the lanes in that area would cause even more noise. Could a noise barrier be erected between the street and our complex? Thank you for your consideration.....</i></p> <p>While the Corridor Mobility Plan developed for the William Cannon Drive Corridor does make a recommendation for an additional lane in each direction on William Cannon from Lost Valley to Stage Coach eventually, these plans are not part of the Corridor Construction Program's corridor-wide Mobility Improvements, which are prioritized improvements funded through the 2016 Mobility Bond. This means that the Corridor Program Office will not be constructing the additional lanes in this area as part of our near-term, prioritized plan. Once funding becomes available for the additional lanes between Lost Valley and Stage Coach, they may be constructed at a later date as part of our Enhanced Multimodal Improvements. Enhanced Multimodal Improvements build upon the Corridor-wide Mobility Improvements (near-term, prioritized projects funded through the 2016 Mobility Bond) and bring the corridors up</p>	
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				<p>to the ultimate visions established in the Corridor Mobility Plans.</p> <p>Notably, the Corridor Program Office does have near-term plans to construct shared-use paths on both sides of William Cannon from Brodie Lane to Lost Valley, and we also plan to construct shared-use paths on the north side of William Cannon from Lost Valley to West Gate Boulevard. Shared-use paths are like sidewalks, but wider and designed for combined bicycle and pedestrian use.</p> <p>As you may know, these planned improvements are at a conceptual/preliminary level. Additional engineering and design must take place before the projects are ready for construction. If you are not already receiving our newsletter, I encourage you to sign up here so that you can receive updates on our William Cannon Drive corridor improvements. You can also find more information and view an interactive map of our William Cannon Corridor-wide plans on our webpage: www.AustinTexas.gov/WilliamCannon.</p> <p>Thank you again for your questions and for being engaged. Please let me know if you have any further questions/comments.</p> <p>Also, we will be holding a second William Cannon public meeting early next year (exact date is TBD), and we hope to see you there!</p>	
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27	September 4, 2018	Online Contact Form	<p>I live on William Cannon ([REDACTED]) where my back yard faces William Cannon. I am concerned that adding more lanes (I understand why it's being done) will increase our already noisy street. The road noise permeates my home which makes it more and more unpleasant. I would appreciate your considering putting a sound barrier between my house and the, already way to close, street that just keep getting busier and busier. Thank you for your consideration.</p>	<p>Good afternoon,</p> <p>The Corridor Program Office (CPO) team has received your feedback submitted through our online comment form. Your input is under review of our team, and it has been recorded as part of our formal 15-day comment period for William Cannon Drive.</p> <p>Comment received: <i>I live on William Cannon [REDACTED] where my back yard faces William Cannon. I am concerned that adding more lanes (I understand why it's being done) will increase our already noisy street. The road noise permeates my home which makes it more and more unpleasant. I would appreciate your considering putting a sound barrier between my house and the, already way to close, street that just keep getting busier and busier. Thank you for your consideration. Holly Sellers 3301-B W. William Cannon</i></p> <p>While the Corridor Mobility Plan developed for the William Cannon Drive Corridor does make a recommendation for an additional lane in each direction on William Cannon from Lost Valley to Stage Coach eventually, these plans are not part of the Corridor Construction Program's Corridor-wide Mobility Improvements, which are prioritized improvements funded through the 2016 Mobility Bond. This means that the Corridor Program Office will not be constructing the additional lanes in this area as part of our near-term, prioritized</p>	
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				<p>plan. Once funding becomes available for the additional lanes between Lost Valley and Stage Coach, they may be constructed at a later date as part of our Enhanced Multimodal Improvements. Enhanced Multimodal Improvements build upon the Corridor-wide Mobility Improvements (near-term, prioritized projects funded through the 2016 Mobility Bond) and bring the corridors up to the ultimate visions established in the Corridor Mobility Plans.</p> <p>Notably, the Corridor Program Office does have near-term plans to construct shared-use paths on both sides of William Cannon from Brodie Lane to Lost Valley, and we also plan to construct shared-use paths on the north side of William Cannon from Lost Valley to West Gate Boulevard. Shared-use paths are like sidewalks, but wider and designed for combined bicycle and pedestrian use.</p> <p>As you may know, these planned improvements are at a conceptual/preliminary level. Additional engineering and design must take place before the projects are ready for construction. If you are not already receiving our newsletter, I encourage you to sign up here so that you can receive updates on our William Cannon Drive corridor improvements. You can also find more information and view an interactive map of our William Cannon Corridor-wide plans on our webpage: AustinTexas.gov/WilliamCannon.</p>	
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				Thank you again for your questions and for being engaged. Please let me know if you have any further questions/comments.
28	August 31, 2018	Online Contact Form	I live at [REDACTED] William Cannon. I understand the plan is to widen William Cannon to 3 lanes each way from Brodie to Manchaca. Will this be placing the lanes closer to the homes? Road noise is already VERY BAD. More lanes will mean more noise. Any chance of sound barrier fencing where homes are close to the road?	Hi [REDACTED], Thanks again for your inquiry regarding the William Cannon corridor improvements near your complex along the south side of William Cannon between Lost Valley and Stage Coach Trail. While the Corridor Mobility Plan developed for the William Cannon Drive Corridor does make a recommendation for an additional lane in each direction on William Cannon from Lost Valley to Stage Coach eventually, these plans are not part of the Corridor Construction Program 's Corridor-wide Mobility Improvements, which are <i>prioritized</i> improvements funded through the 2016 Mobility Bond . This means that the Corridor Program Office will not be constructing the additional lanes in this area as part of our near-term, prioritized plan. Once funding becomes available for the additional lanes between Lost Valley and Stage Coach, they may be constructed at a later date as part of our Enhanced Multimodal Improvements. Enhanced Multimodal Improvements build upon the Corridor-wide Mobility Improvements (near-term, prioritized projects funded through the 2016 Mobility Bond) and bring the corridors up to the ultimate visions established in the Corridor Mobility Plans. Also, if and when added lanes are constructed between Lost Valley and Stage Coach,
29	September 1, 2018	Email	Hello, I am the President of the Persimmon Hollow Homeowners Association. Our complex is along William Cannon from Lost Valley to Stage Coach Trail on the Stephenson Nature Preserve side of the road (close to Brodie Lane intersection.) We have 26 units in 13 buildings that back up to William Cannon Drive and face the Stephenson Nature Preserve. We have noted that in the plans that this section of William Cannon is to be widened to three lanes in each direction. There is concern that this will increase road noise	

			<p>which is already above what some would consider acceptable.</p> <p>We are also unsure of the plans to add the lanes. If it removes the median or if lanes will be added on each side bringing the road closer to the homes on each side of William Cannon.</p> <p>Would it be possible to get update on specific proposal for this part of the plan? Or are we not there yet?</p> <p>Is there any sound/environmental review or action in the plan to deal with increased noise due to the added lanes of travel.</p> <p>Thank you for your time!</p>	<p>we do intend to construct the lanes in the place of the medians.</p> <p>Notably, the Corridor Program Office does have near-term plans to construct shared-use paths on both sides of William Cannon from Brodie Lane to Lost Valley, and we also plan to construct shared-use paths on the north side of William Cannon from Lost Valley to West Gate Boulevard. Shared-use paths are like sidewalks, but wider and designed for combined bicycle and pedestrian use.</p> <p>As you may know, these planned improvements are at a conceptual/preliminary level. Additional engineering and design must take place before the projects are ready for construction. If you are not already receiving our newsletter, I encourage you to sign up here so that you can receive updates on our William Cannon Drive corridor improvements. You can also find more information and view an interactive map of our William Cannon Corridor-wide plans on our webpage: AustinTexas.gov/WilliamCannon.</p> <p>Thank you again for your questions and for being engaged. Please let me know if you have any further questions/comments.</p> <p>Also, we will be holding a second William Cannon public meeting either late this year or early next year (exact</p>	
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				date is TBD), and we hope to see you there!	
30	August 29, 2018	Online Contact Form	Are you closing any driveways along William Cannon from S Mopac to Brush Country Rd.	<p>Hi [REDACTED],</p> <p>William Cannon Drive corridor improvements are currently in the preliminary design phase, which means that our team is evaluating potential access management measures that may include driveway/access modification.</p> <p>If our preliminary evaluation yields recommendations for driveway/access modification, we will be reviewing and discussing those plans one-on one with each property owner/tenant.</p> <p>Please let me know if you have any further questions, and if you are not already receiving our newsletter, I encourage you to sign up here so that you can receive updates on our William Cannon Drive corridor improvements.</p> <p>Thank you again for reaching out, and I hope you have a great day!</p>	
31	August 27, 2018	Online Contact Form	Hello, I'm reaching out after reviewing the preliminary plans for projects along William Cannon. I'm excited to see a shared-use path along the length of the corridor, as well as some much needed intersection improvements at Brodie Lane. My primary concern is what I perceive to be an inequitable distribution of resources. I see shared use pathways or protected bike lanes on both	William Cannon Drive will receive continuous bicycle and pedestrian facilities along the length of the corridor between Southwest Parkway and McKinney Falls Parkway. As part of the preliminary design phase, our technical team is analyzing data to determine the most feasible implementation of bicycle facilities along the corridor. Some areas of the corridor will have separated bicycle and pedestrian facilities. In more space constrained areas of the corridor, shared-use paths (SUPs) may be used	

		<p>sides of the road everywhere west of Mopac, in wealthier neighborhoods, and out towards McKinney Falls, where most of the land is planned for development but has not yet been developed. I support shared use paths on both sides of the road along the entire length of the corridor, but given limited resources believe the focus should be between Mopac and Pleasant Valley Rd, areas which have the highest population densities along this corridor. Additionally, I was disappointed to see no intersection improvements planned for Manchaca or Westgate. Given that the originally planned 3rd lane in each direction seems to not be in the cards anymore, smaller road improvements would still make profound reductions to wait times at traffic lights during peak hours. Particularly, a flashing yellow arrow for left turns from South First onto Wm Cannon instead of hard reds, a right turn lane from westbound Wm Cannon to northbound Westgate, right turn lanes from north and southbound Manchaca onto Wm Cannon, and right turn lanes from north and southbound South First St onto Wm Cannon. If forgoing a shared-use path on both sides of the corridor can make any</p>	<p>to ensure that continuous bike and pedestrian facilities are available. Geographic factors related to right of way, drainage, utilities and heritage trees can impact the placement plans for sidewalks, bike lanes and shared-use paths. It is our goal to navigate those factors and thoughtfully install facilities in the best way possible, while accommodating the safety and connectivity needs of all members of the William Cannon community.</p> <p>Improvements to the William Cannon Drive intersections of S. 1st Street, Manchaca Road, and West Gate Boulevard are included in Corridor Construction Program's enhanced multimodal improvement plans. This means that the 2016 Mobility Bond funds the design but not the construction of improvements at this intersection.</p> <p>Improvements planned for William Cannon Drive were informed by safety, mobility and connectivity recommendations included in the William Cannon Drive Corridor Mobility Plan. Recommendations in the Corridor Mobility Plan are based on current corridor conditions as well as community feedback from both east and west William Cannon residents. To learn more about past engagement along William Cannon Drive, click here.</p>	
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			one or more of these vehicle oriented projects happen, I support that decision. Thank you for your time and I appreciate your work.		
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Appendix

I. Notices

Mailing

The Corridor Program Office mailed 1,530 letters in English and Spanish to property owners along the corridor using addresses based on Travis Central Appraisal District information:



August 15, 2018

Dear Property Owner or Tenant,

The City of Austin invites you to attend a public open house to learn about and provide feedback on mobility, safety and connectivity improvements coming to William Cannon Drive between Southwest Parkway and McKinney Falls Parkway. Our information indicates that you own or occupy one or more properties or businesses adjacent to William Cannon Drive. At the open house, the City will provide information about activities that will occur before construction begins, and project team members will be on-hand to meet you and answer questions.

The meeting is Saturday, Aug. 25, 2018, from 10 a.m. to 1 p.m. at Langord Elementary, 2206 Blue Meadow Dr. Austin, TX 78744

No formal presentation is planned, and you are welcome to come and go at your convenience.

The improvements are part of the Corridor Construction Program, which is funded in part by the 2016 Mobility Bond. The design phase of the Corridor Construction Program is currently underway and could last 12 to 36 months, depending on the project. We do not have a construction schedule at this time; however, we are reaching out to make sure you are aware of the Corridor Construction Program and ask that you join us at the open house.

About the Corridor Construction Program

Austin City Council adopted the Corridor Construction Program in April 2018. It includes improvements to nine important Austin roadways, including William Cannon.

Prioritized improvements include upgrades to intersection configuration, traffic signals, sidewalks, bicycle facilities, transit facilities, as well as pedestrian/placemaking amenities.

Details of the Corridor Construction Program, including the complete list of recommendations for each of the nine corridors, is available at AustinTexas.gov/CorridorMobility.

If you have any questions or plan to attend and would like to request translation services or other accommodations, please contact me at Kelly.Bueth@AustinTexas.gov or call 512-974-2615.

Respectfully,

Kelly Bueth
City of Austin Corridor Mobility Program

- 了解更多信息, 請致電奧斯汀3-1-1
- अधिक जानकारी के लिए, ऑस्टिन 3-1-1 को कॉल करें
- 자세한 내용은 Austin 3-1-1 번으로 전화하십시오.
- 詳細については、Austin 3-1-1
- Để biết thêm thông tin, hãy gọi cho Austin 3-1-1
- يرجى الاتصال بـ Austin 3-1-1 لمزيد من المعلومات
- Appelez Austin 3-1-1 pour plus d'informations
- वधु माहिती माटे, ओस्टिन-ने 3-1-1 कॉल करे



City of Austin Corridor Program Office
P.O. Box 1088
Austin, TX 78767

{ 1 }

512.974.7840
corridors@austintexas.gov

15 de Agosto de 2018

Estimado propietario o inquilino,

La ciudad de Austin le invita a asistir a una reunión pública para conocer y proporcionar comentarios sobre la movilidad, la seguridad y las mejoras de conectividad venideras a William Cannon Drive entre Southwest Parkway y McKinney Falls Parkway. Nuestra información indica que usted es dueño/a u ocupa una o más propiedades o negocios adyacentes a William Cannon Drive. En la reunión pública, la Ciudad proporcionará información sobre las actividades que ocurrirán antes de que comience la construcción, y los miembros del equipo del proyecto estarán disponibles para atenderle y responder a sus preguntas.

La reunión es el Sábado 25 de Agosto de 10 a.m. a 1 p.m. en Langford Elementary, 2206 Blue Meadow Dr, Austin, TX 78744.

No se planea una presentación formal, y usted puede ir y venir a su conveniencia.

Las mejoras son parte del Programa de Construcción del Corredor, que está financiado en parte por el Bono de Movilidad del 2016. La fase de diseño del Programa de Construcción del Corredor está actualmente en curso y podría durar de 12 a 36 meses, dependiendo del proyecto. No tenemos un calendario de construcción en este momento; sin embargo, nos comunicamos con usted para asegurarnos de que conozca el Programa de Construcción del Corredor y le pedimos que se una a nosotros en la jornada de puertas abiertas.

Sobre el Programa de Construcción del Corredor

El Ayuntamiento de Austin adoptó el Programa de Construcción del Corredor en abril del 2018. Incluye mejoras a nueve carreteras importantes de Austin, incluyendo a William Cannon Drive.

Las mejoras prioritarias incluyen actualizaciones a la configuración de intersección, señales de tránsito, aceras, instalaciones para bicicletas, instalaciones de tránsito, así como servicios para peatones / creación de espacios.

Los detalles del Programa de Construcción del Corredor, incluyendo la lista completa de recomendaciones para cada uno de los nueve corredores, está disponible en AustinTexas.gov/CorridorMobility.

Si tiene alguna pregunta o planifica asistir y desea solicitar servicios de interpretación u otras acomodaciones, comuníquese conmigo al correo electrónico: info@cortezconsulting.com o llame al 512-273-7967.

Respetuosamente,



Laura Cortez
Programa del Corredor de Movilidad de la Ciudad de Austin

- 了解更多信息, 請致電奧斯汀3-1-1
- 자세한 내용은 Austin 3-1-1 번으로 전화하십시오.
- Để biết thêm thông tin, hãy gọi cho Austin 3-1-1
- 了解更多信息, 請致電奧斯汀3-1-1
- 자세한 내용은 Austin 3-1-1 번으로 전화하십시오.
- अधिक जानकारी के लिए, ऑस्टिन 3-1-1 को कॉल करें
- 詳細については、Austin 3-1-1
- Austin 3-1-1 لمزيد من المعلومات، يرجى الاتصال بـ
- વધુ માહિતી માટે, ઓસ્ટિનને 3-1-1 કોલ કરો
- Appelez Austin 3-1-1 pour plus d'informations

e-Newsletters

~ 8,100 stakeholders, including elected officials representing the William Cannon corridor area, received an open house announcement in the 2016 Mobility Bond newsletter.

2016 Mobility Bond e-newsletter:

UPCOMING CORRIDOR MOBILITY OPEN HOUSES



The City of Austin Corridor Program Office and Austin Transportation Department are hosting a series of public open houses for the design of mobility, safety and connectivity improvements on corridors in the Corridor Construction Program.



The [Corridor Construction Program](#) is receiving funding from the \$482 million dedicated to corridor improvements from the [2016 Mobility Bond](#).

Confirmed open houses include:

- **Wednesday, Aug. 22:** Slaughter Lane corridor
- **Saturday, Aug. 25:** William Cannon corridor
- **Thursday, Sept. 6:** Burnet Road corridor
- **Saturday, Sept. 15:** Airport Boulevard corridor



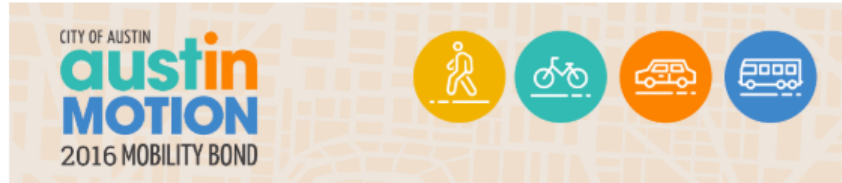
Information and surveys will be available online close to the date of the meeting.

[LEARN MORE](#)

E-mail/E-Blasts

~ 920 William Cannon Drive stakeholders received three e-blasts regarding the William Cannon Drive Boulevard open house.

First e-blast sent on August 15, 2018:



JOIN US FOR A COMMUNITY OPEN HOUSE FOR DESIGN OF WILLIAM CANNON DRIVE MOBILITY IMPROVEMENTS

The City of Austin Corridor Program Office and Austin Transportation Department invite you to attend an open house to learn about mobility, safety and connectivity improvements planned for [William Cannon Drive between Southwest Parkway and McKinney Falls Parkway](#). The improvements are being funded by the [2016 Mobility Bond](#) as part of the [Corridor Construction Program](#).

William Cannon Drive Corridor Open House

Saturday, Aug. 25, 2018

10 a.m. to 1 p.m. (stop by anytime)

Langford Elementary, [2206 Blue Meadow Dr, Austin, TX 78744](#)

We encourage you to stop by and meet the William Cannon Drive team members, review the improvements being designed on the corridor and learn about activities underway as part of the design phase to get the projects ready for construction.

No formal presentation is planned, and you are welcome to come and go at your convenience. Project team members will be on-hand to meet you and answer questions. Display boards, handouts and other meeting materials will be posted online at [AustinTexas.gov/WilliamCannon](#) for anyone who may not be able to attend in person.

Persons interested in attending the meeting who have special communication or accommodation needs are encouraged to contact the Communications Liaison for William Cannon in the City of Austin Corridor Program Office Kelly.Buethe@AustinTexas.gov or call 512-974-2615 five days prior to the meeting. All materials will be available in English with some materials available in Spanish.

Spanish speakers will be on-hand to assist providing information and answering questions. Any requests for additional language interpreters or other special communication needs should also be made at least two days prior to the public meeting. The City of Austin will make every reasonable effort to accommodate these needs.



About the Corridor Construction Program

Austin City Council adopted the Corridor Construction Program in April 2018. It includes improvements to nine key Austin roadways, including William Cannon.

The design phase of work is underway to prepare projects for construction. The bulk of construction of the Corridor Construction Program is expected to take place 2021-24.

Details of the proposed Corridor Construction Program, including the complete list of improvements for each of the nine corridors, is available at AustinTexas.gov/CorridorConstruction.

Visit our [What's New webpage](#) to see news and upcoming events related to 2016 Mobility Bond projects.

[Follow on Twitter](#) [Friend on Facebook](#) [Follow on Instagram](#)

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You are receiving this email because you have expressed interest in City of Austin transportation news, Mobility Talks, the 2016 Mobility Bond, or related topics.

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PO Box 1088
Austin, TX 78767
[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

Reminder e-blast sent on August 22, 2018:



JOIN US FOR A COMMUNITY OPEN HOUSE ABOUT WILLIAM CANNON DRIVE MOBILITY IMPROVEMENTS

The City of Austin Corridor Program Office and Austin Transportation Department invite you to attend an open house to learn about mobility, safety and connectivity improvements planned for [William Cannon Drive between Southwest Parkway and McKinney Falls Parkway](#). The improvements are being funded by the [2016 Mobility Bond](#) as part of the [Corridor Construction Program](#).

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You are receiving this email because you have expressed interest in City of Austin transportation news, Mobility Talks, the 2016 Mobility Bond, or related topics.

Our mailing address is:

City of Austin, Texas
PO Box 1088
Austin, TX 78767

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.....

Follow up e-blast sent on August 27, 2018:



THANK YOU! & GIVE US YOUR FEEDBACK

The City of Austin Corridor Program Office and Austin Transportation Department are seeking feedback on mobility, safety and connectivity improvements to be constructed on William Cannon Drive between Southwest Parkway and McKinney Falls Parkway. These improvements are currently in design.

On Saturday, Aug. 25, 2018, we hosted an open house meeting from 10 a.m. to 1 p.m. at Langford Elementary School. At the meeting, we provided information about planned improvements for William Cannon Drive and got community feedback that will help refine the design of the improvements. Thank you to those of you who came to the meeting and visited with us!

If you were unable to attend, you still have an opportunity to review the informational materials from the open house and provide input by clicking the links below:

- [Meeting Boards](#)
- [Handouts](#)
- [Interactive Map](#)
- [Survey](#)
- [Questions and Comments](#)

If you would like to sign up to receive updates about other roadways that are being improved by the 2016 Mobility Bond, [click here](#).

Please Note: The official comment period for the open house meeting ends on Sunday, September 9, 2018. While input provided after this date will be considered by the project team, it may not be captured as part of the official summary for the open house meeting.



About the Corridor Construction Program

Austin City Council adopted the Corridor Construction Program in April 2018. It includes improvements to nine key Austin roadways, including William Cannon Drive.

The design phase of work is underway to prepare projects for construction. The bulk of construction of the Corridor Construction Program is expected to take place 2021-24.

Details of the proposed Corridor Construction Program, including the complete list of improvements for each of the nine corridors, is available at AustinTexas.gov/CorridorMobility.

Webpage

Open house announcements were made on the William Cannon Drive Corridor webpage (www.austintexas.gov/WilliamCannon) as well as the 2016 Mobility Bond website on the “What’s New” page. (www.austintexas.gov/WhatsNew)

William Cannon Drive webpage:



Slaughter Lane Corridor

The City of Austin is developing a Corridor Mobility Plan for Slaughter Lane between FM 1826 and Vertex Boulevard. The Corridor Mobility Plan will recommend improvements to enhance mobility, connectivity, and safety for all users—including people who drive, walk, bike, and take transit.

Development of the plan has been underway since spring 2017 and is expected to conclude in 2018. Recommendations from the Slaughter Lane Corridor Mobility Plan have been prioritized for design and construction as part of the [Corridor Construction Program](#), funded in part by the [2016 Mobility Bond](#).

Join us for our Slaughter Lane Corridor Open House!

The City of Austin invites you to attend an Open House to learn about mobility, safety and connectivity improvements coming to Slaughter Lane between FM 1826 and Vertex Boulevard as part of the Corridor Construction Program. Information will also be available about activities that will occur before construction begins, and project team members will be on-hand to meet you and answer questions.

The meeting is an open house format, so join us anytime.

Date: Wednesday, August 22, 2018

Time: 5 p.m. to 8 p.m. (stop by anytime)

Location: Bethany Lutheran Church, [3701 W Slaughter Ln, Austin, TX 78749](#)

What is proposed for construction

In Spring 2018, the Austin City Council approved a [Corridor](#)

What's New webpage:

ustin OTION

WHAT'S
NEW



What's New

We're hard at work to put mobility, safety and connectivity projects funded by the 2016 Mobility Bond on the ground. Here's where you'll find the latest news about Local, Corridor and Regional mobility improvements, including opportunities to get involved.

William Cannon Drive Corridor: Open House

The City of Austin invites you to attend an open house to learn about mobility, safety and connectivity improvements coming to William Cannon Drive between Southwest Parkway and McKinney Falls Parkway as part of the Corridor Construction Program. Information will also be available about activities that will occur before construction begins, and project team members will be on-hand to meet you and answer questions.

The meeting is an open house format, so join us anytime. More information about the William Cannon Drive Corridor can be found [here](#).

Date: Saturday, August 25, 2018

Time: 10 a.m. to 1 p.m. (stop by anytime)

Location: Langford Elementary School ([2206 Blue Meadow Dr, Austin, TX 78744](#))

Social Media

Open house announcements were posted to both Facebook and Twitter.

Twitter Posts:



Corridor Mobility Program @ATXcorridors · 16 Aug 2018

Join us on Sat, Aug. 18 from 9am–11am as we support @DoveSpringsRecreationAdvisoryBoard with their Back to School Bash. We will be providing some giveaways and sharing information about the William Cannon Open House on Aug. 25, 10am-1pm at Langford Elementary. See you there!



PARKS & RECREATION **TEXAS PRECINCT 4** **Advisory Board**

Dove Springs Recreation Center

Back To School Bash at Mendez Middle School



Mendez Middle School
5106 Village Square Dr
Austin, TX 78744
(512) 414 - 3284

Please join us for our
Back To School Bash

When: Saturday
August 18, 2018

Time: 9:00am - 11:00am



Corridor Mobility Program @ATXcorridors · 24 Aug 2018

TOMORROW: William Cannon Open House from 10am - 1pm at Langford Elementary, come and go as you would like! Meet team members, learn more about the Corridor Construction Program and provide input. For more information, click here: austintexas.gov/williamcannon #atx #mobility #joinus



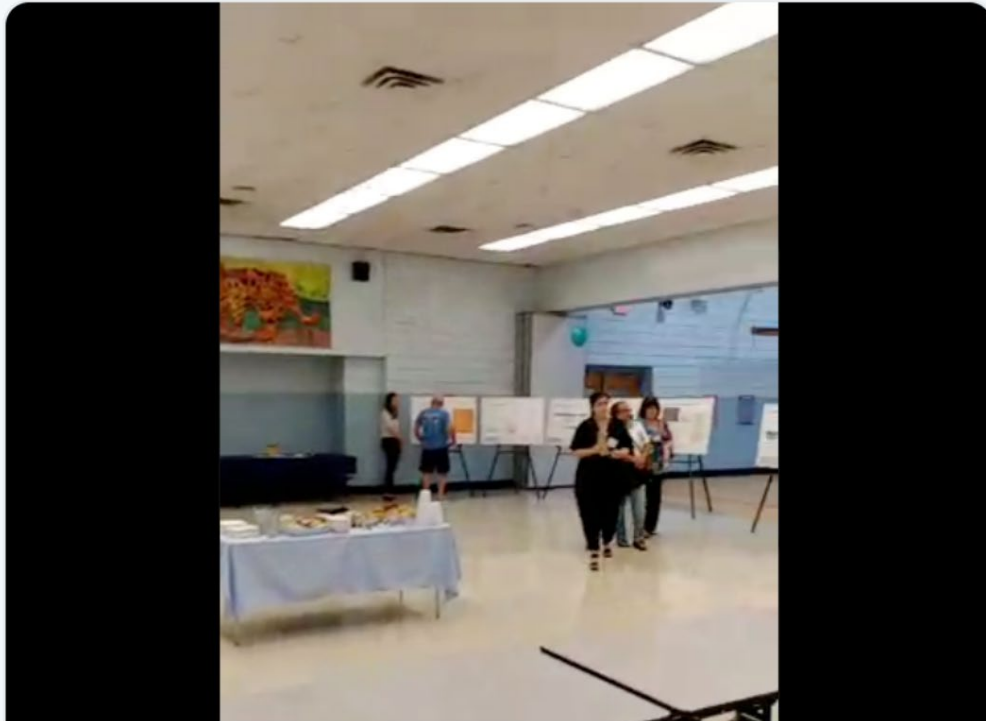
Corridor Mobility Program @ATXcorridors · 25 Aug 2018

We're getting ready at Langford Elementary for the William Cannon Open House. Join us anytime from 10 am - 1pm to learn more about the improvements on the corridor and there will be free food! #atx #mobility





Corridor Mobility Program @ATXcorridors · 25 Aug 2018
LIVE at the William Cannon Open House!



Corridor Mobility Program @ATXcorridors · 27 Aug 2018

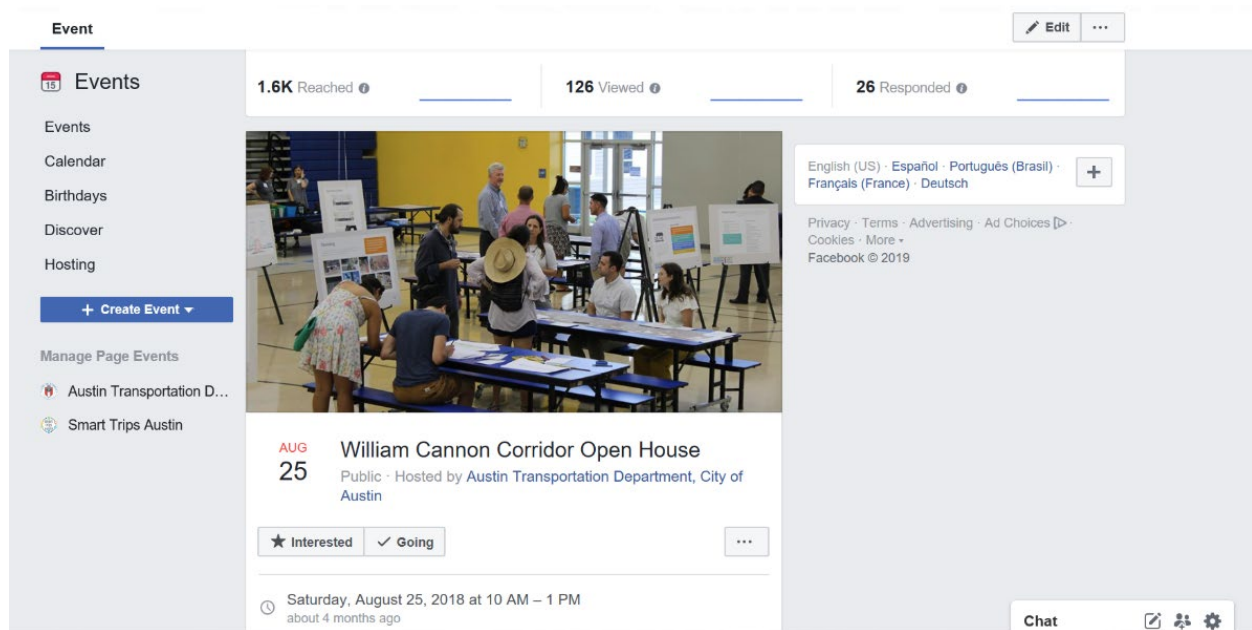
Happy Monday! We had a busy week last week with two Open houses at Slaughter Lane and William Cannon. Did you miss them? Check out the boards, materials and take our survey here -

William Cannon: austintexas.gov/WilliamCannon

Slaughter Lane: austintexas.gov/SlaughterLane



Facebook Event Page, posted on August 15, 2018



The screenshot shows a Facebook event page for the 'William Cannon Corridor Open House'. The event is scheduled for August 25, 2018, from 10 AM to 1 PM. It is a public event hosted by the Austin Transportation Department and the City of Austin. The page features a main image of people at an open house, a statistics bar showing 1.6K Reached, 126 Viewed, and 26 Responded, and a sidebar with navigation options like 'Events', 'Calendar', and 'Create Event'. A chat window is visible in the bottom right corner.

Event Edit ...

1.6K Reached 126 Viewed 26 Responded

English (US) · Español · Português (Brasil) · Français (France) · Deutsch +

Privacy · Terms · Advertising · Ad Choices ▷ · Cookies · More •
Facebook © 2019

AUG 25 **William Cannon Corridor Open House**
Public · Hosted by Austin Transportation Department, City of Austin

★ Interested ✓ Going ...

🕒 Saturday, August 25, 2018 at 10 AM – 1 PM
about 4 months ago

Chat ✉ 👥 ⚙️

Flyers


A two-sided, English and Spanish-language flyer was dropped off at public libraries and recreation centers in and near the William Cannon Drive Corridor. Locations included:

- Pleasant Hill Branch
- Hampton Branch
- Dittmar Recreation Center
- Dove Springs Recreation Center

Corridor Construction Program: Project Design Phase

On April 26, 2018, Austin City Council adopted the Corridor Construction Program, which is funded in part by the 2016 Mobility Bond. The Corridor Construction Program makes mobility, safety and connectivity improvements to nine key roadways throughout Austin. Projects include improvements to intersections, sidewalks, bicycle facilities, new mid-block pedestrian crosswalk signals (pedestrian hybrid beacons), new and upgraded traffic signals and transit-supportive improvements.

The design phase of work is currently underway and could last 12 to 36 months, depending on the project. Preliminary engineering activities are taking place now to refine project designs and prepare them for construction.




Some of the activities you may see occurring in the corridors into fall 2018 include:

- Land surveys, such as retracing boundary lines
- Topographical surveys, including LIDAR (Light Detection and Ranging) and tree surveys
- Geotechnical borings

This work will result in intermittent and short-term lane closures along the corridors. The lane closures will avoid peak-period travel times. Some work could occur at night, but activities would comply with City of Austin noise ordinances. More information can be found online at AustinTexas.gov/CorridorFAQ.

Program Timeline



The diagram shows a horizontal timeline with icons and labels for each phase: CORRIDOR MOBILITY PLAN DEVELOPMENT (2011-2017), CORRIDOR CONSTRUCTION PROGRAM DEVELOPMENT PHASE (2018), CORRIDOR CONSTRUCTION PROGRAM (2018), PROJECT DESIGN PHASE (2018-2019), BID/AWARD/EXECUTION (2019), and CONSTRUCTION PHASE (2021-2024). An arrow labeled 'EARLY-OUT PROJECTS' points to the left from the end of the timeline.

Design phase activities include:

- Confirm existing corridor conditions through land surveys, identifying utility locations, drainage, traffic counts and signal timings
- Complete preliminary environmental investigations and documentation
- Identify placemaking opportunities along the corridors
- Refine and finalize corridor design plans
- Update cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Conduct ongoing outreach to the community, including corridor businesses, property owners and neighborhoods as well as across City departments, and local agencies
- Prepare for construction by obtaining permits, developing traffic management plans, coordinating utility relocations, acquiring right-of-way, and procuring construction services


City staff anticipate returning to City Council with more information and to seek their approval to proceed with final design in spring 2019. Construction would begin following the design phase. Construction would be ongoing for several years, with the bulk of work taking place 2021-24.

You can learn more about the Corridor Construction Program and improvements coming to each corridor, as well as sign up to receive updates, at AustinTexas.gov/CorridorMobility.

Contact Us

WEBSITE: AUSTINTEXAS.GOV/CORRIDORMOBILITY
EMAIL: CORRIDORS@AUSTINTEXAS.GOV
PHONE: 512-974-7840 OR AUSTIN 3-1-1

@ATXCORRIDORS
 @AUSTINTEXASGOV
 /ATXTRANSPORTATION



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Programa de Construcción de Corredor: Fase de Diseño



El 26 de abril del 2018, el Ayuntamiento de Austin adoptó el Programa de Construcción de Corredor que será financiado en parte por el Bono de Movilidad del 2016. El programa de construcción del corredor ofrece mejoras de movilidad, seguridad y conectividad en nueve carreteras principales de Austin. Los proyectos incluyen mejoras a las intersecciones, aceras, instalaciones para bicicletas, nuevas señales de paso de peatones en el medio del bloque (balizas híbridas peatonales), señales de tráfico nuevas y mejoradas y mejoras de apoyo al tránsito.

La fase de diseño del trabajo está actualmente en marcha y podría durar de 12 a 36 meses, dependiendo del proyecto. Las actividades preliminares de ingeniería están en marcha para refinar los diseños de los proyectos y prepararlos para la construcción.

Algunas de las actividades que podrá ver que ocurren en los corredores hasta el otoño del 2018 incluyen:

- Levantamientos de terreno, como el trazado de líneas fronterizas
- Levantamientos topográficos, que incluyen LIDAR (Detección y determinación de la luz) y Estudios de árboles
- Perforaciones geotécnicas

Este trabajo dará lugar a cierres de carriles intermitentes y de corto plazo a lo largo de los corredores. Los cierres de carriles se evitarán durante periodos de horas pico. Algunos trabajos podrían ocurrir por la noche, pero las actividades cumplirían con las ordenanzas de ruido de la Ciudad de Austin. Se puede encontrar más información en línea en AustinTexas.gov/CorridorFAQ.

Cronología del Programa



Las actividades de la fase de diseño incluyen:

- Confirmar las condiciones del corredor existente a través de encuestas, identificando ubicaciones de servicios públicos, drenaje, recuentos de tráfico y tiempos de señales
- Completar investigaciones ambientales preliminares y documentación
- Identificar oportunidades de creación de espacios a lo largo de los corredores
- Refinar y finalizar los planes de diseño del corredor
- Actualizar las estimaciones de costos, buscar eficiencias presupuestarias y explorar oportunidades de apalancamiento / asociación
- Llevar a cabo actividades continuas de alcance a la comunidad, incluyendo negocios en el corredor, propietarios y vecindarios, así como a través de departamentos de la Ciudad y agencias locales
- Prepararse para la construcción mediante la adquisición de permisos, el desarrollo de planes de gestión del tráfico, la coordinación de reubicaciones de servicios públicos, la adquisición de los derechos de paso y la adquisición de servicios de construcción.

Anticipamos regresar al Concejo Municipal con más información y buscar su aprobación para proceder con el diseño final en la primavera del 2019. La construcción comenzaría después de la fase de diseño. La construcción continuará durante varios años, y la mayor parte del trabajo tendrá lugar entre el 2021-24.

Puede obtener más información sobre el Programa de Construcción del Corredor y las mejoras que llegan a cada corredor, así como inscribirse para recibir actualizaciones, en AustinTexas.gov/CorridorMobility.

Para Más Información

PAGINA WEB: AUSTINTEXAS.GOV/CORRIDORMOBILITY
CORREO ELECTRONICO: CORRIDORS@AUSTINTEXAS.GOV
TELÉFONO: 512-974-7840 OR AUSTIN 3-1-1

 @ATXCORRIDORS
 @AUSTINTEXASGOV
 /ATXTRANSPORTATION

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Variable Message sign

A variable message sign was placed at the intersections of William Cannon Drive and South Congress, one week prior to the meeting.



Newspaper (online and print) Advertisements

A Display ad was published in The Villager:

SAVE THE DATE!
Public Open House
Fall 2018

austin
MOTION
2016 MOBILITY BOND

Slaughter Lane Wednesday, August 22 Bethany Lutheran 5:00pm - 8:00 pm	Burnet Road Thursday, September 6 St. Johns United 5:00 pm - 8:00 pm	
William Cannon Drive Saturday, August 25 Langford Elementary 10:00 am - 1:00 pm	Airport Blvd. Saturday, September 15 ACC Highland 10:00 am - 1:00 pm	  

Phone calls

Phone calls were made to key stakeholders, including neighborhood representatives, to remind them about the open house one week prior to the meeting.

Calendar postings

Open house information was posted to the Corridor Program Office calendar, the Austin Transportation Department calendar, and the City of Austin calendar.

Notifications to Elected and Appointed Officials

Open house meeting announcements were sent via email to Austin City Council Members and City Board and Commissions. Follow-up phone calls were also placed to Council Member offices.

Email to Austin City Council Members:

From: Trimble, Michael
Sent: Monday, August 20, 2018 4:24 PM
To: Mayor and Council Staff DL <MACStaffDL@austintexas.gov>
Subject: Corridor Construction Program - Open House Meeting Dates

Dear Council Members.

I sent you an email last month with upcoming open house dates for the Corridor Construction Program, funded by the 2016 Mobility Bond. This is another update about confirmed dates of corridor open houses.

Our next four open houses will occur on the following dates:

Slaughter Lane	Wednesday, Aug. 22	Bethany Lutheran Church, 3701 W Slaughter Ln, Austin, TX 78749	5 pm – 8 pm
William Cannon Drive	Saturday, Aug. 25	Langford Elementary, 2206 Blue Meadow Dr, Austin, TX 78744	10 am – 1 pm
Burnet Road	Thursday, Sept. 6	St. Johns United Methodist Church, 2140 Allandale Rd, Austin, TX 78756	5 pm – 8 pm
Airport Boulevard	Saturday, Sept. 15	Austin Community College Highland, 6101 Highland Campus Dr, Austin, TX 78752	10 am – 1 pm

Materials for each of the meetings will be posted online closer to the date of the open house. You may view the materials for East Riverside at AustinTexas.gov/Riverside.



As a reminder, the Corridor Program Office is hosting the first round of public meetings for improvements on the nine corridors included in the Corridor Construction Program. These public meetings are intended to provide information to the public, property owners, and businesses about the mobility, safety and connectivity improvements as well as preliminary engineering activities. We are also collecting input that will help refine the designs of the projects.

The Corridor Program Office will be promoting these and other upcoming public meetings broadly, but we welcome you to share information with your constituents.

If you have any questions, please do hesitate to reach out to our Senior Public Information Specialist, Mandy McClendon at (512) 974-7899.


Sincerely,

Mike Trimble
Director
Corridor Program Office | City of Austin
AustinTexas.gov/CorridorMobility





Media Advisory

The Corridor Program Office sent a media advisory to 250+ media outlets. The open house announcement was also posted to the Austin Chronicle calendar and included in the Community Impact Newspaper.



City of Austin
Corridor Program Office



3701 Lake Austin Blvd. | Corridors@austintexas.gov | Austin, TX 78703 | AustinTexas.gov/CorridorMobility

MEDIA ADVISORY

For immediate release: August 22, 2018
Contact: Mandy McClendon, Corridor Program Office, (512) 974-7899,
mandy.mcclendon@austintexas.gov

City to host corridor mobility public open houses

On Saturday, the City of Austin Corridor Program Office and Austin Transportation Department will host a public open house for corridor mobility improvements on William Cannon Drive.

The meeting is an open house format, so join us anytime. [Learn about what is planned for the William Cannon corridor.](#)

William Cannon Drive Corridor Open House
Saturday, August 25, 2018
10 a.m. to 1 p.m. (stop by anytime)
Langford Elementary School
[2206 Blue Meadow Dr., Austin, TX 78744](#)

The next public open house is for Burnet Road on September 6, 2018. The meeting is an open house format, so join us anytime. [Learn more about what is planned for the Burnet Road corridor.](#)

Burnet Road Corridor Open House
Thursday, September 6, 2018
5 p.m. to 8 p.m. (stop by anytime)
St. John's United Methodist Church
[2140 Allandale Rd., Austin, TX 78756](#)

In 2016, Austin voters approved \$720 million for transportation and mobility improvements throughout Austin. The majority of that funding, \$482 million, was earmarked for corridor mobility improvements.

With that funding, the City is designing and constructing mobility, safety and connectivity improvements on nine key corridors. Those corridors are:

- **North Lamar Boulevard** from US 183 to Howard Lane/I-35
- **Burnet Road** from Koenig Lane to Mopac Expressway
- **Airport Boulevard** from North Lamar Boulevard to US 183
- **East MLK Jr. Boulevard/FM 969** from US Hwy. 183 to Decker Lane
- **South Lamar Boulevard** from I-35 to Ben White Boulevard/US 290
- **East Riverside Drive** from I-35 to SH 71
- **Guadalupe Street** from MLK Jr. Boulevard to West 29th Street
- **William Cannon Drive** from Southwest Parkway to McKinney Falls Parkway
- **Slaughter Lane** from FM 1826 to Vertex Boulevard

Austin City Council adopted a Corridor Construction Program in April 2018 that prioritizes the corridor improvements for funding. The design phase of the Corridor Construction Program is currently underway and could last 12 to 36 months, depending on the project. The design phase includes preliminary engineering activities, such as land surveys, refinements to the mobility improvements, updates to cost estimates and public input.

City staff will return to City Council in spring 2019 to provide an update on preliminary engineering. At that time, City staff will seek City Council approval to proceed with full design.

The City will post future public open house dates for the remaining corridors at AustinTexas.gov/WhatsNew.

###

Austin Chronicle (Community Newspaper) online calendar:



The screenshot shows a web page for an event. At the top is a blue navigation bar with a hamburger menu icon, the text 'CATEGORIES', the 'CHRON EVENTS' logo, and a search icon with the text 'SEARCH'. Below the navigation bar is a banner for 'ACC HEALTH SCIENCES OPEN HOUSE' with a date of 'FEB. 23' and a 'SIGN UP NOW' button. The main content area has a breadcrumb trail: 'Home > Events > Community > Civic Events'. The event title is 'Austin Transportation Department: William Cannon Open House'. Below the title is a short description: 'Learn about the mobility, safety, and connectivity improvements coming to William Cannon Drive between Southwest Parkway and McKinney Falls Parkway.' The date and time are listed as 'Past date: Sat., Aug. 25, 10am-1pm'. The location is 'Langford Elementary School, 2206 Blue Meadow' and the website is 'www.austintexas.gov/williamcannon'. At the bottom right of the event details are social media sharing buttons for Facebook (labeled 'Share 0') and Twitter (labeled 'Tweet').

☰ CATEGORIES

CHRON EVENTS

🔍 SEARCH

ACC HEALTH SCIENCES
OPEN HOUSE

FEB. 23

ACC
SIGN UP NOW

[Home](#) > [Events](#) > [Community](#) > [Civic Events](#)

Austin Transportation Department: William Cannon Open House

Learn about the mobility, safety, and connectivity improvements coming to William Cannon Drive between Southwest Parkway and McKinney Falls Parkway.

Past date: Sat., Aug. 25, 10am-1pm

Langford Elementary School, 2206 Blue Meadow
www.austintexas.gov/williamcannon

📘 Share 0

🐦 Tweet

Community Impact News article:

Transportation updates: William Cannon mobility open house, south MoPac detour scheduled for this weekend



MoPac Intersection Project work continues at Slaughter Lane. (Nicholas Cicale/Community Impact Newspaper)

By **Nicholas Cicale** | 7:24 pm Aug. 23, 2018 CST | Updated 7:24 pm Aug. 23, 2018 CST [f](#) [t](#) [v](#)

Construction on an active transportation project in South Austin as well as an open house for a future project should be on area residents' radars this weekend.

The MoPac Intersections Project—which is currently under construction at the intersections of MoPac and Slaughter Lane and MoPac and LaCrosse Avenue—will shut down a section of south MoPac Friday evening.

Southbound MoPac traffic will be detoured at the La Crosse intersection west to Escarpment Boulevard, according to a Texas Department of Transportation news release. The detour is expected to begin Friday night at 10:30 p.m. and conclude at 8 a.m. Saturday morning.

Also Saturday the city of Austin Corridor Program Office has scheduled an open house to provide information on mobility improvements planned for the William Cannon Drive corridor.

The open house will take place from 10 a.m.-1 p.m. at Langford Elementary School, 2206 Blue Meadow Drive, Austin. Representatives from the corridor program office and the Austin Transportation Department will be in attendance to answer questions at the come-and-go event.

SHARE THIS STORY



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POPULAR

You're invited: What is hyperlocal journalism? Hosted by 'Community Impact Newspaper'

DATA: Capital Metro ridership shows signs of trending upward after years of losing riders

Austin Bold FC preparing to start inaugural United Soccer League season this spring

NextDoor

The Corridor Program Office reached 11,753 residents in the William Cannon Drive via NextDoor with open house information in English and Spanish on August 15, 2018.

Subject: William Cannon Drive Corridor Mobility Open House / Reunión Pública de William Cannon Drive

The City of Austin Corridor Program Office and Austin Transportation Department invites you to attend an open house to learn about and provide feedback on mobility, safety and connectivity improvements coming to William Cannon Drive between Southwest Parkway and McKinney Falls Parkway as part of the Corridor Construction Program. Information will be available about activities that will occur before construction begins, and project team members will be on-hand to meet you and answer questions.

Date: Saturday, Aug. 25, 2018

Time: 10 a.m. to 1 p.m. (stop by anytime)

Location: Langford Elementary, [2206 Blue Meadow Dr, Austin, TX 78744](#)

No formal presentation is planned and you are welcome to come and go at your convenience. If you plan to attend and would like to request translation services or other accommodations, please contact your corridor liaison at Kelly.Buethe@AustinTexas.gov or call 512-974-2615.

Display boards, handouts and other meeting materials, including a survey, will be posted online at AustinTexas.gov/WilliamCannon for anyone who may not be able to attend in person.

About the Corridor Construction Program

Adopted by Austin City Council in April, the Corridor Construction Program is funded in part by the

2016 Mobility Bond. It includes improvements to nine important Austin roadways, including William Cannon.

The design phase of work is underway to prepare projects for construction, which include improvements to intersections, traffic signals, sidewalks, bicycle facilities, and transit-supportive improvements. The design phase could last 12 to 36 months, depending on the project.

Details of the proposed Corridor Construction Program, including the complete list of recommendations for each of the nine corridors are available at AustinTexas.gov/CorridorMobility.

Follow us on Twitter at [@atxcorridors](https://twitter.com/atxcorridors)

Nextdoor: (Al lado)

La Ciudad de Austin lo invita a asistir en una reunión pública para aprender acerca de las mejoras de movilidad, seguridad y conectividad que se realizarán en William Cannon Drive entre Southwest Parkway y McKinney Falls Parkway como parte del Programa de Construcción del Corredor. También habrá información disponible sobre las actividades que ocurrirán antes de que comience la construcción, y los miembros del equipo del proyecto estarán disponibles para atenderlo y responder preguntas.

CUÁNDO: 25 de agosto de 2018

HORA: 10 a.m. a 1 p.m.

DÓNDE: Langford Elementary, [2206 Blue Meadow Dr, Austin, TX 78744](#)

No se realizará una presentación formal y lo invitamos a participar en el horario que sea conveniente para usted. Si tiene pensado asistir y desea solicitar servicio de interpretación u otros arreglos, por favor comuníquese con su contacto del corredor a info@cortezconsulting.com o llame al 512-273-7967.

Después de la Reunión Pública, se exhibirán carteles, folletos y otros materiales de reuniones en línea a AustinTexas.gov/WilliamCannon para cualquier persona que no pueda asistir en persona. Para obtener información en español, llame a Austin 3-1-1.

Sobre el Programa de Construcción del Corredor

Adoptado en abril por la Ciudad de Austin, el Programa de Construcción del Corredor está financiado en parte por el Bono de Movilidad del 2016. Incluye mejoras en nueve carreteras importantes de Austin que incluye William Cannon Drive.

La fase de diseño del trabajo está en marcha con proyectos de construcción que incluyen mejoras en intersecciones, señales de tráfico, aceras, instalaciones para bicicletas y mejoras de apoyo al tránsito. La fase de diseño podría durar de 12 a 36 meses dependiendo el proyecto.

Los detalles del Programa de Construcción del Corredor propuesto, incluida la lista completa de recomendaciones para cada uno de los nueve corredores están disponibles en AustinTexas.gov/CorridorMobility.

Síguenos en Twitter con [@atxcorridors](https://twitter.com/atxcorridors)

II. Sign-in sheets

austin MOTION		SIGN IN SHEET	
WHEN	August 25, 2018		
WHERE	Langford Elementary School - William Cannon Drive Open House #1		
NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
Don Brown	[REDACTED]		email
Pick Lacey	[REDACTED]		email
Amanda Fitzgibbon	[REDACTED]		letter
Mario Bellver	[REDACTED]		"
Erica Reyes	[REDACTED]		GAVR KOP
Nicholas Cicale	[REDACTED]		email
Joanne Thomas	[REDACTED]		letter, margin
Loren & Shikell	[REDACTED]		
Randy Mann	[REDACTED]		email
x1			

{ 1 }



SIGN IN SHEET

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
Nora Zambrano	[REDACTED]	[REDACTED]	[REDACTED] Letter
DANIEL ZAMBRANO			LETTER
Eric Vira			email
Tom HERREIRA			News Paper
Fred Cunto			
Paul Roussos			
Jose Luis Vaca Jr			Next Door
Elizabeth Gray			[REDACTED] street sign
John Stulwell			letter
WALY WASHINGTON			[REDACTED]
Chris Bradford			word of mouth - 10
Mania Shield			[REDACTED]
15 Frances Acuña	email - 12		



SIGN IN SHEET

WHEN August 25, 2018

WHERE Langford Elementary School – William Cannon Drive Open House #1

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
CARLOS COVARRUBIAS			Newspaper, city website
Vivian Abocjo			email
JUDITH ALCAZAR			
Jessie Burrell			G A U A
Elizabeth Maham			
Mark Welp			letter
Jim Duggert			Newspapers
Rehane Reeves			street sign
Stuart Hersh			email
Jason Gryn			email
Frank Duran			"
Adam Greenfield			ATD mailing list

12

12

austin
MOTION

SIGN IN SHEET

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
Tommy Eden	[REDACTED]		e-mail and newspaper
Catharine Wright	[REDACTED]		
Bill Wright	[REDACTED]		
Alfredo Rodriguez	[REDACTED]		
Spencer + Sara Muncy	[REDACTED]		email
Alicia + Michael Peterman	[REDACTED]		email
MILTON ALGER	[REDACTED]		.com
Ana Aguirre	[REDACTED]		7 email
Estrella de León	[REDACTED]		CoA Staff + Larra Cortez
Chanel Hunter	[REDACTED]		Sign
Bub & Gary (AUS)	[REDACTED]		Sign
Dee Stacey	[REDACTED]		email
Gen Martin Rasales	[REDACTED]		
Debbie Doggett	[REDACTED]		
KEN CRAIG	[REDACTED]		email

III. Figures

- Meeting Display Boards (English)



The graphic is a large rectangular display board with a light beige background featuring a faint grid pattern. In the center is a white rectangular area containing the following text and icons:

Welcome Bienvenido

-  Sign In
Registrarse
-  Explore and Learn
Explorar y aprender
-  Chat with us
Habla con nosotros
-  Give us feedback
Danos su opinión

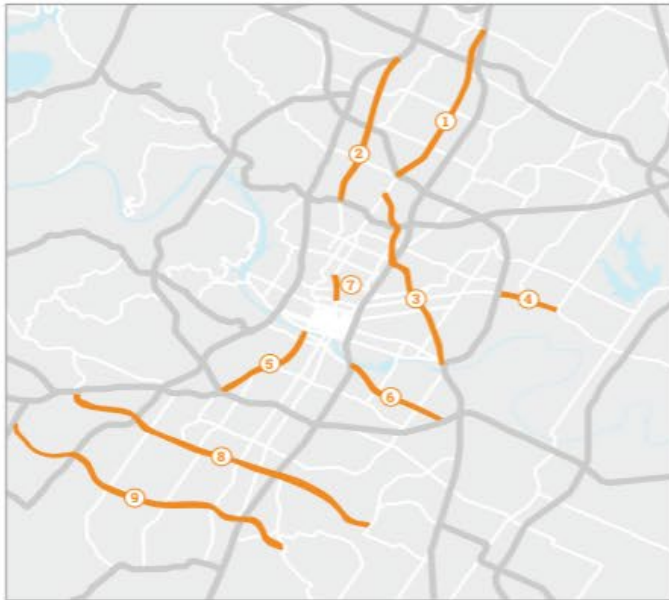
At the bottom left of the board is the Austin Motion logo and the text "CORRIDOR MOBILITY PROGRAM". At the bottom right is the City of Austin logo.

Corridor Construction Program

In Spring 2018, City Council adopted a \$1.4 billion Corridor Construction Program on nine major Austin corridors. The Corridor Construction Program includes mobility, safety, and connectivity improvements for everyone—including for people who drive, walk, bike, and take transit. These projects will get funding from the \$482 million for corridors approved by voters in the 2016 Mobility Bond.

CORRIDOR CONSTRUCTION PROGRAM

- 1 NORTH LAMAR BOULEVARD FROM US 183 TO HOWARD LANE
- 2 BURNET ROAD FROM KODENIG LANE TO MOPAC EXPRESSWAY
- 3 AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- 4 EAST MARTIN LUTHER KING JR. BOULEVARD/FM 969 FROM US 183 TO DECKER LANE
- 5 SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US 290
- 6 EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- 7 GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET
- 8 WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY
- 9 SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD



PROJECTS ARE EXPECTED TO:

- Improve safety for all modes of transportation
- Reduce vehicular delay
- Improve the effectiveness of transit
- Create continuous ADA-compliant sidewalks along the entire length of the corridors
- Create continuous bicycle facilities along the entire length of the corridors



Project Purpose & Goals

The purpose of the Corridor Construction Program is to improve mobility, safety, connectivity and quality of life in the corridor. Here are key outcomes we seek to achieve.

MOBILITY

- Reduce delay
- Increase people throughput
- Improve reliability
- Improve level-of-service for all modes
- Improve connectivity
- Manage congestion
- Improve effectiveness of transit operations

SAFETY

- Reduce crashes
- Increase confidence to bicycle and/or walk
- Improve level-of-service for all modes

CONNECTIVITY

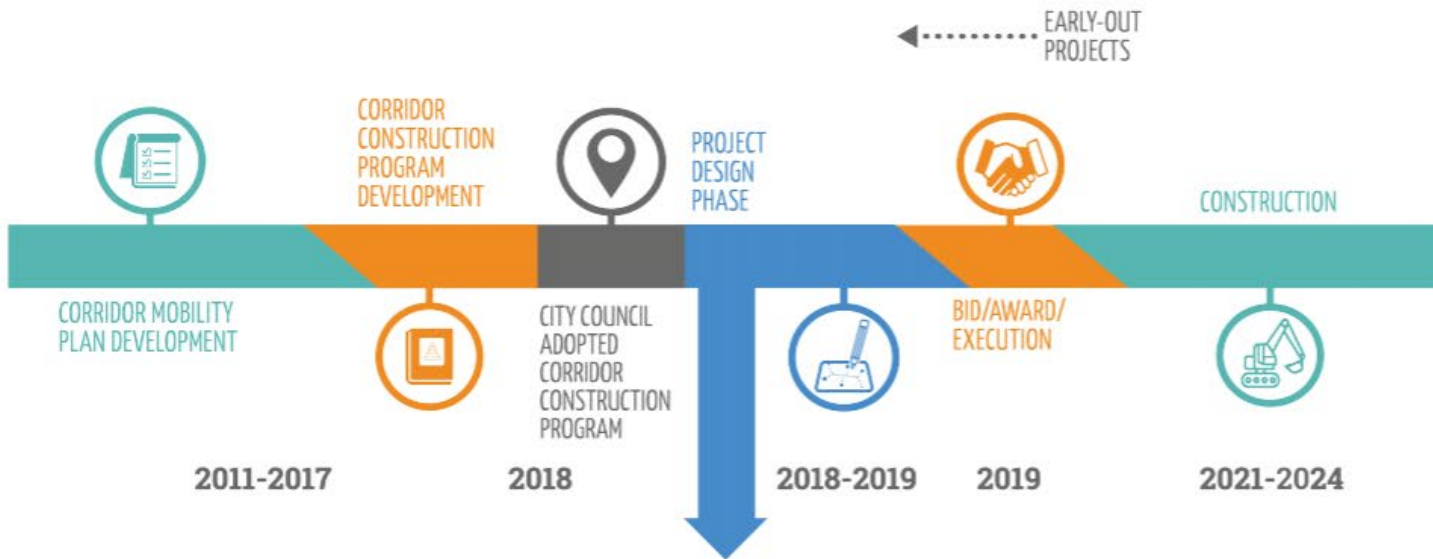
- Improve ability to safely get where you want to go
- Increase connections to bicycle routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit facilities

QUALITY OF LIFE

- Improve access to employment opportunities, services, healthcare, affordable housing, businesses, education, entertainment, recreation, cultural centers and parks/greenspace
- Enhance community vibrancy
- Support businesses so they can thrive
- Create livable, walkable, safe and transit-supportive corridors
- Allow for affordable and mixed-income housing
- Enable healthy, equitable and complete communities



Corridor Construction Program Timeline

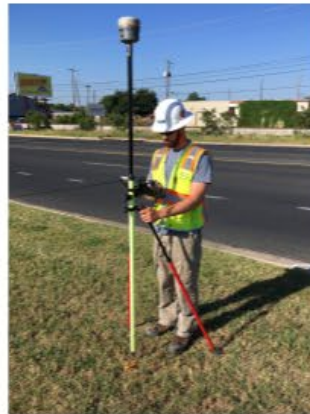


Preliminary Engineering Timeline



Preliminary Engineering / Design-Phase Activities

Improvements in the Corridor Construction Program are at a conceptual/preliminary level. Additional design must take place before the projects are ready for construction.



Preliminary engineering is the first part of the design phase. During preliminary engineering, the following activities take place:

- Land surveying to gather information about utilities, property lines, and trees
- Collecting soil samples and assessing pavement condition
- Community outreach
- Updating cost estimates and looking for budget efficiencies
- Refining design of improvements

Corridor Mobility Plan Development and Public Feedback

The City of Austin Corridor Program Office and Austin Transportation Department began developing a Corridor Mobility Plan for William Cannon Drive between Southwest Parkway and McKinney Falls Parkway in 2017. The Corridor Mobility Plan recommends improvements to mobility, safety and connectivity. The recommendations were incorporated into the Corridor Construction Program.

Public engagement was an important component of the Corridor Mobility Plan development process for William Cannon Drive. It included:

- Seven public meetings/open house events
- Stakeholder meetings with businesses, neighborhood groups and civic organizations
- Online survey and input map

The community prioritized priorities from most to least important. This feedback informed the recommendations.



Managing congestion



Improving accessibility to and from destinations and neighborhoods surrounding the corridor



Creating a safer and more supportive environment for walking



Creating a safer and more supportive environment for cycling



Improving transit service



Creating attractive public spaces in strategic locations along the corridor

We received 302 mapped comments from the community in person and online.



Map Key:

- What I Like
- What I Need
- Walking Accommodation
- Biking Accommodations
- Safety & Road Conditions
- Congested Area
- Public Transit
- Miscellaneous

William Cannon Drive: 302 Pins

88 Driving-Safety and Road Conditions
 71 Driving-Congested Areas
 56 Bicycle Accommodations
 49 Misc., What I Like, What I Need
 27 Pedestrian Accommodations
 11 Public Transit

In spring 2017, after reviewing the preliminary recommendations, the majority of the community supported the improvements.



➔ Nearly 70% of participants said they supported the recommendations related to **pedestrian infrastructure**, which include:

- Continuous sidewalks or shared-use paths
- Additional midblock signalized pedestrian crossings (Pedestrian Hybrid Beacons)
- Improved intersections

➔ About 55% of respondents supported the recommendations related to **improving safety** along the William Cannon Drive corridor.

➔ In the areas of **safety and mobility**, respondents said the City "got it right" for each of the modes considered (**driving, walking, biking, and taking transit**) at a rate of approximately 43% to nearly 69%. Additionally, a majority of respondents ranked their support for the recommendations **higher than three out of five**.

Other Nearby Improvements

SUBSTANDARD STREETS

The 2016 Mobility Bond invests \$11 million in substandard streets and capital renewal. The Austin Transportation Department is developing Preliminary Engineering Reports, or conceptual recommendations, for mobility, safety and connectivity improvements to Substandard Streets. The recommendations may be further developed, designed and constructed with future funding sources.

Several Preliminary Engineering Reports are underway in the area including:

- Latta Drive/Brush Country Road between William Cannon Drive and Tiffany Drive
- Circle S Road between Eberhart Lane and Foremost Drive
- Cooper Lane between Dittmar Road and Matthews Lane



CORRIDOR MOBILITY PLANS

The City of Austin is investing \$5 million from the 2016 Mobility Bond in the development of new Corridor Mobility Plans. The improvements would be further developed, designed and constructed with future funding sources.

Among the plans in progress:

- South Congress Avenue from Lady Bird Lake to Slaughter Lane
- Manchaca Road from South Lamar Boulevard to FM 1626
- South Pleasant Valley Road from Oltorf Street to Slaughter Lane

SIDEWALK IMPROVEMENTS

The City of Austin's Sidewalk Program is funded by several sources, including the 2016 Mobility Bond. Here are some of the sidewalks and ADA improvements constructed in the William Cannon Drive area:

- South 1st Street (west side of street) between Fluornoy Drive to Slaughter Lane
- William Cannon Drive at Meadow Lake ADA ramps at midblock signalized pedestrian crossing
- Intersection of William Cannon Drive and Westgate Boulevard

Y AT OAK HILL TO BARTON CREEK (YBC) TRAIL

The City of Austin is designing and constructing the YBC Urban Trail from the Mopac Mobility Bridge to Southwest Parkway. The project has received funding from the 2012 Bond Program as well as the 2016 Mobility Bond.

BIKEWAY IMPROVEMENTS

The City of Austin is implementing safety and connectivity improvements on Brush Country Road from William Cannon Drive to Summerset Trail that are expected to improve comfort and safety for people walking, traveling by bicycle, and driving. Improvements include installing a new two-way protected bike lane on the east side of the street. This project is being funded through the 2016 Mobility Bond Bikeways program, and project installation should be complete this fall.

WILLIAM CANNON RAILROAD OVERPASS

The City of Austin is working on designing and then reconstructing the William Cannon Bridge Extension over Union Pacific Railroad. The 2016 Mobility Bond dedicates \$1 million to the project.



What We Want to Achieve

The Corridor Construction Program aims to improve mobility, safety and connectivity along William Cannon Drive for everyone, whether you drive, bike, walk or take transit.

CURRENT CORRIDOR CONDITIONS

- Many of the traffic signals have outdated technology
- Signalized midblock pedestrian crossings are spaced too far apart
- Segments of the corridor do not have bicycle lanes
- Some sidewalks need to be upgraded to meet ADA standards, where feasible



Source: City of Austin Transportation Department

HOW WE ARE IMPROVING THE CORRIDOR

- Reducing delay by an estimated 25% on average for all of the corridors compared with doing nothing
- Upgrading intersections, including potential turn lane modifications
- Adding and upgrading traffic signals with enhanced technology
- Upgrading sidewalks to complete an ADA-compliant network, where feasible, for the full length of the corridor. Of the sidewalks we are addressing, more than 40% are high/very high priority in the Sidewalk Master Plan
- Creating bicycle facilities along the full length of the corridor
- Adding connections to 6 existing bike routes, resulting in connections to 29 interconnected routes
- Coordinating transit improvements with Capital Metro
- Improving connectivity to transit stops through added sidewalks, bicycle facilities and midblock pedestrian crosswalks (Pedestrian Hybrid Beacons)
- Planning for the future by adding vehicular capacity between Running Water Drive and McKinney Falls Parkway (funded by \$11.75 million federal grant)
- Creating streetscapes with shade for pedestrians and bicyclists between Running Water Drive and McKinney Falls Parkway


Mobility, Safety and Connectivity Improvements


The Corridor Construction Program includes mobility, safety and connectivity improvements on William Cannon Drive between Southwest Parkway and McKinney Falls Parkway.


We anticipate putting an estimated \$43.4 - \$47.9 million from the 2016 Mobility Bond into improvements on William Cannon Drive that best meet City Council's Contract With Voters.

In addition, the Capital Area Metropolitan Planning Organization awarded \$11.75 million in federal funding for Enhanced Multimodal Improvements to the William Cannon Drive corridor between Running Water Drive and McKinney Falls Parkway.

Design and Construction

 Up to 9 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety

 Up to 18 miles of new or rehabilitated sidewalks to create continuous ADA-compliant sidewalks along length of corridor

 Up to 5 miles of dedicated or protected bicycle lanes to improve safety and mobility for bicyclists and drivers

A protected bike lane will be added in each direction between US 290 and Southwest Parkway by repurposing one travel lane in each direction

 Up to 2 miles of pavement rehabilitation to repair spot damage, restore surface, and improve rideability

 Intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety:

1. Brodie Ln
2. Bluff Springs Rd
3. Pleasant Valley Rd
4. Running Water Dr
5. McKinney Falls Pkwy

 Evaluation and possible construction of new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) for cyclists and pedestrians in the vicinity of:

1. Vega Ave
2. McCarty Ln
3. Lost Valley
4. Stephenson Nature Preserve
5. Elm Creek Dr
6. Rockridge Dr
7. Onion Creek Soccer Fields



Additional multimodal enhancements from Running Water Dr to McKinney Falls Pkwy:

- Roadway widening (from two lanes to four lanes)
- New bridge over Marble Creek
- Shared Use Path on both sides of the roadway
- Landscaping enhancements including new trees
- On-corridor stormwater drainage upgrades to support mobility improvements
- Utility relocations and upgrades

A single improvement may benefit multiple transportation modes.

● Vehicular ● Bicycle
● Pedestrian ● Transit
 Corridor Limits

Design and Possible Construction

The City will begin design on the following projects for possible construction with 2016 Mobility Bond funding. Other funding sources and partnerships will be sought.

Additional multimodal enhancements in some areas include:

- Roadway widening (from four lanes to six lanes) from Brodie Ln to Manchaca Rd
- Enhanced landscaping including trees
- Additional traffic signal and intersection improvements:
 1. Southwest Pkwy
 2. Riata Blvd
 3. US 290
 4. Escarpment Blvd
 5. Beckett Rd
 6. Brush Country Rd
 7. MoPac Expy
 8. West Gate Blvd
 9. Manchaca Rd
 10. Emerald Forest Dr
 11. S 1st St
 12. S Congress Ave
 13. I-35
 14. Salt Springs Rd
- Additional on-corridor stormwater drainage upgrades from Brodie Ln to Manchaca Rd

Environmental Considerations

During the design phase of the Corridor Construction Program, the City of Austin will analyze these environmental considerations in accordance with Land Development Code requirements and the National Environmental Policy Act (as needed). The results of the analyses will be used to help refine the improvement projects to reduce impacts.

As appropriate, the City of Austin will analyze the direct, indirect and cumulative effects of these environmental considerations, and will coordinate with State and Federal Regulatory Agencies, including the Texas Historical Commission, Texas Parks and Wildlife Department, U.S. Fish and Wildlife Service, and U.S. Army Corps of Engineers.



Air Quality and Traffic Noise
(where applicable)



Biological Resources
(including threatened and endangered species as well as other fauna and flora)



Cultural Resources
(including historic places and archaeological sites)



Geology, Soils and Land-Use Patterns



Hazardous Materials



Parkland Impacts



Social and Community Impacts
(including low-income populations, limited English proficiency, parks, community centers, and residential and business impacts)



Water Resources

Public Outreach

In addition to outreach conducted as part of the Corridor Mobility Plan development process, the City of Austin conducted the following community engagement during development of the Corridor Construction Program (between July 2017 and April 2018).

WHAT WE HEARD

Your feedback helped shape the improvements and process. Here's what we heard:

- General support for improvements to the corridor
- Support for improvements for vehicles; concerns that improvements for other modes could negatively impact vehicles
- Concerns that vehicular travel lanes between Southwest Parkway and US 290 will be repurposed to provide bicycle facilities
- Suggestions for improving safety for bicyclists and pedestrians
- A desire to see bicycle lanes finished between MoPac and I-35
- A desire to see pedestrian improvements, including crossings; Suggestions for placement of Pedestrian Hybrid Beacons
- A desire for safety improvements at the Deaton Hill Drive intersection
- Concerns from neighbors between Manchaca Road and Brodie Lane regarding traffic noise and crashes through fences
- Suggestions to provide outreach and input opportunities for all corridor stakeholders, including Spanish-speakers

WE HOSTED A POP-IN MEETING LAST YEAR

40 conversations with the public

43,130 postcards sent to homes and businesses

8,581 residents reached through NextDoor

WE HAD AN ONLINE SURVEY

295 community surveys completed for William Cannon Drive corridor

WE SPOKE WITH PROPERTY-OWNERS & BUSINESSES

477 letters sent to property owners

174 door-to-door conversations with corridor businesses

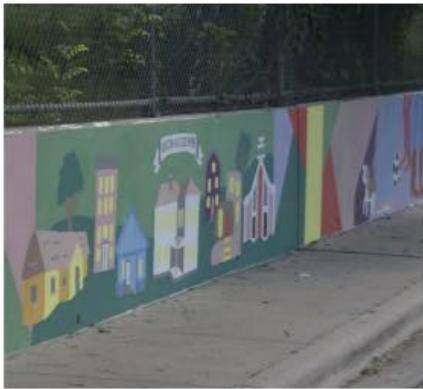
"We encourage access for all modes – walk/bike/public/auto; but do not discriminate or deter against auto."

– William Cannon Drive business owner

Placemaking

As part of the design phase, we want you to think about how to enhance the character of the corridor through placemaking. Use these images to inspire you as you respond to the questionnaire.

“Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.”
– Project for Public Spaces



Help Us Refine Improvements

The goals of the Corridor Construction Program are to improve mobility, safety and connectivity. Help us refine the improvements to better meet these goals by giving us feedback on comment cards.

MOBILITY

- Where along the corridor do you see the most traffic back-ups?
- Where are your most frequent destinations on the corridor?

SAFETY

- Are there locations in the corridor where it is difficult to see?
- When biking or walking along the corridor, are there particular places that feel unsafe?

CONNECTIVITY

- Are the proposed midblock pedestrian crosswalk signals (pedestrian hybrid beacons) located in the best places?

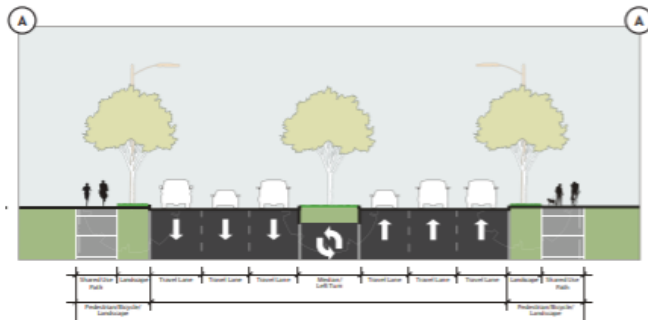
QUALITY OF LIFE

- Where would shade trees/ structures be most beneficial?
- How can transportation and mobility improvements support community priorities like livability and quality of life?

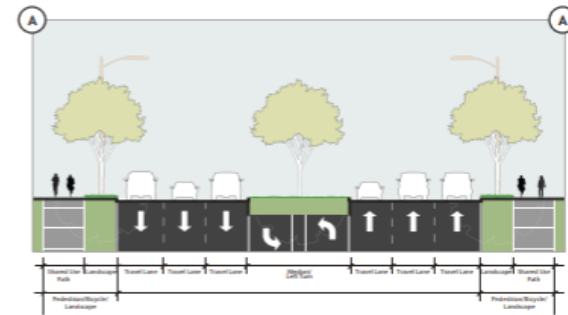


Enhanced Typical Cross-Sections

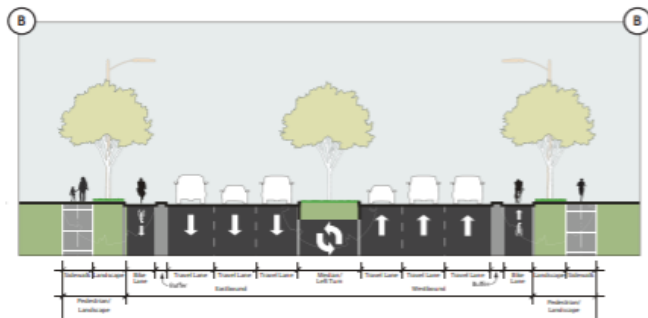
These are the typical cross-sections envisioned for the William Cannon Drive corridor, as funding allows. Current funding includes added capacity as well as pedestrian and bicyclist infrastructure. Future investments may include trees and street lighting. The cross-sections are preliminary and subject to change.



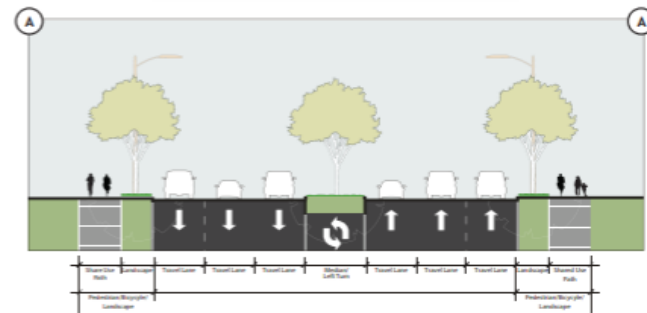
McKinney Falls Parkway to Running Water Drive,
South Pleasant Valley Road to Sunstrip/Lunar Drive
and South 1st Street to Mopac



Sunstrip/Lunar Drive to South 1st Street
and Mopac to US 290



Running Water Drive to South Pleasant Valley Road



Southwest Parkway to US 290

Understanding the Impacts

Whenever transportation and mobility projects are constructed, properties and businesses near the improvements can be affected. Typical impacts that may be associated with these types of improvements are listed below.

- Adjustments to utility service lines
- Access adjustments
- Right-of-way acquisition
- Temporary construction easements
- Grading and topography easements
- Parking

We understand these changes will be of concern to some property and business owners, and are seeking ways to mitigate impacts.

Boundary surveys are underway, and we anticipate having more information about impacts to specific properties later this year.

If you own a property or business and you have questions or concerns, please email Sara Behunek at corridors@austintexas.gov or call (512) 974-7840.

Are you a neighbor or stakeholder with a concern? Reach out to us at the above email and phone number.



Supporting Businesses During Construction

We know construction can be disruptive, and we're actively considering how we can minimize impacts to businesses throughout the process.



We will discuss these and other ideas at a business roundtable meeting this fall. If you own or manage a business on the corridor and would like to participate, please email or call Sara Behunek at corridors@austintexas.gov or (512) 974-7840.

WHAT WE ARE DOING:

- ✓ Having a Corridor Ambassador team for each corridor to connect the public to the project team, answer questions, and address concerns
- ✓ Maintaining access to businesses during construction and providing signage to help direct drivers, bicyclists and pedestrians
- ✓ Using multiple methods to keep people informed (e.g., door-to-door, Nextdoor, small group meetings, emails, Austin 3-1-1, events and mailings)
- ✓ Responding to inquiries promptly

Project Partners

The City of Austin Corridor Program Office is partnering with other City of Austin departments and regional public agencies. These are the public agencies and City of Austin departments we are working with:

Public Agency Partners

- Capital Area Metropolitan Planning Organization
- Capital Metropolitan Transportation Authority
- Texas Department of Transportation
- Travis County

The Corridor Program Office is also coordinating with others, like private utilities and nonprofits, and seeking more partnership opportunities. If you have suggestions for partnerships, let us know.

City of Austin Partners

- Austin 3-1-1
- Austin Energy
- Austin Fire Department
- Austin Public Health
- Austin Transportation Department
- Austin Water
- Capital Contracting Office
- Development Services Department
- Economic Development Department
- Equity Office
- Neighborhood Housing and Community Development
- Office of Real Estate Services
- Office of Sustainability
- Parks and Recreation Department
- Public Works Department
- Small and Minority Business Resources Department
- Watershed Protection Department

- Meeting Display Boards (Spanish)

Welcome Bienvenido



Sign In
Registrarse



Explore and Learn
Explorar y aprender



Chat with us
Habla con nosotros



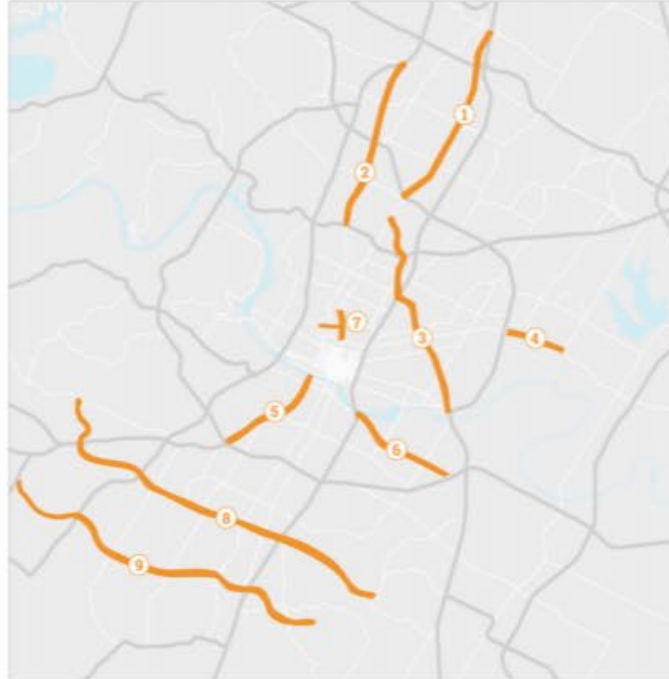
Give us feedback
Danos su opinión

Programa de Construcción del Corredor

En la primavera del 2018, el Concejo Municipal aprobó un Programa de Construcción de Corredores de \$ 1.4 billones en nueve corredores principales de Austin. El Programa de construcción de corredores incluye mejoras de movilidad, seguridad y conectividad para todos- incluyendo para personas que manejan, caminan, andan en bicicleta y utilizan transporta público. Estos proyectos obtendrán fondos de los \$482 millones para corredores aprobados por los votantes en el Bono de Movilidad del 2016.

PROJECT CORRIDORS

- 1 NORTH LAMAR BOULEVARD FROM US HWY 183 TO HOWARD LANE
- 2 BURNET ROAD FROM KOENIG LANE TO MOPAC EXPRESSWAY
- 3 AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- 4 EAST MARTIN LUTHER KING JR. BOULEVARD/FM 959 FROM US HWY 183 TO DECKER LANE
- 5 SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US HWY 290 WEST
- 6 EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- 7 GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET AND WEST 24TH STREET FROM GUADALUPE TO NORTH LAMAR BOULEVARD
- 8 WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY
- 9 SLAUGHTER LANE FROM FM 1826 TO VERTEX BOULEVARD



SE ESPERA QUE ESTOS PROYECTOS:

- Mejoren la seguridad para todos los modos de transporte
- Reduzcan el retraso vehicular
- Mejoren la efectividad del tránsito
- Construir banquetas continuas que cumplan con la Ley para Estadunidenses americanos (ADA por sus siglas en inglés) a lo largo de todo el corredor
- Construir instalaciones continuas para bicicletas a lo largo de todo el corredor.



Propósito y objetivos del proyecto

El objetivo de los proyectos es mejorar la movilidad, la seguridad, la conectividad y la calidad de vida en el corredor. Aquí están los resultados clave que buscamos lograr.

MOVILIDAD

- Reducir demoras
- Aumentar el flujo de personas
- Mejorar la confiabilidad
- Mejorar el nivel de servicio para todos los modos de transporte
- Mejorar la conectividad
- Controlar la congestión
- Mejorar la efectividad de las operaciones del transporte público

SEGURIDAD

- Reducir los choques
- Aumentar la confianza de andar en bicicleta y / o caminar
- Mejorar el nivel de servicio para todos los modos de transporte

CONECTIVIDAD

- Mejorar la habilidad de poder llegar de manera segura a donde quieras ir
- Aumentar las conexiones a rutas de bicicleta
- Proporcionar aceras conectadas y que cumplan con la ley ADA
- Mejorar el acceso a las instalaciones del transporte público

CALIDAD DE VIDA

- Mejorar el acceso a oportunidades de empleo, servicios, cuidado de la salud, viviendas asequibles, negocios, educación, entretenimiento, recreación, centros culturales y parques / espacios verdes
- Mejorar la vitalidad de la comunidad
- Apoyar a los negocios para que prosperen
- Crear corredores habitables, transitables, seguros y de apoyo al tránsito
- Permitir viviendas asequibles y de ingresos mixtos
- Habilitar comunidades saludables, equitativas y completas



Ayúdenos a perfeccionar las mejoras

Los objetivos del programa de construcción de corredores son mejorar la movilidad, la seguridad y la conectividad. Ayúdenos a refinar las mejoras para cumplir mejor los objetivos al darnos su opinión en las tarjetas de comentarios.

MOVILIDAD:

- A lo largo del corredor, ¿dónde ve la mayoría de retraso en el tráfico?
- ¿Dónde están localizados los destinos que más frecuenta en el corredor?

SEGURIDAD:

- ¿Hay lugares en el corredor donde se dificulta la visibilidad?
- Al andar en bicicleta o caminar por el corredor, ¿hay lugares particulares que se sientan inseguros?

CONECTIVIDAD:

- ¿Están los señalamientos peatorales demediados de cuadra (Balizas Híbridas Peatonales) ubicados en los mejores sitios?

CALIDAD DE VIDA:

- ¿Dónde sería más conveniente espacios con árboles de sombra / estructuras?
- ¿Cómo pueden las mejoras de transporte y movilidad apoyar las prioridades de la comunidad, como la habitabilidad y la calidad de vida?



Mejoras de Movilidad, Seguridad y Conectividad

El programa de construcción del corredor incluye mejoras de movilidad, seguridad y conectividad en William Cannon Drive entre Southwest Parkway and McKinney Falls Parkway.

Anticipamos invertir aproximadamente \$43.4 - \$47.9 millones del Bono de Movilidad del 2016 en mejoras en William Cannon Drive que se ajusten al Contrato Con Votantes del Concejo Municipal.

Además, la Organización de Planificación Metropolitana del Área de la Capital otorgó \$11.75 millones en fondos federales para William Cannon Drive entre Running Water Drive y McKinney Falls Parkway.

Diseño y Construcción

- 

Hasta 9 señales de tráfico con mejoras tecnológicas para promover seguridad vehicular, eficiencia de transporte público, y seguridad de peatones y ciclistas
- 

Hasta 18 millas de aceras nuevas o renovadas para crear red continua de aceras ADA adecuadas para personas discapacitadas en todo el corredor
- 

Hasta 5 millas de carriles protegidos para bicicletas que mejoren la seguridad y movilidad de ciclistas y conductores. Un carril en cada dirección se transformará para agregar carril de bicicletas protegido en cada dirección entre US290 y Southwest Parkway
- 

Hasta 2 millas de renovaciones del pavimento para reparar deterioros, superficies y mejorar la conducción
- 

Un nuevo puente sobre Marble Creek para proveer dos carriles adicionales vehiculares para conductores y ciclistas, y aceras para peatones
- 

Mejoras, modificaciones a intersecciones y carriles de voltear para eficientar el flujo de vehículos y transporte público así como la seguridad

 1. Brodie Ln
 2. Bluff Springs Rd
 3. Pleasant Valley Rd
 4. Running Water Dr
 5. McKinney Falls Pkwy
- 

Evaluar y posiblemente construir nuevas señales peatonales a media acera (Señales Híbridas Pevtonales) para ciclistas y peatones cerca de:

 1. Vega Ave
 2. McCarty Ln
 3. Lost Valley
 4. Stephenson Nature Preserve
 5. Elm Creek Dr
 6. Rockridge Dr
 7. Onion Creek Soccer Fields



- Mejoras multimodal de Running Water Dr a McKinney Falls Pkwy incluyen:
- Ensanchando la carretera (a partir de dos carriles a cuatro carriles)
 - Nuevo puente sobre Marble Creek
 - Camino compartido en ambos lados de la calzada
 - Mejoras de ajardinar incluyendo árboles nuevos
 - Actualizaciones de drenaje para apoyar mejoras de movilidad
 - Reubicaciones y actualizaciones de servicios públicos

Una sola mejora podría beneficiar a múltiples modos de transportación.

- Vehicular
- Peatonal
- Biciclista
- Transporte Público
- Límites del Corredor

Diseño y Posible Construcción

La Ciudad iniciará diseño en los siguientes proyectos posiblemente para construírlos con fondos de Bono de Movilidad 2016. Se procurará otras fuentes y socios.

- Mejoras multimodales en algunas áreas incluyen:
- Ampliar calles (de cuatro a seis carriles de Brodie Ln a Manchaca Rd
 - Mejorar pasajismo incluyendo árboles
 - Señales adicionales de tráfico y mejoras a intersecciones:
 1. Southwest Pkwy
 2. Rialto Blvd
 3. US 290
 4. Escarpment Blvd
 5. Beckett Rd
 6. Brush Country Rd
 7. MOpac Expy
 8. West Gate Blvd
 9. Manchaca Rd
 10. Emerald Forest Dr
 11. S 1st St
 12. S Congress Ave
 13. I-35
 14. Salt Springs Rd - Mejoras a drenajes de tormentas en el corredor entre Brodie Ln y Manchaca Rd

Planeación: Comentarios del público

Como parte de la fase de diseño, queremos su opinión sobre cómo mejorar la personalidad del corredor a través de la creación de espacios.

“La creación de espacios facilita los patrones creativos de uso, prestando particular atención a las identidades físicas, culturales y sociales que definen un lugar y apoyan su evolución continua.” - Proyecto de espacios públicos



Apoyando a negocios durante la construcción

Sabemos que la construcción puede ser perjudicial, y estamos considerando cómo podemos ayudar a los negocios a través del proceso.



Discutiremos estas y otras ideas en una mesa redonda con los negocios del área otoño. Si posee o administra un negocio en el corredor y desea participar, escriba o llame a Sara Behunek a corridors@austintexas.gov o al (512) 974-7840.

QUÉ ESTAMOS HACIENDO:

- ✓ Teniendo un equipo de embajadores en cada corredor para conectar al público con el equipo de proyecto, responder preguntas y abordar inquietudes
- ✓ Manteniendo acceso a los negocios durante la construcción y proporcionar señalización para ayudar a dirigir a los conductores, ciclistas y peatones
- ✓ Usando varios métodos para mantener a las personas informadas (por ejemplo, de puerta a puerta, a través de Nextdoor, reuniones de grupos pequeños, correos electrónicos, la línea telefónica 3-1-1 en Austin, eventos y por correo)
- ✓ Respondiendo a consultas con prontitud

Entendiendo el impacto

Cuando se construyen proyectos de transporte y movilidad, las propiedades y negocios cercanos a las mejoras pueden verse afectados. Los impactos potenciales asociados con este tipo de mejoras se detallan a continuación.

- Ajustes a las líneas de servicios públicos
- Ajustes de acceso a las vías en construcción
- Adquisición de derecho de paso
- Temporales de construcción
- Derechos de paso de nivelación y topografía

Entendemos que estos cambios serán motivo de preocupación para algunos propietarios de viviendas y negocios, y buscaremos formas de reducir los impactos.

Las encuestas de límites se están llevando a cabo actualmente y anticipamos tener más información sobre el impacto a propiedades específicas más adelante este otoño.

Si posee una propiedad o un negocio y tiene preguntas o inquietudes, envíe un correo electrónico a Sara Behunek a corridors@austintexas.gov o llame al (512) 974-7840.



- Meeting Handouts

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CORRIDOR MOBILITY PROGRAM


Your William Cannon Drive team:

Kelly Buethe, Corridor Liaison
Kelly.Buethe@AustinTexas.gov
512-974-2615

Greg Weems, Project Manager
Greg.Weems@AustinTexas.gov
512-974-6359

For more information: AustinTexas.gov/WilliamCannon

 @ATXCorridors  #2016Bond

 [Facebook.com/ATXtransportation](https://www.facebook.com/ATXtransportation)

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Programa de Movilidad del
Corredor de la Ciudad de Austin

Su equipo de William Cannon Drive:

Kelly Buethe, Comunicador para el Corredor

Greg Weems, Gerente de Proyecto

Para más información en español, por favor contáctese
Info@CortezConsulting.com
512-273-7967

Para más información: AustinTexas.gov/WilliamCannon

 @ATXCorridors  #2016Bond

 [Facebook.com/ATXtransportation](https://www.facebook.com/ATXtransportation)

Corridor Construction Program: Project Design Phase



On April 26, 2018, Austin City Council adopted the Corridor Construction Program, which is funded in part by the 2016 Mobility Bond. The Corridor Construction Program makes mobility, safety and connectivity improvements to nine key roadways throughout Austin. Projects include improvements to intersections, sidewalks, bicycle facilities, new mid-block pedestrian crosswalk signals (pedestrian hybrid beacons), new and upgraded traffic signals and transit-supportive improvements.

The design phase of work is currently underway and could last 12 to 36 months, depending on the project. Preliminary engineering activities are taking place now to refine project designs and prepare them for construction.

Some of the activities you may see occurring in the corridors into fall 2018 include:

- Land surveys, such as retracing boundary lines
- Topographical surveys, including LIDAR (Light Detection and Ranging) and tree surveys
- Geotechnical borings

This work will result in intermittent and short-term lane closures along the corridors. The lane closures will avoid peak-period travel times. Some work could occur at night, but activities would comply with City of Austin noise ordinances. More information can be found online at AustinTexas.gov/CorridorFAQ.

Program Timeline



Design phase activities include:

- Confirm existing corridor conditions through land surveys, identifying utility locations, drainage, traffic counts and signal timings
- Complete preliminary environmental investigations and documentation
- Identify placemaking opportunities along the corridors
- Refine and finalize corridor design plans
- Update cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities
- Conduct ongoing outreach to the community, including corridor businesses, property owners and neighborhoods as well as across City departments, and local agencies
- Prepare for construction by obtaining permits, developing traffic management plans, coordinating utility relocations, acquiring right-of-way, and procuring construction services

City staff anticipate returning to City Council with more information and to seek their approval to proceed with final design in spring 2019. Construction would begin following the design phase. Construction would be ongoing for several years, with the bulk of work taking place 2021-24.


You can learn more about the Corridor Construction Program and improvements coming to each corridor, as well as sign up to receive updates, at AustinTexas.gov/CorridorMobility.


Contact Us

WEBSITE: AUSTINTEXAS.GOV/CORRIDORMOBILITY

EMAIL: CORRIDORS@AUSTINTEXAS.GOV

PHONE: 512-974-7840 OR AUSTIN 3-1-1

 @ATXCORRIDORS

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Programa de Construcción de Corredor: Fase de Diseño



El 26 de abril del 2018, el Ayuntamiento de Austin adoptó el Programa de Construcción de Corredor que será financiado en parte por el Bono de Movilidad del 2016. El programa de construcción del corredor ofrece mejoras de movilidad, seguridad y conectividad en nueve carreteras principales de Austin. Los proyectos incluyen mejoras a las intersecciones, aceras, instalaciones para bicicletas, nuevas señales de paso de peatones en el medio del bloque (balizas híbridas peatonales), señales de tráfico nuevas y mejoradas y mejoras de apoyo al tránsito.

La fase de diseño del trabajo está actualmente en marcha y podría durar de 12 a 36 meses, dependiendo del proyecto. Las actividades preliminares de ingeniería están en marcha para refinar los diseños de los proyectos y prepararlos para la construcción.

Algunas de las actividades que podrá ver que ocurren en los corredores hasta el otoño del 2018 incluyen:

- Levantamientos de terreno, como el trazado de líneas fronterizas
- Levantamientos topográficos, que incluyen LIDAR (Detección y determinación de la luz) y Estudios de árboles
- Perforaciones geotécnicas

Este trabajo dará lugar a cierres de carriles intermitentes y de corto plazo a lo largo de los corredores. Los cierres de carriles se evitarán durante periodos de horas pico. Algunos trabajos podrían ocurrir por la noche, pero las actividades cumplirían con las ordenanzas de ruido de la Ciudad de Austin. Se puede encontrar más información en línea en AustinTexas.gov/CorridorFAQ.

Cronología del Programa



Las actividades de la fase de diseño incluyen:

- Confirmar las condiciones del corredor existente a través de encuestas, identificando ubicaciones de servicios públicos, drenaje, recuentos de tráfico y tiempos de señales
- Completar investigaciones ambientales preliminares y documentación
- Identificar oportunidades de creación de espacios a lo largo de los corredores
- Refinar y finalizar los planes de diseño del corredor
- Actualizar las estimaciones de costos, buscar eficiencias presupuestarias y explorar oportunidades de apalancamiento / asociación
- Llevar a cabo actividades continuas de alcance a la comunidad, incluyendo negocios en el corredor, propietarios y vecindarios, así como a través de departamentos de la Ciudad y agencias locales
- Prepararse para la construcción mediante la adquisición de permisos, el desarrollo de planes de gestión del tráfico, la coordinación de reubicaciones de servicios públicos, la adquisición de los derechos de paso y la adquisición de servicios de construcción.

Anticipamos regresar al Concejo Municipal con más información y buscar su aprobación para proceder con el diseño final en la primavera del 2019. La construcción comenzaría después de la fase de diseño. La construcción continuará durante varios años, y la mayor parte del trabajo tendrá lugar entre el 2021-24.

Puede obtener más información sobre el Programa de Construcción del Corredor y las mejoras que llegan a cada corredor, así como inscribirse para recibir actualizaciones, en AustinTexas.gov/CorridorMobility.

Para Más Información

PAGINA WEB: AUSTINTEXAS.GOV/CORRIDORMOBILITY
CORREO ELECTRONICO: CORRIDORS@AUSTINTEXAS.GOV
TELÉFONO: 512-974-7840 OR AUSTIN 3-1-1

 @ATXCORRIDORS
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- **Survey and comment cards**

Open house participants were encouraged to provide input using survey and comment cards. The community was also given an opportunity to provide input online by submitting comments and completing a survey.

Comment Cards (English and Spanish):

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MOBILITY

The Corridor Construction Program aims to improve mobility through:

- Reduced delay
- Increased people throughput
- Improved reliability
- Improved level-of-service for all modes
- Improved connectivity
- Congestion management
- Improved effectiveness of transit operations

Where along the corridor do you see the most traffic back-ups?

Where are your most frequent destinations?

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MOVILIDAD

El programa de construcción del corredor tiene como objetivo mejorar la movilidad a través de:

- Retrasos reducidos
- Aumento del flujo de personas
- Mejora de confiabilidad
- Mejoras al nivel de servicio para todos los modos
- Mejora de conectividad
- Manejo de congestión
- Mejora en la efectividad de las operaciones de tránsito

A lo largo del corredor, ¿dónde ve la mayoría de retraso en el tráfico?

¿Dónde están sus destinos más frecuentes?

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CONNECTIVITY

The Corridor Construction Program aims to improve connectivity through:

- Greater ability to safely get to where you want to go
- Increased connections to bicycle routes
- Connected and ADA-compliant sidewalks
- Improved access to transit facilities

Are the proposed midblock pedestrian crosswalk signals (pedestrian hybrid beacons) located in the best places?

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CONECTIVIDAD

El programa de construcción del corredor tiene como objetivo mejorar la conectividad a través de:

- Mayor habilidad para llegar de forma segura a donde quiere ir
- Aumento de conexiones a rutas de bicicletas
- Aceras que se conecten y que conformen con la Ley para Estadunidenses con discapacidades (ADA por sus siglas en inglés)
- Mejor acceso a instalaciones de tránsito


¿Están las señales centrales de paso peatonal propuestas (foros híbridos peatonales) ubicadas en los mejores sitios?

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SAFETY

The Corridor Construction Program aims to improve safety through:

- Reduced crashes
- Increased confidence to bicycle and/or walk
- Improved level-of-service for all modes



Are there locations in the corridor where it's difficult to see?


When biking or walking along the corridor, are there particular places that feel unsafe?

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SEGURIDAD

El programa de construcción del corredor tiene como objetivo mejorar la seguridad a través de:

- Disminuidos de choques
- Aumento en la confianza para andar en bicicleta y / o caminar
- Nivel de servicio mejorado para todos los modos



¿Hay lugares en el corredor donde es difícil ver?

Al andar en bicicleta o caminar a lo largo del corredor, ¿hay lugares en particular que se sientan inseguros?

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QUALITY OF LIFE

The Corridor Construction Program aims to improve quality of life through:

- Improved access to employment opportunities, services, healthcare, affordable housing, businesses, education, entertainment, recreation, cultural centers and parks/greenspace
- Enhanced Community vibrancy
- Supporting businesses so they can thrive
- Creating livable, walkable, safe and transit-supportive corridors
- Allowing for affordable and mixed-income housing
- Enabling healthy, equitable and complete communities

Where would shade trees/structures be the most beneficial?

Where do you observe people congregating on the corridor?

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CALIDAD DE VIDA

El programa de construcción del corredor tiene como objetivo mejorar la calidad de vida a través de:

- Acceso mejorado a oportunidades de empleo, servicios, cuidado de la salud, viviendas asequibles, negocios, educación, entretenimiento, recreación, centros culturales y parques / espacios verdes
- Vibración mejorada de la comunidad
- Apoyar negocios para que puedan prosperar
- Creación de corredores habitables, transitables, seguros y de apoyo al tránsito.
- Permitir viviendas asequibles y de ingresos mixtos
- Permitir comunidades saludables, equitativas y completas

¿Dónde serían más beneficiosos los árboles de sombra / estructuras?

¿Cómo pueden las mejoras en el transporte y la movilidad apoyar las prioridades de la comunidad, como la habitabilidad y la calidad de vida?

BUSINESSES

How can the City of Austin support businesses during construction?

NEGOCIOS

¿Cómo puede la Ciudad de Austin apoyar a los negocios durante la construcción?

PLACEMAKING

Where along the corridor are good spots for community gatherings or events?

What are your favorite places along the corridor?

What is important for us to know culturally and historically about the corridor?

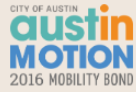
CREACIÓN DE ESPACIOS

¿Dónde a lo largo del corredor hay buenos lugares para reuniones o eventos comunitarios?

¿Cuáles son sus lugares favoritos a lo largo del corredor?

¿Qué es importante para nosotros saber cultural e históricamente sobre el corredor?

William Cannon Drive Corridor Improvements Online Survey (English and Spanish):



William Cannon Drive Corridor Improvements Survey

Introduction

In Spring 2018, Austin City Council approved a \$1.4 billion Corridor Construction Program on nine major Austin corridors. The Corridor Construction Program includes mobility, safety, and connectivity improvements for everyone—including for people who drive, walk, bike, and take transit. These projects will get funding from the \$482 million for corridors approved by voters in the 2016 Mobility Bond.

Help us refine the William Cannon Drive improvements by giving us feedback. You may answer any/all questions or provide general feedback in the space provided. Please provide as much detail as possible when answering the questions.

[Oprima aquí para la encuesta en español.](#)



William Cannon Drive Corridor Improvements Survey

Mobility

The purpose of the Corridor Construction Program is to improve mobility, safety, connectivity and quality of life in the corridors. Below are some examples of **mobility** goals.

- Reduce delay
- Increase people throughput
- Improve reliability
- Improve level-of-service for all modes
- Improve connectivity
- Manage congestion
- Improve effectiveness of transit operations

Think about how you experience mobility on William Cannon Drive and answer the questions below.

1. Where along William Cannon Drive do you see the most traffic back-ups?

2. Where are your most frequent destinations on William Cannon Drive?

Safety

The purpose of the Corridor Construction Program is to improve mobility, safety, connectivity and quality of life in the corridors. Below are some examples of **safety** goals.

- Reduce crashes
- Increase confidence to bicycle and/or walk
- Improve level-of-service for all modes

Think about how you experience safety on William Cannon Drive and answer the questions below.

3. Are there locations on William Cannon Drive where it's difficult to see?

4. When biking or walking along William Cannon Drive, are there particular places that feel unsafe?

Connectivity

The purpose of the Corridor Construction Program is to improve mobility, safety, connectivity and quality of life in the corridors. Below are some examples of **connectivity** goals.

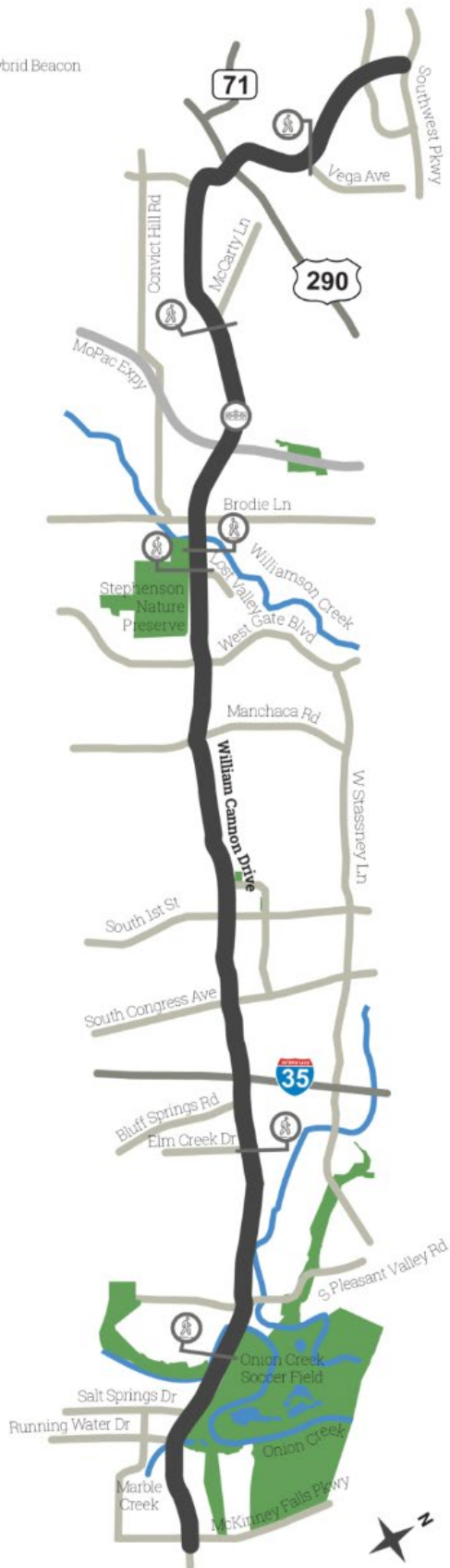
- Improve your ability to safely get to where you want to go
- Increase connections to bicycle routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit facilities

Think about how you experience connectivity on William Cannon Drive and answer the question below.

5. Review the map below. Are the proposed midblock pedestrian crosswalk signals (pedestrian hybrid beacons) located in the best places?

Improvements on William Cannon Drive include evaluation and possible construction of new or reconfigured midblock pedestrian crosswalk signals for cyclists and pedestrians in the vicinity of Vega Avenue, McCarty Lane, Lost Valley, Stephenson Nature Preserve, Elm Creek Drive, Rockridge Drive, and the Onion Creek Soccer Fields.

 Pedestrian Hybrid Beacon



8. Where along the corridor are good spots for community gathering or events?

9. Where are your favorite places along William Cannon Drive?

10. What is important for us to know culturally and historically about William Cannon Drive?

Supporting Businesses During Construction

We know construction can be disruptive, and the City of Austin is actively considering how we can support businesses through the process.

What we are doing:

- Having a Corridor Ambassador team for each corridor to connect the public to the project team, answer questions, and address concerns
- Maintaining access to businesses during construction and providing signage to help direct drivers, bicyclists and pedestrians"
- Using multiple methods to keep people informed (e.g., door-to- door, Nextdoor, small group meetings, emails, Austin 3-1-1, events and mailings)
- Responding to inquiries

We will discuss these and other efforts at a business roundtable meeting this fall. If you own or manage a business on the corridor and would like to participate, please respond to Question #12.

11. How can the City of Austin support businesses during construction?

12. If you own or manage a business in the corridor, and would like to participate in a business roundtable meeting this fall, please provide the following information so we can get in touch with you.

Your name	<input type="text"/>
Business name	<input type="text"/>
Business address	<input type="text"/>
Phone number	<input type="text"/>
Email address	<input type="text"/>

Other Comments?

13. Is there anything else you would like to share with the Corridor Construction Program team about the William Cannon Drive corridor?

Sign Up To Receive Updates

Thank you for taking the time to provide your input through this survey.

If you would like to sign up to receive updates about William Cannon Drive or other roadways that are being improved by the 2016 Mobility Bond, [click here](#).

Introducción

En la primavera del 2018, el Concilio de la Ciudad de Austin aprobó un Programa de Construcción de Corredores de \$ 1.4 billones de dólares en nueve corredores principales de Austin. El Programa de Construcción de Corredores incluye mejoras de movilidad, seguridad y conectividad para todos, incluyendo las personas que manejan, caminan, andan en bicicleta y utilizan el transporte público. Estos proyectos obtendrán fondos de los \$ 482 millones de dólares para corredores aprobados por los votantes en el Bono de Movilidad 2016.

Ayúdenos a refinar las mejoras de William Cannon Drive brindándonos sus retroalimentaciones. Usted puede responder a una o todas las preguntas o proporcionar comentarios generales en el espacio proporcionado abajo. Por favor proporcione tantos detalles como le sea posible al responder las preguntas.

Movilidad

El propósito del Programa de Construcción de Corredor es mejorar la movilidad, la seguridad, la conectividad y la calidad de vida en los corredores. A continuación, hay algunos ejemplos objetivos de **movilidad**.

- Reducir retrasos
- Acelerar el flujo de personas
- Mejora la confiabilidad
- Mejora el nivel de servicio para todos los métodos de transporte
- Mejora la conectividad
- Administrar la congestión
- Mejorar la efectividad de las operaciones de tránsito

Piense en cómo experimenta la movilidad en William Cannon Drive y responda las siguientes preguntas.

1. ¿A lo largo de William Cannon Drive, donde ve usted la mayor cantidad de retrasos de tráfico?

2. ¿Dónde están sus destinos más frecuentes en William Cannon Drive?

Seguridad

El propósito del Programa de Construcción de Corredores es mejorar la movilidad, seguridad, conectividad y la calidad de vida en los corredores. A continuación, hay algunos ejemplos de objetivos de **seguridad**.

- Reducir choques
- Aumenta la sensación de seguridad para andar en bicicleta y / o caminar
- Mejora el nivel de servicio para todos los métodos de transporte

Piense en cómo experimenta el sentimiento de seguridad en William Cannon Drive y responda las siguientes preguntas.

3. ¿Existen en William Cannon Drive algunos puntos donde se dificulta la visibilidad?

4. Al andar en bicicleta o caminar por William Cannon Drive, ¿Hay lugares en particular en el que usted se siente inseguro?

Conectividad

El propósito del Programa de Construcción de Corredores es mejorar la movilidad, seguridad, conectividad y la calidad de vida en los corredores. A continuación, hay algunos ejemplos de objetivos de **conectividad**.

- Mejorar su capacidad de llegar de manera segura a su destino
- Incrementar el número de conexiones en las rutas en bicicleta
- Proveer con banquetas conectadas y que cumplan con los requisitos del ADA, Acta para los Americanos con Discapacidades (ADA, por sus siglas en inglés, Americans with Disabilities Act)
- Mejorar el acceso a las instalaciones de transporte público

Piense en cómo experimenta la conectividad en William Cannon Drive y responda la pregunta a continuación.

5. Revisa el mapa a continuación. ¿Están los señalamientos peatonales de mediados de cuadra (Balizas Híbridas Peditonas PHB) sugeridos en las mejores ubicaciones?



Las mejoras en William Cannon Drive incluyen la evaluación y posible construcción de señales peatonales nuevos o reconfigurados señalamientos peatonales de mediados de cuadra (Balizas Híbridas Peditonas PHB) para ciclistas y peatones en las inmediaciones de Vega Avenue, McCarty Lane, Lost Valley, Stephenson Nature Preserve, Elm Creek Drive, Rockridge Drive, y Onion Creek Soccer Fields.



Balizas Híbridas Peatonales PHB



Calidad de Vida

El propósito del Programa de Construcción de Corredores es mejorar la movilidad, seguridad, conectividad y la calidad de vida en los corredores. A continuación, hay algunos ejemplos de objetivos de **calidad de vida**.

- Mejorar el acceso a oportunidades de empleo, servicios, cuidado de la salud, viviendas asequibles, negocios, educación, entretenimiento, recreación, centros culturales y parques / espacios verdes.
- Incrementar la vitalidad de la comunidad
- Apoyar a las empresas para que puedan prosperar
- Crear corredores habitables, transitables, seguros y que apoyen el transporte público
- Permitir la existencia de viviendas asequibles y viviendas de ingresos mixtos
- Permitir comunidades saludables, equitativas y completas

Piense en cómo experimenta la calidad de vida en William Cannon Drive y responda las preguntas a continuación.

6. ¿Dónde sería más conveniente proveer espacios con árboles de sombra/estructuras con sombras en William Cannon Drive?

7. ¿Cómo pueden las mejoras del transporte y movilidad apoyar las prioridades de la comunidad como la habitabilidad y la calidad de vida en el corredor de William Cannon Drive?

Creación de Espacios

"La creación de espacios favorece los patrones de uso creativos, prestando especial atención a las identidades físicas, culturales y sociales que definen un lugar y respaldan su evolución en curso." - Proyecto para Espacios Públicos

Como parte de la fase de diseño del Programa de Construcción de Corredores, queremos saber qué piensa de cómo mejorar el carácter del corredor de William Cannon Drive a través de la creación de espacios. Use estas imágenes para inspirarse mientras contesta las siguientes preguntas.



8. ¿Dónde a lo largo del corredor hay buenos espacios para reuniones o eventos comunitarios?

9. ¿Dónde están sus lugares favoritos en William Cannon Drive?

10. ¿Qué es importante que nosotros sepamos desde una perspectiva cultural e históricamente sobre William Cannon Drive?

Apoyar a las empresas durante la construcción

Sabemos que la construcción puede ser molesta, y la Ciudad de Austin está considerando activamente cómo podemos apoyar a los negocios durante este proceso.

Qué estamos haciendo:

- Tener un Embajador del Corredor para cada corredor con el objetivo de conectar con al público con el equipo del proyecto, contestar preguntas y solucionar inquietudes
- Mantener acceso a los negocios durante la construcción y proveer con señalamientos para ayudar a dirigir a los choferes, ciclistas y peatones
- Utilizar múltiples métodos para mantener informada a la gente (Ejemplo: de puerta-en-puerta, pequeñas juntas de grupo, correos electrónicos, Austin 3-1-1, eventos y correspondencia)
- Responder preguntas de manera oportuna

Discutiremos estos y otros esfuerzos en una reunión de mesa redonda para comerciantes este otoño. Si usted es propietario o administrador de un negocio en el corredor y desea participar, por favor responda la Pregunta 12.

11. ¿Cómo puede la ciudad de Austin apoyar a los negocios durante la construcción?

12. Si posee o administra un negocio en el corredor y desea participar en una reunión de mesa redonda para negocios este otoño, por favor proporcione la siguiente información para que podamos ponernos en contacto con usted.

Tu Nombre	<input type="text"/>
Nombre del Negocio	<input type="text"/>
Dirección de Negocios	<input type="text"/>
Número de Teléfono	<input type="text"/>
Dirección de Correo Electrónico	<input type="text"/>

¿Otros Comentarios?

13. ¿Hay algo más que a usted le gustaría compartir con el equipo del Programa de Construcción de Corredores sobre el corredor William Cannon Drive?

Regístrese para recibir actualizaciones

Gracias por tomarse el tiempo para proporcionar su opinión a través de esta encuesta.

Si desea suscribirse para recibir actualizaciones sobre William Cannon Drive u otras carreteras que están siendo mejoradas por el Bono de movilidad 2016, haga clic aquí.

- **Website Content:** (English and Spanish) (www.austintexas.gov/WilliamCannon)



The screenshot shows the top portion of the website. At the top left is the logo for 'data.austintexas.gov' with the tagline 'the official City of Austin open data portal'. To the right is a search bar. Below this is a dark navigation bar with links for 'Data', 'Suggest a dataset', 'Public Information Request', 'Terms of Use', 'Help', and 'Forum'. Social media icons for GitHub, Facebook, Twitter, YouTube, and others are also present, along with a 'Sign In' button. Below the navigation bar is a horizontal menu with links: 'Home', 'Regional Program', 'Corridor Program', 'Local Program', 'Project Explorer', 'What's New', 'Contact Us', 'Get Notifications', and 'FAQ'. The main header area features the 'austin MOTION' logo and the text 'CORRIDOR MOBILITY PROGRAM' next to a graphic of a road with lane markings.

William Cannon Drive Corridor

[Haga clic aquí para español.](#)

Transportation and mobility improvements are coming to William Cannon Drive between Southwest Parkway and McKinney Falls Parkway as part of the [Corridor Construction Program](#), funded in part by the [2016 Mobility Bond](#).

The projects, which will help improve mobility, safety and connectivity, are in the design phase. Preliminary engineering is the first part of the design phase.

During preliminary engineering, the following activities take place:

- Land surveying
- Soil sampling and pavement condition assessments
- Community outreach
- Refining design of the improvements

Learn more about preliminary engineering [on our FAQ page](#).

[Click here](#) to view a **timeline of major milestones and activities**.

[Sign Up for Our Newsletter](#)

Learn about planned improvements for William Cannon Drive

On Saturday, August 25, 2018, we hosted an open house meeting from 10 a.m. to 1 p.m. at Langford Elementary School, [2206 Blue Meadow Drive, Austin Texas, 78744](#). At the meeting, we provided information about planned improvements for William Cannon Drive and got community feedback that will help refine the design of the improvements.

If you were unable to attend, you still have an opportunity to review the informational materials from the open house using the links below.

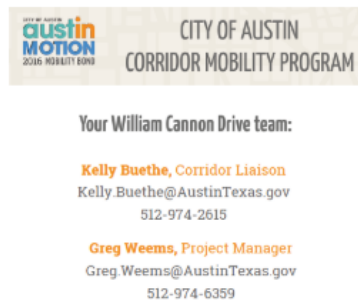
If you would like to sign up to receive updates about William Cannon Drive or other roadways that are being improved by the 2016 Mobility Bond, [click here](#).

Please Note: The official comment period for the open house meeting closed on Sunday, September 9, 2018. While input provided after this date will be considered by the project team, it may not be captured as part of the official summary for the open house meeting, which will be posted on this webpage when it is available.

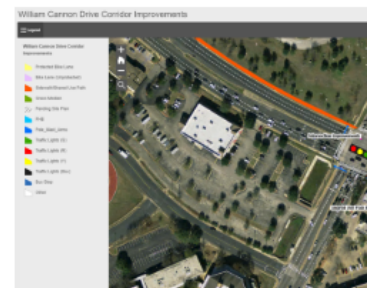
Display Boards



Handouts



Interactive Maps



If you would prefer to download a PDF of the preliminary improvements layout for William Cannon Drive, [click here](#). [View a one-page summary of the improvements here](#).

Would you like to contact the William Cannon Drive corridor team? You can submit comments and/or questions in-person at the Corridor Program Office, 5202 East Ben White Boulevard, or by sending an email to corridors@austintexas.gov.

Corridor Construction Program

In spring 2018, the Austin City Council approved a [Corridor Construction Program](#) that includes mobility, safety, and connectivity improvements on William Cannon Drive from Southwest Parkway and McKinney Falls Parkway.

These projects are expected to:

- reduce vehicular delay and crashes
- improve the effectiveness of transit
- create continuous ADA-compliant sidewalks along the entire length of the corridor
- create continuous bicycle facilities along the entire length of the corridor

Mobility, Safety and Connectivity Improvements

The Corridor Construction Program includes mobility, safety and connectivity improvements on William Cannon Drive between Southwest Parkway and McKinney Falls Parkway.

We anticipate putting an estimated \$43.4 - \$47.9 million from the 2016 Mobility Bond into improvements on William Cannon Drive that best meet City Council's Contract With Voters.

In addition, the Capital Area Metropolitan Planning Organization awarded \$11.75 million in federal funding for Enhanced Multimodal Improvements to the William Cannon Drive corridor between Razing Water Drive and McKinney Falls Parkway.

Design and Feasibility Studies

- Southwest Parkway to McKinney Falls Parkway
- McKinney Falls Parkway to Razing Water Drive
- Razing Water Drive to Southwest Parkway
- Southwest Parkway to McKinney Falls Parkway
- McKinney Falls Parkway to Razing Water Drive
- Razing Water Drive to Southwest Parkway

Design and Feasibility Studies

- Southwest Parkway to McKinney Falls Parkway
- McKinney Falls Parkway to Razing Water Drive
- Razing Water Drive to Southwest Parkway
- Southwest Parkway to McKinney Falls Parkway
- McKinney Falls Parkway to Razing Water Drive
- Razing Water Drive to Southwest Parkway

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Get more information about the Corridor Construction Program at AustinTexas.gov/CorridorMobility.

William Cannon Drive Corridor Mobility Plan

Corridor Mobility Plan Development and Public Feedback

The City of Austin solicited community input through a series of public meetings and online surveys. The community provided valuable feedback that informed the development of the plan.

Key findings from public feedback:

- Need for improved transit service
- Need for improved sidewalk and bicycle facilities
- Need for improved street lighting
- Need for improved traffic signals

Recommendations:

- Improve transit service
- Improve sidewalk and bicycle facilities
- Improve street lighting
- Improve traffic signals

William Cannon Drive Corridor

The plan recommends short and long-term improvements for mobility and safety along the William Cannon Drive corridor.

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The City of Austin finalized a Corridor Mobility Plan for William Cannon Drive in winter 2018.

This plan recommends short and long-term improvements for mobility and safety along the William Cannon Drive corridor.

The Corridor Mobility Plan was the basis for development of the [Corridor Construction Program](#).

Click on the following link to read the plan: [William Cannon Drive Corridor Mobility Plan \(FULL REPORT\)](#)

[William Cannon Drive Corridor Mobility Plan Appendices](#)

Stakeholder Engagement

The City of Austin is committed to open and transparent processes as well engaging the community to ensure that the public's priorities and opinions are heard. The Corridor Program Office conducted the following community engagement for William Cannon Drive between July 2017 and April 2018, during development of the Corridor Construction Program.

We hosted a pop-in meeting last year

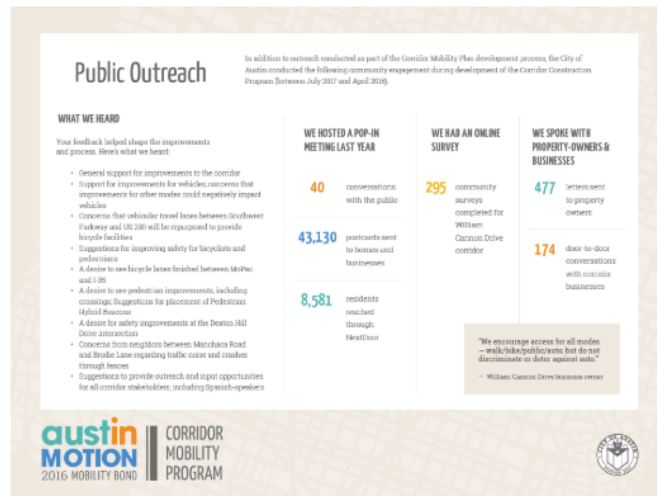
- 40 conversations with the public
- 43,130 postcards sent to homes and businesses
- 8,581 residents reached through NextDoor

We had an online survey

- 295 community surveys completed for William Cannon Drive corridor

We spoke with property-owners and businesses

- 477 letters sent to property owners
- 174 door-to-door conversations with corridor businesses.



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Corredor de William Cannon Drive

Click [here](#) for English language

Mejoras de transporte y movilidad vienen a William Cannon Drive entre la Southwest Parkway y McKinney Falls Parkway como parte del Programa de Construcción de Corredores que se llevará a cabo con los fondos del Bono de Movilidad 2016.

El proyecto, el cual incluye mejoras de movilidad, seguridad y conectividad está en la fase de diseño. La primera fase se considera la fase de ingeniería.

Durante la fase preliminar de ingeniería se llevan a cabo las siguientes actividades:

- Estudios topográficos
- Análisis del suelo y de las condiciones del pavimento
- Contacto comunitario
- Refinar diseño de las mejoras

Conozca más sobre la ingeniería preliminar en nuestra página de [preguntas frecuentes](#).

Conozca más sobre las mejoras programadas para William Cannon Drive

Estamos buscando retroalimentación sobre mejoras de movilidad, seguridad y conectividad para construirse en William Cannon Drive. Estas mejoras están en la parte de diseño.

El sábado de 25 de agosto del 2018 tuvimos una audiencia pública de 10 a.m. a 1 p.m. en Langford Elementary School, ubicada en [2206 Blue Meadow Drive, Austin Texas, 78744](https://www.google.com/maps/place/2206+Blue+Meadow+Drive,+Austin,+TX+78744). En la audiencia, proporcionamos información sobre las mejoras planificadas para William Cannon Drive y obtuvimos comentarios de la comunidad que ayudarán a refinar el diseño de las mejoras.

Si no pudo asistir, todavía tiene la oportunidad de revisar los materiales informativos de la audiencia pública y proporcionar información utilizando los enlaces a continuación.

Si desea registrarse para recibir actualizaciones sobre William Cannon Drive u otras vías que se están mejorando con el Bono de Movilidad 2016, [haga clic aquí](#).

Nota: El período de comentarios oficiales para las audiencias públicas se cerró el domingo de 9 de septiembre, de 2018. Si bien el equipo del proyecto considerará las aportaciones proporcionadas después de esta fecha, no podrá capturarse como parte del resumen oficial de la reunión de jornadas de información, que se publicará en esta página web cuando esté disponible.

Panel de Información



Boletines

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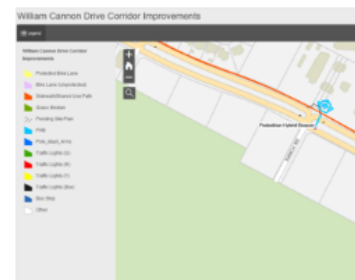
Su equipo de William Cannon Drive:

Kelly Buethe, Comunicador para el Corredor
Greg Weems, Gerente de Proyecto

Para más información en español, por favor contáctese
Info@CortezConsulting.com
512-273-7967

Para más información: [AustinTexas.gov/WilliamCannon](https://www.austintexas.gov/WilliamCannon)

Mapas Interactivos



Si usted prefiere descargar la información en formato PDF de las mejoras preliminares de William Cannon Drive, [haga clic aquí](#).

Vea el resumen de la página de las mejoras [aquí](#).

¿Quieres contactar con el equipo del corredor de William Cannon Drive? Puede enviar comentarios y / o preguntas o entregarlos en persona en la Oficina del Programa de Corredores ubicada en 5202 East Ben White Boulevard, o enviando un correo electrónico a corridors@austintexas.gov.

Programa de Construcción de Corredores

En la primavera del 2018, el Consejo de la Ciudad de Austin aprobó un Programa de Construcción de Corredores que incluye mejoras de movilidad, seguridad y conectividad en William Cannon Drive entre Southwest Parkway y McKinney Falls Parkway.

Se espera con estos proyectos:

- Reducir retrasos vehiculares y choques
- Mejorar la efectividad del tránsito
- crear aceras continuas que cumplan con la ley ADA a lo largo de toda la longitud del corredor
- Crear instalaciones para bicicletas continuas a lo largo de todo el corredor.

Obtenga más información sobre el Programa de Construcción de Corredores en AustinTexas.gov/CorridorMobility.



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IV. Photographs





