

WILLIAM CANNON DRIVE

SURVEY REPORT

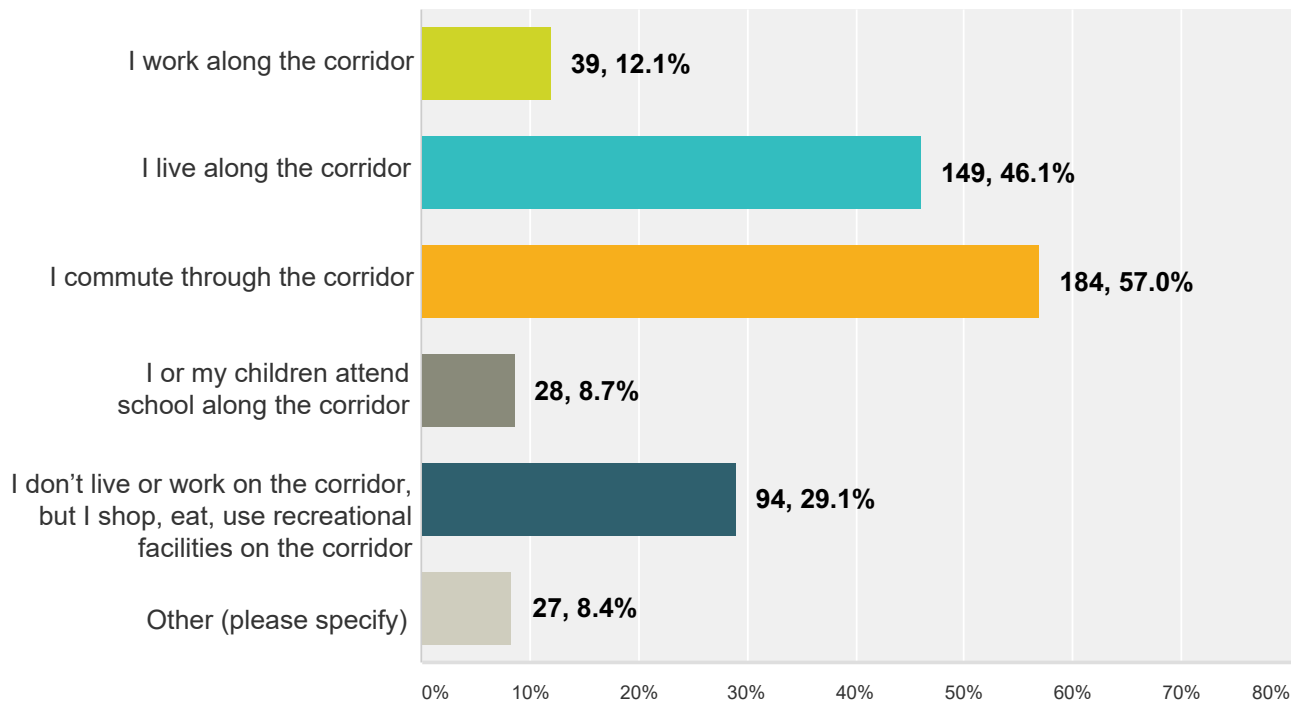
Summer 2017



How do you use the William Cannon Dr. corridor (select all that apply)?

Answered: 323 (296 English, 27 Spanish)

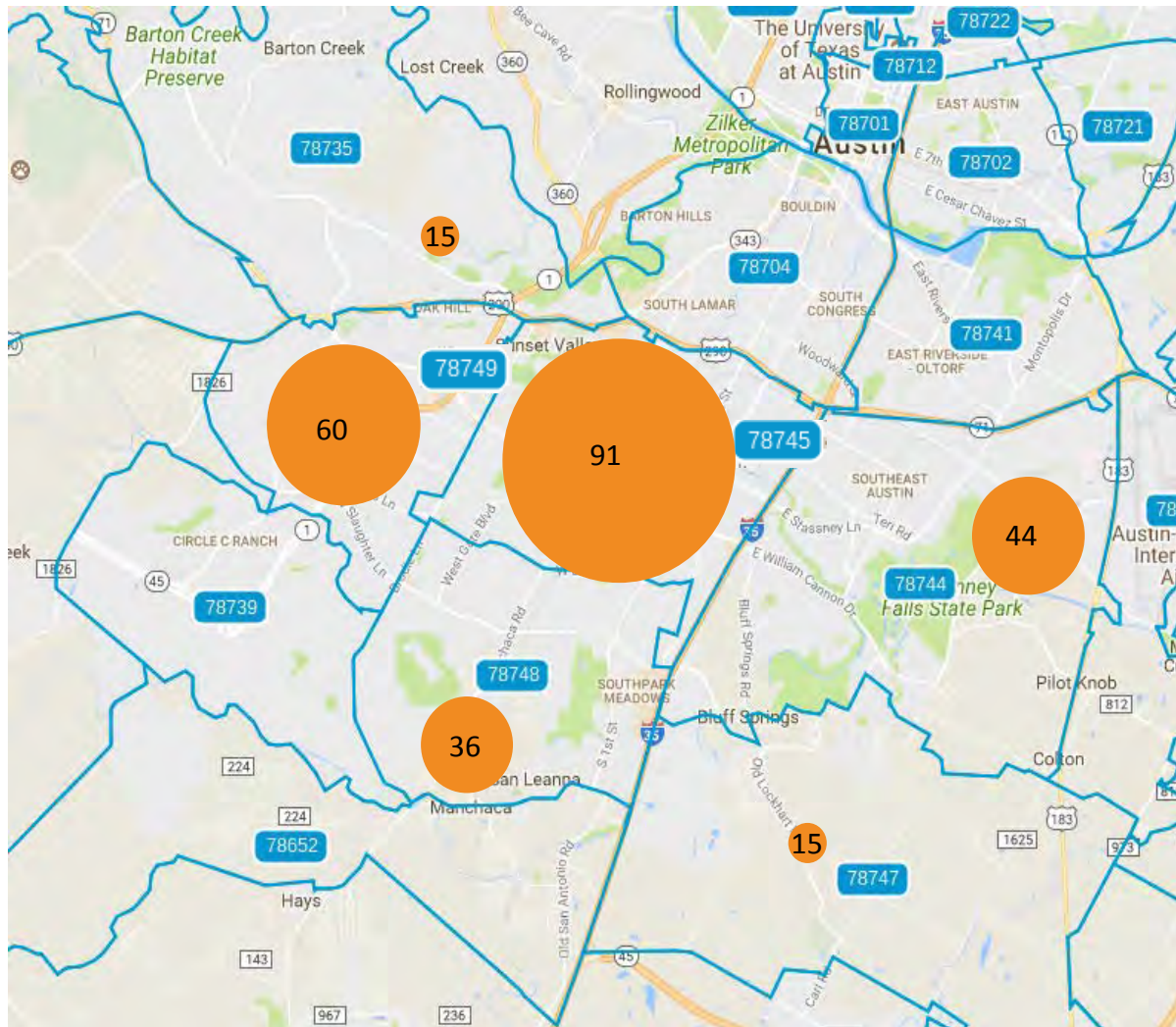
Several respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



Other (please specify)
It's my route to get to work, school, shopping
Youth program in the 78744
I use William Cannon daily to get to shopping and activities.
My main arterial to go anywhere
Also use recreational facilities
Use to bicycle from Vinson to Southwest Parkway
I use it to go east and west during peak traffic hours to avoid Hwy 71 and IH 35
Use West Gate Blvd.to acces Wm. Cannon from Manchaca, Slaughter, and Brodie.
Visit friends
I am a concerned citizen
Live in area, so use this corridor daily
Closest grocery store is on Wm Cannon
I use William Cannon to get to a wide variety of locations.
Use as a short cut from Manchaca through West Gate Blvd. to Mopac
Recreational biking
My house is on W William Cannon, 5000 Block
We own & live on 600' frontage on William Cannon
Drive to restaurants, shops, etc
I use businesses located along the corridor.
Own/live 600 ft. frontage,5000 block
I am the airport planner and am interested in secondary ways to get to ABIA
I ride my bike through the corridor
Recreation
SHOP
Live in the area
Shopping
I am impacted by cars using West gate Blvd. as short cut to William cannon

In what zip code do you live?

Answered: 320 (296 English, 24 Spanish)

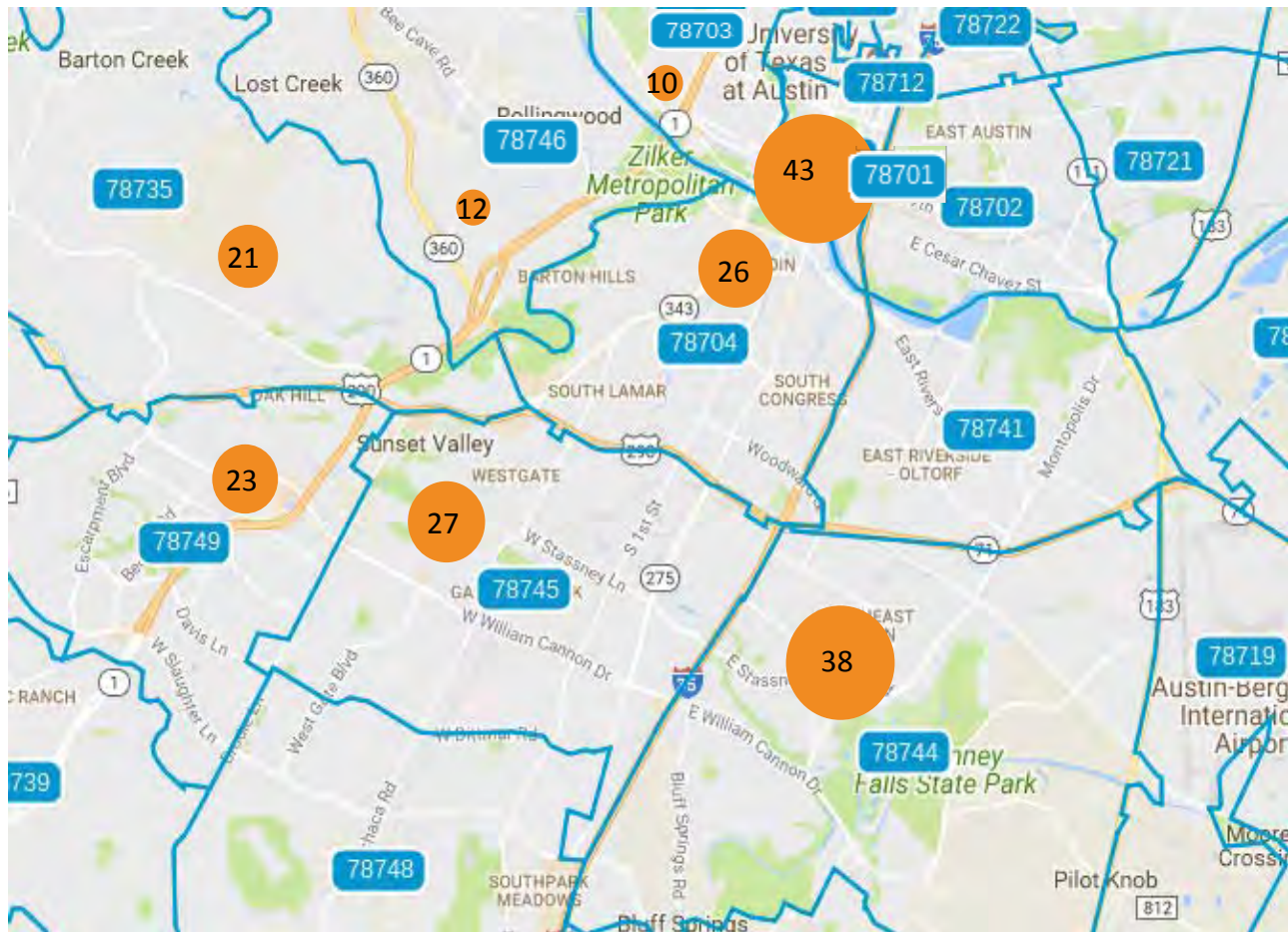


Zip Codes Mapped	No. of Responses
78745	91
78749	60
78744	44
78748	36
78747	15
78735	15

Zip Codes Not Mapped	No. of Responses
78741, 78704	8
78739, 78736	7
78751, 78737, 78702	3
78757, 78746, 78727	2
78759, 78758, 78756, 78754, 78752, 78734, 78731, 78729, 78722, 78719, 89640, 78617, 78610	1

In what zip code do you work or attend school?

Answered: 281 (262 English, 19 Spanish)



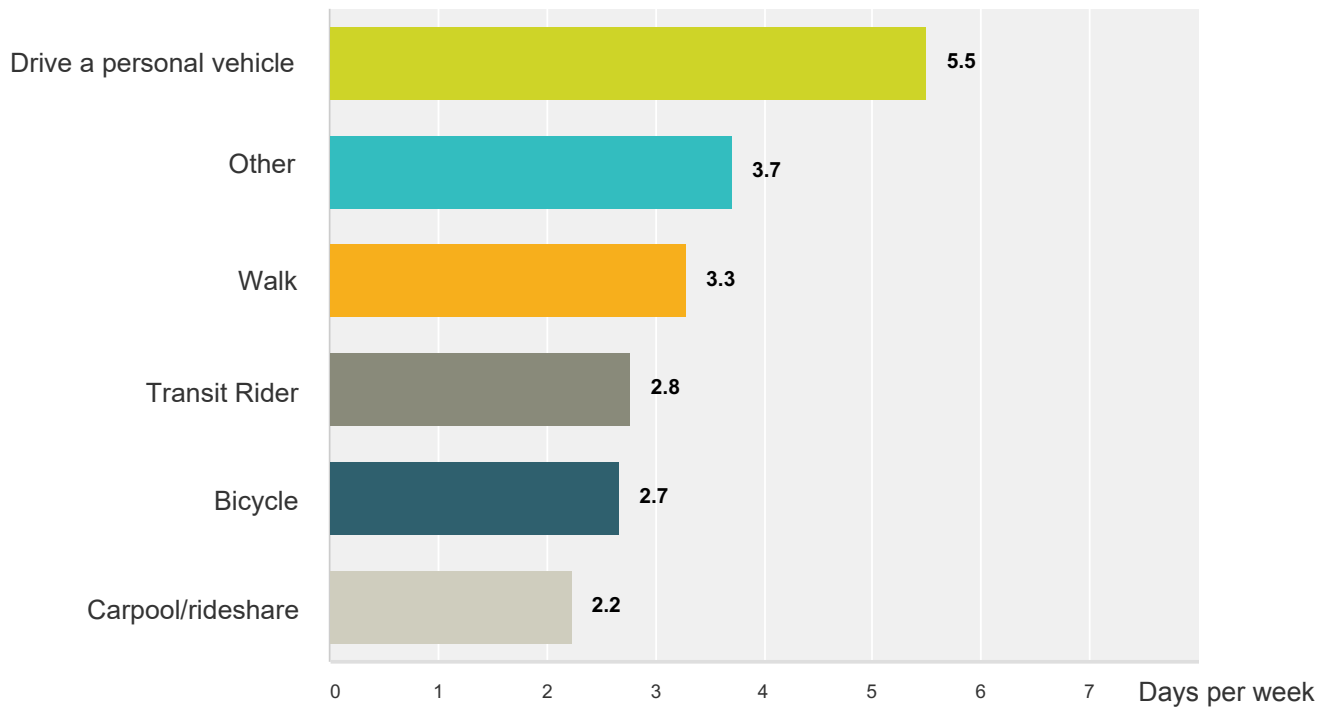
Zip Codes Mapped	No. of Responses
78701	43
78744	38
78745	27
78704	26
78749	23
78735	21
78746	12
78703	10

Zip Codes Not Mapped	No. of Responses
78702	9
78741, 78705	8
78748	7
78759, 78731	4
78754, 78752, 78736	3
78757, 78756, 78751, 78739, 78719	2
78778, 78760, 78758, 78747, 78737, 78730, 78728, 78727, 78725, 78723m 78722, 78714, 78713, 78712, 78710, 78660, 78641, 78620, 78610, 78130	1

What mode of transportation do you use in this corridor?

How many times per week?

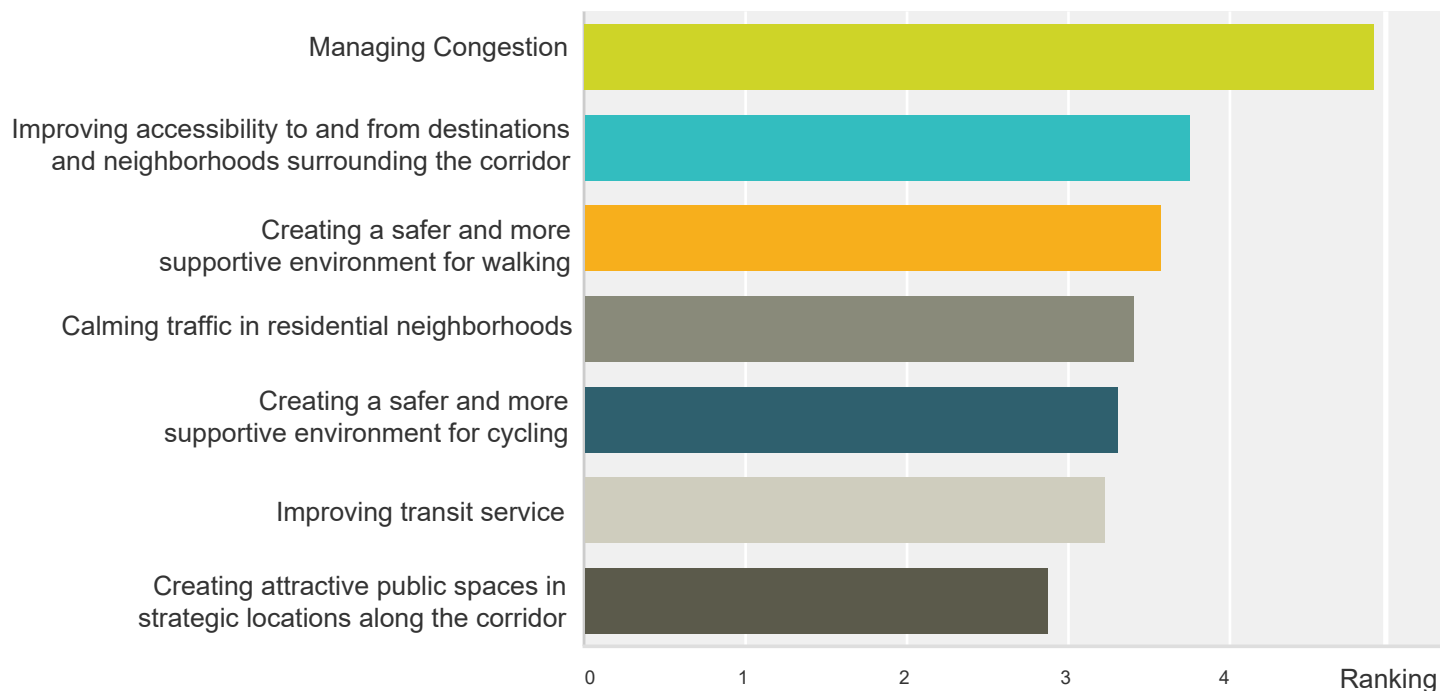
Answered: 322 (295 English, 27 Spanish)



	7 days per week	6 days per week	5 days per week	4 days per week	3 days per week	2 days per week	1 day per week	Total	Weighted Average
Drive a personal vehicle	148	32	54	15	30	13	16	308	5.49
Other	2	0	2	2	0	1	3	10	3.70
Walk	11	5	2	6	8	11	20	63	3.29
Transit Rider	6	1	2	1	3	4	18	35	2.77
Bicycle	3	3	7	3	7	12	22	57	2.68
Carpool/rideshare	2	0	4	0	2	6	17	31	2.23

The William Cannon Dr. Mobility Plan will consider several topics, some of which are listed below. Please rank these, according to importance to you, with 1 being the most important:

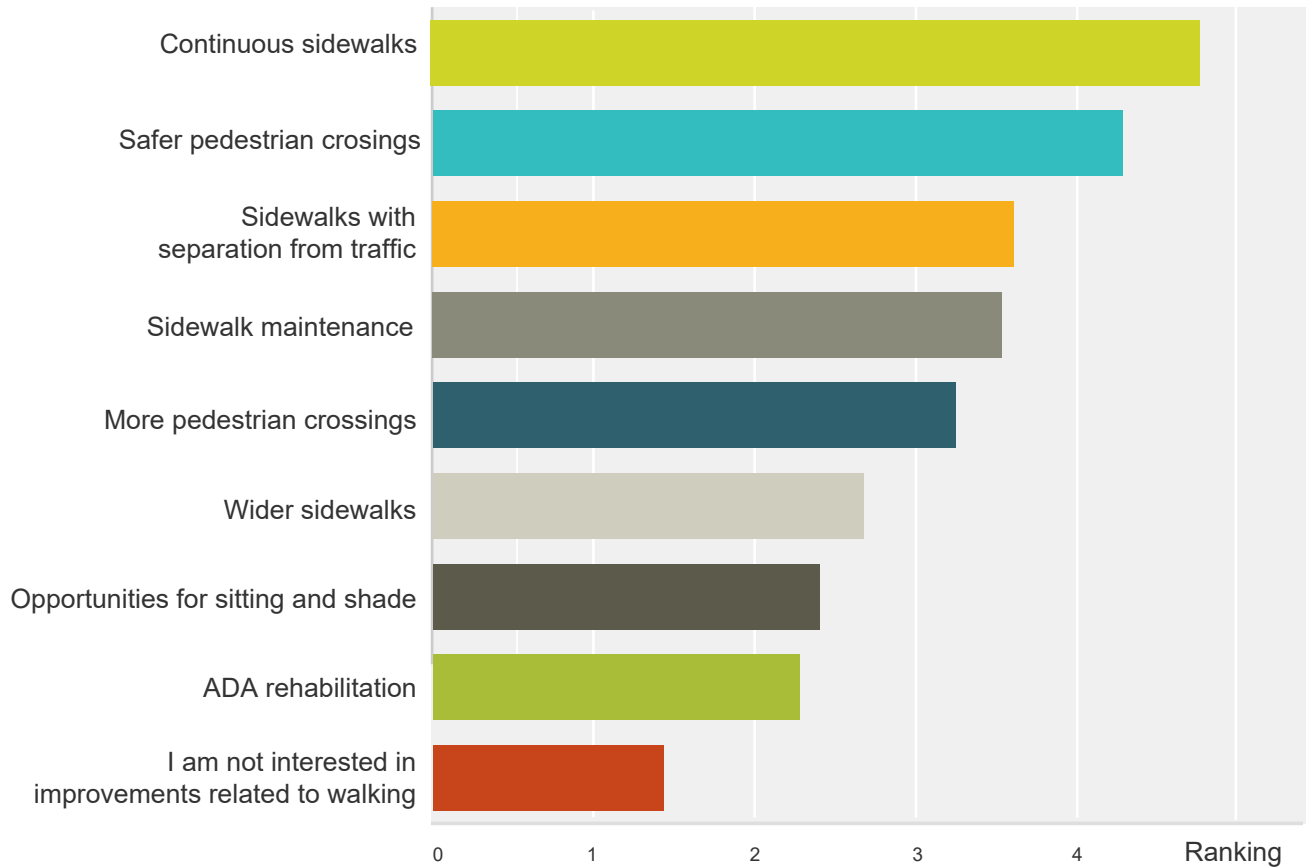
Answered: 311 (290 English, 21 Spanish)



	1	2	3	4	5	6	7	Total	Weighted Average
Managing congestion	134	41	26	24	16	15	36	292	4.90
Improving accessibility to and from destinations and neighborhoods surrounding the corridor	25	68	49	36	40	35	15	268	3.78
Creating a safer and more supportive environment for walking	31	46	39	41	47	38	28	270	3.53
Calming traffic in residential neighborhoods	32	28	45	52	39	33	30	259	3.34
Creating a safer and more supportive environment for cycling	41	30	37	30	30	48	55	271	3.26
Improving transit service	26	44	34	36	35	46	44	265	3.22
Creating attractive public spaces in strategic locations along the corridor	8	24	43	48	55	41	45	264	2.90

Which of the following improvements are most important for people who walk along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

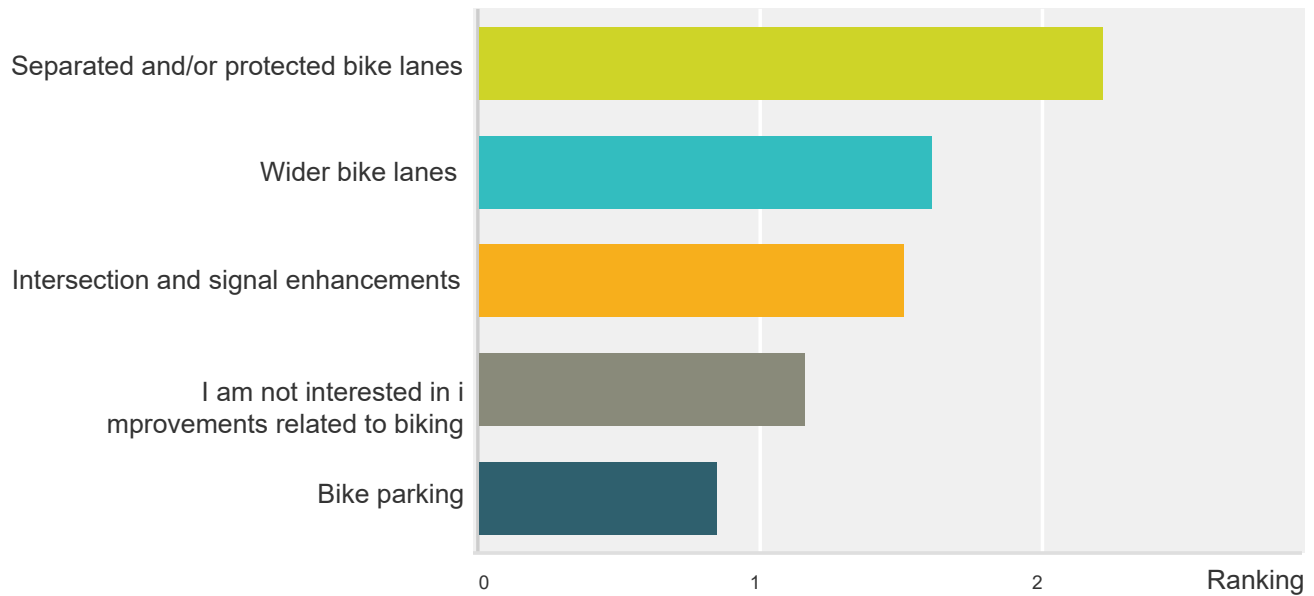
Answered: 297 (282 English, 15 Spanish)



	1	2	3	4	5	6	7	8	Total	Weighted Average
Continuous sidewalks	93	39	28	28	16	9	10	5	228	4.85
Safer pedestrian crossings	38	46	45	33	28	20	8	0	218	4.21
Sidewalks with separation from traffic	32	33	33	32	28	17	22	11	208	3.58
Sidewalk maintenance	21	41	34	31	36	22	11	8	204	3.55
More pedestrian crossings	19	23	32	25	41	29	18	14	201	3.13
Wider sidewalks	10	19	23	32	23	37	30	25	199	2.69
Opportunities for sitting and shade	14	18	13	15	13	35	45	53	206	2.33
ADA rehabilitation	7	10	17	15	26	35	49	35	194	2.17
I am not interested in improvements related to walking	45	3	0	3	2	0	1	28	82	1.46

Which of the following improvements are most important for people who ride a bike along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

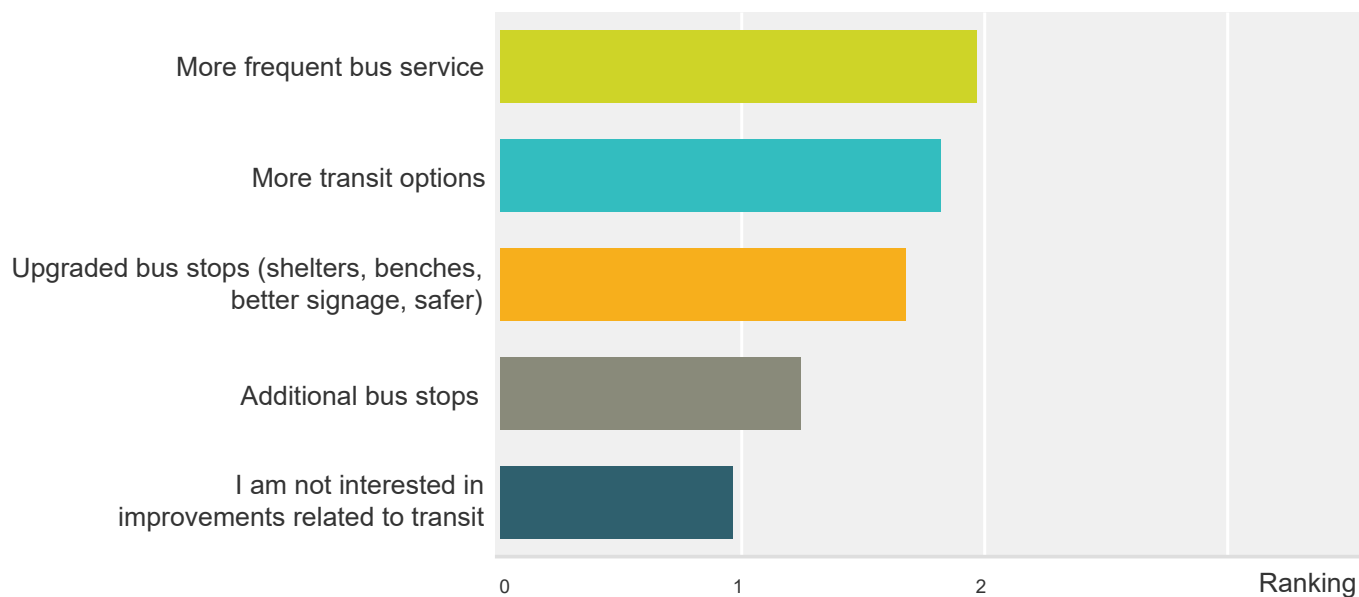
Answered: 303 (284 English, 19 Spanish)



	1	2	3	4	Total	Weighted Average
Separated and/or protected bike lanes	124	42	13	13	192	2.18
Wider bike lanes	39	63	57	21	180	1.58
Intersection and signal enhancements	27	64	66	32	189	1.53
I am not interested in improvements related to biking	83	0	1	19	103	1.16
Bike parking	10	15	41	99	165	.88

Which of the following improvements are most important for people who ride transit along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

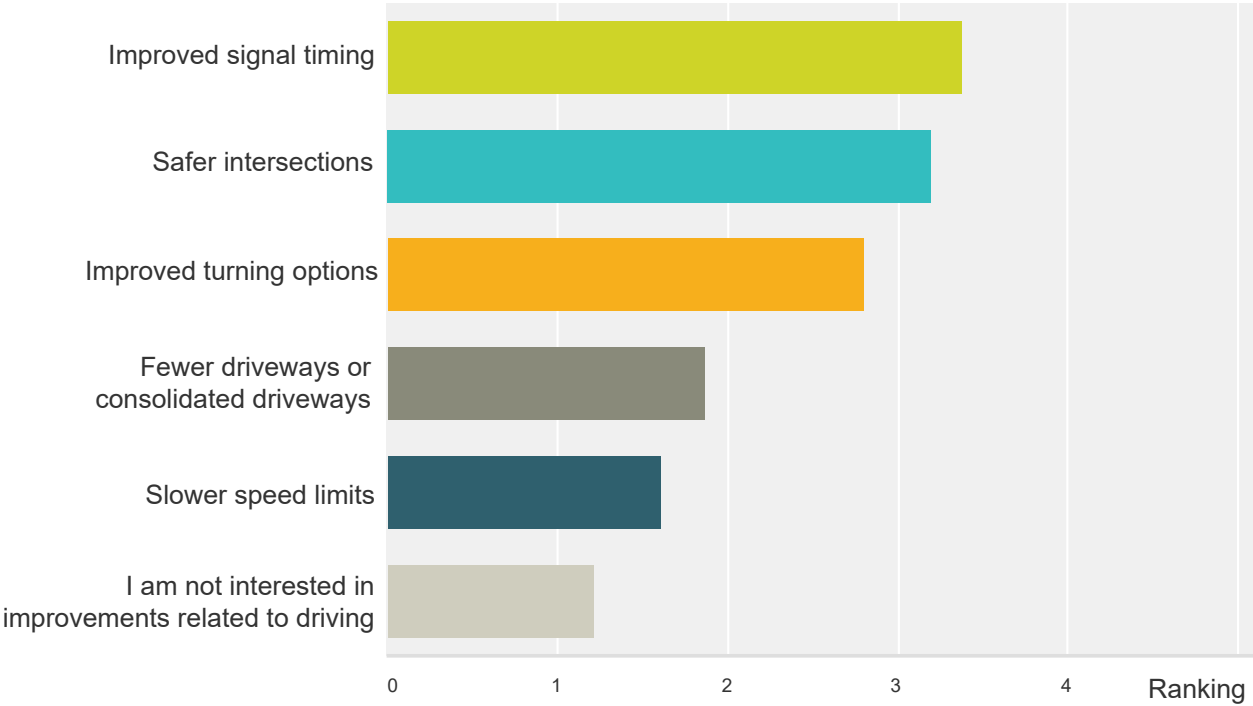
Answered: 291 (277 English, 14 Spanish)



	1	2	3	4	Total	Weighted Average
More frequent bus service	74	66	36	13	189	1.99
More transit options	73	46	33	38	190	1.83
Upgraded bus stops (shelters, benches, better signage, safer)	52	43	47	63	205	1.70
Additional bus stops	10	35	68	68	181	1.20
I am not interested in improvements related to transit	65	0	0	12	77	.93

Which of the following improvements are most important for people who drive along William Cannon Dr.? Please rank these, according to importance to you, with 1 being the most important:

Answered: 304 (289 English, 15 Spanish)



	1	2	3	4	5	Total	Weighted Average
Improved signal timing	122	56	40	24	21	263	3.37
Safer intersections	67	72	78	48	3	268	3.14
Improved turning options	46	96	46	50	14	252	2.85
Fewer driveways or consolidated driveways	17	22	64	78	43	224	1.86
Slower speed limits	37	18	17	32	128	232	1.64
I am not interested in improvements related to driving	7	1	2	0	9	19	1.18

Is there anything else you think we should know about the William Cannon Dr. Corridor?

Answered: 124 (120 English, 4 Spanish)

124 general comments were shared in the survey. Here is a brief summary of themes identified in the comments. Full responses are included below.

William Cannon Drive Comment Themes	No. of Comments
Intersection Improvements	26
Transit	25
Bicycle Accommodations	24
Pedestrian Accommodations	22
Speed Limits and Traffic Calming	15
Pedestrian Crossing	12
Turn Lanes	12
Roadway Maintenance	12
Environment	10
Growth and Development	8
Against Bicycle Improvements	7
Pavement	7
Police Presence	5
"Village" Concept	5
Signage	4
Improved Safety within Neighborhoods	3
Lane Configuration	3
Noise and Sound	2
Improved Ingress/Egress to Shopping Centers	2
In support of Improvements	2
Traffic Lights	1
Cost	1
Opposition to Improvements	1

Full Responses
Por favor de reparar y re-pavimentar la William Cannon (TRANSLATION: Please repair and repave William Cannon)
Hay demasiado accidentes en la interseccion de William Cannon & Vougeot (TRANSLATION: There are too many accidents at the intersection of William Cannon & Vougeot)
Mucho trafico para acceso a 35 (TRANSLATION: A lot of traffic to get to 35)
Limpiar los andadores tienen mucho bosque. (TRANSLATION: Clean the sidewalk, they have a lot of brush.)
More police
improvements to William Cannon at 290 and at Mopac are most needed. Both intersections can take 3+ light cycles to cross
Need Bus Pull Out Lanes so they don't block traffic. Also, dedicated right turn lanes at busy intersections.
<ol style="list-style-type: none"> 1. Lengthening the left turn lane (i.e., make it longer than just four cars) east bound on William Cannon @ Westgate will greatly improve congestion there at peak times. It should be at least 8 or 9 cars long. 2. Lengthening the left turn lane and the right turn lane south bound on Brodie @ William Cannon will greatly improve congestion throughout the day. 3. Lengthening the left-turn lanes (making them double turn lanes perhaps) east and west bound on William Cannon @ MoPac would improve congestion throughout the day and especially at peak times. <p>These three changes would greatly improve the congestion on William Cannon at relatively small cost; a big bang for the dollar.</p>
intersection with IH 35 will be somewhat improved when u-turn lanes are completed, but even more work will need to be done to move traffic smoothly
Though outside of the scope of this survey, I hope that the development regulations can be changed to prohibit parking in front of business, moving buildings closer to the street with maximum setback lines, enacting parking maximums, increasing street connectivity, and slowing the speed of traffic by tweaking the design of the road - all to enhance the pedestrian realm. I would love to see William Cannon Drive as a street like E. Cesar Chavez or S. First Street where walking is encouraged by the design of the place. I would love to have William Cannon Drive as a place that Austinites can visit - not just a corridor they pass through on the way to get somewhere else.
More frequent bus service.
Commercial/retail area development along this corridor should be directed in a way to make those areas more walkable and bikeable.
With all the new homes and all the new apartments; best to get ahead of the new families who will be living in those new homes and apartments . Area around IH 35 is very congested. Needs much improvement.
To limit impact of bus stops on traffic we need bus pull outs.
Improve traffic conditions for feeder street of West Gate south of Wm. Cannon. Since there are no lights, stop signs, or calming devices on West Gate between Cameron Loop and Wm. Cannon, cars from Manchaca, Slaughter, and Brodie use it as a short cut to access Wm. Cannon. Cars speed almost 10 miles above the posted speed limit of 35mph. Also the volume of traffic increased by 30.4% (16,293 cars per day at 7300 block) since 2013. Need to install traffic signals at Manassas, Inridge , and Fentonridge. Lower speed limit . Install calming devices from Manassas to Wm. Cannon. Install protected turn lanes southbound. Install pedestrian crossings. Install bike lane.
It has some beautiful trees worth saving. Moonlights would be very nice!
We need the metro rail to come South. If this were an option, I would not drive nearly as much.
Some of the pedestrian crossings are difficult to see which makes it a little scary for drivers to navigate the area confidently.
Connect the corridor to downtown with direct public transit (i.e.: light rail)
I'd love to bike downtown, but crossing William Cannon can be quite difficult. Additionally, there isn't a safe place to transition from the William Cannon area (especially near the intersection with Mopac) with the Greenbelt mobility bridges. Basically, the connectivity to those wonderful bridges ends at the bridge :(
The intersection at William Cannon and 290 needs to be redeveloped. The turn lanes onto William Cannon from 290, in both directions, are not intuitive and are very confusing. The design does not alleviate congestion but, rather, seemingly makes it worse. For this to be a recent infrastructure project, it has not been an improvement. Rush hour sees tremendous backup.

The signal timing and number of lanes at William Canon and 35 is terrible and MUST be addressed to eliminate congestion along the frontage roads.
Protect existing trees especially protected and heritage trees including protecting their critical root zone and canopy.
I would think about how urban form relates specifically to transit stop placement. Like, if there's a transit stop in front of an apartment complex, is there a ped gate into the complex there? Or do pedestrians have to walk around out of their way to get to the stop? And are stops convenient to shopping centers? Easy to get to? Or surrounded by curb cuts?
I have lived off of William Cannon for 8 years. The traffic getting out of my neighborhood (either via Bluff Springs or Stoneleigh) is hideous. And I keep seeing more apartments and housing going up. It is too congested and the intersections are unsafe. I've also been directly impacted by the lack of continuous sidewalks and sidewalk maintenance. I should not feel safer walking in the street than on the sidewalks.
East WC concrete needs upgrade
The real Transit need on the corridor: dedicated bus lanes (at least during rush hour)
This is a very dangerous place to ride, especially east of Mopac. It would nice to have a better way to travel by bicycle in the corridor.
Cap Metro's Connections 2025 plan is removing stops from the 333 route. I do not pay taxes in order to have public transportation ripped away from me.
Insection with Brodie Lane takes too long
it's a cluster, terrible congestion
Please re-do the asphalt on William Cannon, small patch repairs will not suffice
Increased bus service with increased area of service.
No matter how you improve walkability or add bike lanes, cars will continue to be the number one form of transit. Time lights to allow continuous traffic and quit messing with regulations for car services (taxis are awful, unsafe, and regulations don't work, so I will never use them). I will never walk or bike to work because it is too far and I don't have a shower at work.
This is another major corridor that has long been neglected and that was totally designed to handle cars (and it doesn't even do a good job of that) instead of pedestrians. The traffic lights are poorly timed, the public sidewalks are inadequate and unprotected and I can't imagine adding bike lanes along this major activity corridor, which I honestly believe will result in a lot of people being killed or injured on their bikes. Having a tree lined street (with lots of shade trees) with protected public sidewalks would be a great place to start.
A light st bannockburn and William cannon would be helpful as well as a stop sign at bannockburn and loch Lohman. Cars speeds down loch lohman st high traffic times and there are no side walks on that street for pedestrians.
It is super congested at the I-35 corridor, the lights and lane conditions need to be improved
Better road maintenance, especially in these most used streets.
If there is any way to straighten the twists and turns between Mopac and Hwy 290 it would be much safer. Also put sinage on the roadway when traveling West on WWCannon approaching the intersection of Hwy 290 this would give drivers more time to get into the correct lane when turning Westbound on Hwy 290.
I am a teacher in the neighborhood and I feel it is important to make the streets safer for children. Many of my students ride bikes and walk around the neighborhood. It is essential to keep these children safe and provide safer options for crossing streets and riding/walking along the streets.
This area does not need to be fixed to attract Hipsters. The Dove Springs area is filled with lower class Latinos and not upper class Caucasians. They city is doing a horrible j
New intersections are confusing for drivers unfamiliar with new turn lanes at 290 and WC, yellow light needs to last longer and a delayed green light after light turns red due to drivers passing red lights
A lot of vehicles on this roadway and not enough police monitoring for speeding, wreckless driving, people still on their cell phones not paying attention. Even if you cross the street at intersection with the right of way to go.. you take a chance every time you step off the curb. People just don't pay attention!
My biggest concern regarding William Cannon relates to moving traffic onto this street from MoPac and crossing Hwy 71/290.
There is SO much potential for people on foot, on a bike and on a bus! Rolling hills, medians with trees, connects to shopping, restaurants, the Williamson Creek Trail, Natural Gardener, Costco's recreational path, Stephenson Preserve, Westgate Lanes Bowling, Sprouts, the UP line, HEB, Bedichek MS, Pleasant Hill

Elementary, the Pleasant Hill Library, KinderCare, HEB, Dove Springs Park & Rec Center and McKinney Falls SP. PLEASE give the people a BEAUTIFUL and SAFE crossing over I-35 (think Pfluger bridge over Lady Bird Lake). It would go a long way to bridge the great divide. Speed limit could be 25mph if people on foot and on bike are completely separate from auto traffic.
I think more attention should be paid to the safety of West Gate Blvd between Jones Rd and William Cannon. This is a residential area with a major speeding and heavy traffic problem.
Feeder street of West Gate Blvd. from Manassas to William Cannon need to be made safer by installing traffic lights or stop signs and calming devices to slow down cars . Cars use this street as a short cut from Manchaca, Brodie Lane, and Slaughter to access Wm Cannon. According to the January 2017 traffic study conducted by Austin Transportation Department, the volume of traffic at 7300 West Gate increased by 30.4% (16,293 vehicles per day), and cars exceed the the posted speed limit of 35mph by 10 miles.
Slower speed limits, safer intersections, quality and separate bicycle/pedestrian facilities, smart and sync'ed traffic signals, police presence and enforcement of speed limits, traffic light violations, blocking the box, school zone speed limits enforced as well as 1.5 mile radius surrounding neighborhood schools, lower neighborhood speed limits, provide bicycle and pedestrian connectivity through surrounding residential areas to access the corridor, not more auto access through the neighborhoods from the corridor. Include Manchaca Rd and S 1st St in this study !!!!
Please consider placing protected 2 way cycle tracks though neighborhoods instead of along busy William Cannon.
Narrow the streets to 10' or 11' on bus routes. Make them safer for all users.
Please add bike lanes and fix the sidewalks!
Are there any plans to widen William Cannon? If so, I would greatly appreciate it if a sound barrier was erected in order to keep noise down and protect against cars driving through fences and back yards. My back yard is on William Cannon and since I've been there, I bought in 2001, cars have crashed through the fence of neighbors on each side of me. If things continue, I'm next. You know, Murphy's Law :o
The bottom line is please put up a sound and safety barrier for those who live on William Cannon. Please :)
At the moment I drive everywhere but if there were better options either in transit or bike/walking areas I would be open to alternate transportation.
The transit options connecting people on Wm Cannon are missing on Westgate. That is a big connection opportunity for transit riders.
This is one of the most productive transit corridors in our city! Help prioritize transit service here by adding bus lanes/transit priority treatments, encouraging TOD, and making it a safer place to walk and bike.
Mow the medians and sidewalks more often
I think a traffic lane in each direction between Brodie Lane and southwest parkway should be eliminated to allow room for a CONTINUOUS safe width protected bike lane and improved pedestrian and dramatically lowered vehicular speed limits. Make it a transit corridor for all transit modes instead of a frantic race track for cars!
Bike lanes the whole length of William Cannon please!
The intersection of MoPac and William Cannon needs to be completely reworked. During peak hours (and occasionally non peak) traffic heading southbound on the frontage road will back up at the William Cannon intersection. This is caused by several reasons: 1. The u turn lane is only its own lane for a short distance, causing the left turn lane to develop huge gaps when the light turns green. 2. The right turn lane onto William Cannon is too short and is not its own separate lane which causes it to back up well beyond the mopac exit. These two issues cause cars to backup all the way up mopac beyond the 290 feeder ramp.
We would like rail to connect South Austin to downtown & North Austin for work and health needs.
Clearing corner, and trash along the sidewalks for safer pedestrian walking and bike crossing.
Would really love it if the train would be extended down here.
There is a variety of residential and commercial along this route. Most important - Sidewalks. 2nd - Improve transit service. 3rd - Some of the corridor has bike lanes, while others do not. Finally, if feasible, it would be nice to have bike lanes for the entire corridor as long as there is no reduction in car lanes as this is an East/West corridor.
Stop adding bike lanes. They reduce car lanes and slow everything down too much!

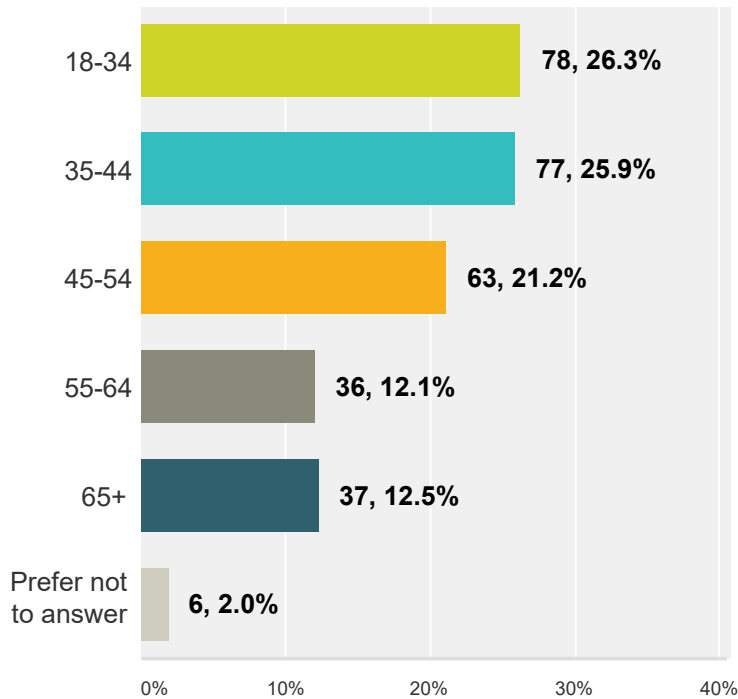
I think William Cannon is so much easier and pleasant to drive than Slaughter, mainly due to the fact it has less stoplights and more frequent speed limit monitoring. The worst areas are definitely around 35 and Mopac. I'd LOVE to see some of those white flexible "sticks" around the U turn lanes on each side of Mopac and WC to keep people from stopping in the continuous U turn lane so they can turn right into the shopping/restaurant areas (there is no yield sign at these U turns). People regularly use the U turn and stop when there is oncoming traffic when they should use the left turn lanes instead. It'd also be nice to see improved signal timing while driving on WC near the Costco and Brush Country.
Make south Austin improvements a priority for a change.
The stretch between Brodie and Brush Country is terrible. Synchronized traffic lights might help; perhaps an additional lane in each direction. The stretch between Brodie and Manchaca needs to have 1 lane added in each direction, like the rest of William Cannon has.
William Cannon is a heavily used street to get around town, and many people speed through the residential neighborhoods to access it. Adding speed bumps to heavily congested "short cut" streets, like Lunar Drive, will help slow down drivers cutting through and add to the safety of the neighborhood.
East William Cannon needs trees in the median to beautify the neighborhood.
Width of sidewalk seems okay for the number of people that I see using them, but safety of crossing vehicle lanes needs to be increased, as does the landscape maintenance (grass mowing). I can't remember ever seeing a cyclist on Wm. Cannon, IMO it's too dangerous. The speed limit is appropriate, however, because of the width drivers are tempted to drive much faster than the speed limit. I would suggest taking a lane in each direction and provide a protected/separated bike lane, narrowing the remaining vehicular lanes as necessary. This would prove challenging approaching the Brodie intersection. Please remove the free right from west-bound Wm. Cannon to north-bound Brodie.
Add Exits to the Arbor Trails shopping center. One from the Costco parking lot to Brush Country and one toward the front of the center to Brush Country. Also connect the MoPac Feeder loop by Costco to Convict Hill road. Move the William Cannon MoPac exit further back from it is now. Maybe do away with the MoPac entrance and let the traffic go thru the light to the next exit.
Enforcement of existing speeds on William Cannon needs to be done.
Congestion around the entrance/exit of Arbor Trails on William Cannon needs to be addressed.
West bound from MoPac to William Cannon needs to be addressed for safety and flow, perhaps a designated right turn lane on to WC.
Austin has very few north to south routes, none of these improvements will create a noticeable change until the I 35 downtown congestion is addressed
Include public transit hub at Shops At Tabor Oaks
Widening the intersections that hit William Cannon (like the recent work done to S Congress) helps those of us that have to commute to work during rush hour. The intersection at Bluff Springs is horribly congested. The turn around lanes added to I35 will be much appreciated.
More pedestrian hybrid beacons and flashing pedestrian flashing lights. Signs that mention nearby schools and parks.
the section west of IH35 is terribly unsafe for cycling. a lane would have to be removed, i imagine to make a bike lane. the section east of IH35 presently has plenty of room for a nice bike lane. also, the development going in near mckinney falls is increasing the load on the street heavily. let's plan now for multi-modal usage and not suffer later. also lots and lots of pedestrian traffic already on this road especially near IH35. Let's make the pedestrian experience safe and more pleasant.
Enforce existing speed limits.
Add exits from Arbor Trails to Brush Country.
I would like to use transit much more frequently than I currently do, and would use it much more frequently if there were more and more frequent options available! I would LOVE to ride a bus to UT, but currently, doing so takes me almost 2 hours door to door. Please help me be the transit user I want to be!
The road narrows and dips in certain areas repairing those issues would create a safer environment for everyone
Noise reduction for housing adjacent to William Cannon.
Most cars go faster than the 40mph speed limit. It should be changed to 45mph the entire way along with better signal timing.

Blinking yellow left turn signals
Yes, some areas have access into neighborhoods off of W.M. Cannon, that are causing high traffic volume on residential streets. Those access are becoming more dangerous to use. I strongly suggest some of these access point have alternative routes. Direct traffic to travel to the stop lights and the residents who actually live there can enter and exit safely. Thank You.
Improve the timing of the lights at the mopac-southwest parkway light. Horrible timing in all directions and makes traffic horribly backed up at the morning and evening rush hours.
I think people would make better lane choices on both sides of the 35 crossover if there was a sign waaaaayyyy back maybe as far back as Circle S letting people know which lanes turn onto the access road and which ones don't. I see people thinking "oh F-!" every morning in my commute and changing lanes as soon as they see the sign. Same on the way back, people don't expect only ONE lane to turn so they line up in the leftmost TWO and then are like OH NOOOOO once the light changes and they see themselves stuck on William Cannon in the center lane. (More often than not they just stop completely and force their way over, which is also terrible.)
Improving the road and taking care of pot holes quicker
Safety should be a priority not an afterthought.
Please improve congestion at William Cannon intersections with Brodie, Manchaca, S. First and Congress.
Remove bicycle lanes on Wm Cannon west of Mopac. Rarely used. Car lanes too narrow. Hazard to bikers and cars.
Plant trees in median on between Brush Country and Beckett. Make it look nice like east of Brodie.
To support the many residents of the corridor that work at ABIA, additional transit opportunities to ABIA are needed. As ABIA grows this corridor has the opportunity to support a secondary entrance to ABIA from the south on Burleson and relieve the traffic on 71.
William Cannon is one of the least bike-able road ways in the city especially between IH 35 and Mopac. Most cyclists I know don't even attempt to ride it and take another road to get either direction.
Brodie and William Cannon needs re working. Possibly an underpass for through traffic on Brodie.
Make it more attractive as a neighborhood center, not just one strip after another.
What needs to be addressed is automobile congestion. Adding bike and/or pedestrian access isn't going to help that. No one in Texas, much less in the remote parts of Austin, are going to bike and/or walk instead of driving when they have to go more than a mile. So, wasting valuable land on bike lanes and/or sidewalks is a fool's game that won't address the problem.
I was thinking more about William Cannon and Brodie lane when answering. I am not familiar with the rest of William Cannon. I realize that the way that you divided the surveys was according to "big picture" categorizations, but that isn't how I experience the streets. I have certain intersections I use all the time -- that is it. I don't know about the entire length of the road. I am not sure many people drive from Southwest parkway to McKinney Falls. Not sure that these answers (or anyone elses) are relevant to get a good picture for THAT. I get it that you have to divide it up somehow and that is the best option, but not sure that my answers fit that view. I just wanted to say that -- maybe you could say that my answers would probably apply for any street -- what do I value in general. I am glad that you are asking tho.
Ranking these things is difficult because, for example, improved signal timing, safer intersections, and improved turning options all affect one another. Bike lanes? Ranking first in Q7: put in bike lanes. Drive east in the right lane from West Gate to Manchaca and you'll think you're riding a roller coaster. Regular general maintenance would be nice.
There needs to be bus service that meets the needs of commuters, ie., runs frequently during rush hours, goes across town (N/S & E/W) without requiring multiple bus changes.
This is a highly traveled area of people who do not live in the area. Once the apartments and new subdivisions are finished more lanes will be needed to handle the overload of traffic. There is an increasing

amount of disabled people in the area who really need a safer way to be mobile. Intersections are dangerous and not managed effectively.
It would be nice if I wasn't thrown from the left side of the bus to the right side of the bus due to lack of maintenance of both east and west lanes.
The bike lanes along Wm Cannon from I-35 to Pleasant Valley should be removed. The presence of the bike lanes has narrowed car traffic lanes to the point where it is dangerous/uncomfortable to drive along Wm Cannon, especially since I have NEVER seen anyone riding a bicycle in that area. COA should do an objective traffic study along Wm Cannon to determine how much the existing bike lanes are actually used.
Needs bike lanes between Mopac and IH 35!!! Please!!
There is a homeless population loitering in all shopping centers in this area. Please look into this issue.
There are few bus routes into the neighborhoods on the West end of William Cannon, nearer Escarpment and Convict Hill Roads. I work downtown and it makes getting to work or living there difficult. I've had to turn down places to live in that area because the transit is so difficult & minimal via biking and busing.
Bike lines are great but they need to be additive not subtractive to the car lanes which are already congested.
Manchaca Road should be included in this corridor.
We want more options to be less car dependent in this area. If we had safe options available, I would prefer to ride a bus, bike, or walk to many destinations.
There are a lot of homes being built in this area and that needs to be taken into account.
Traffic on Manchaca and Brodie is getting much heavier with new developments opening and increased commuter traffic from south of town and much of it ends up on William Cannon.
The intersection of MoPac and William Cannon is very dangerous for biking and walking. it is important that the Violet Crown trail has a safe interface with William Cannon.
faster
Traffic in Austin is so bad that we're planning to move elsewhere. Congrats NIMBYs, you won.
Modern, flexible, on-demand user-directed ride-share, car share or small carpool options rather than busses should be utilized. Busses are obsolete, expensive, inconvenient and unpopular.
More continuous sidewalks would be nice and help commerce
With the growth east of 35, congestion early in the mornings has added significant time to my commute over the years. Also, the traffic light on the southbound exit to William Cannon off of 35 backs up tremendously, taking multiple lights to get through.
Safe design speeds are essential for the safety and comfort of all modes on William Cannon. The road should be designed for operating speeds of 20 or 25 mph. Between 2010 and 2017, 5 people have died and 66 have suffered incapacitating injuries on E & W. William Cannon Road in Austin. There is a crash every other day.
repair the streets
Spending money on bike lanes is a complete waste of money. As many times as I am on William Cannon, I see very few if any bike riders, especially in bad weather, heat and cold.
In the several years since the bike lanes were put in on Wm. Cannon, I have only seen them utilized 3 times. The vehicle lanes are now too tight where the bike lanes are.
Increase lanes along entire roadway to minimum of 3 lanes
The off ramp from Southbound Mopac onto W. Cannon is very hard during rush hour. You have to move three lanes over and often traffic is backed up on the feeder even before the ramp. Also, even when it isn't backed up, cars can still be going incredibly fast, making getting over to the right lane hazardous.
Reduce traffic flow through neighborhood of West Gate Blvd., between Manassas and WM. Cannon. Install traffic light at Manassas and West Gate, calming devices, and protected turn lanes.
Do not add bike lanes to this road. There is no room and taking away lanes that are already congested shouldn't be an option.
Your survey is programmed faulty so that more than one option (line) cannot be ranked the same value, even where there are more options (lines) than values.
How this questionnaire asks about walking and biking without considering where we are walking/biking to and from is somewhat silly. #1 priority for walking on East William Cannon east of I-35 is having somewhere to walk to! Also, please don't plan for the ten minutes a day when there is congestion - make this a corridor that I'll want to walk and bike on during all hours of the day. There's not a section of William Cannon that needs to be any wider than it is today - much of it could have less vehicle capacity.

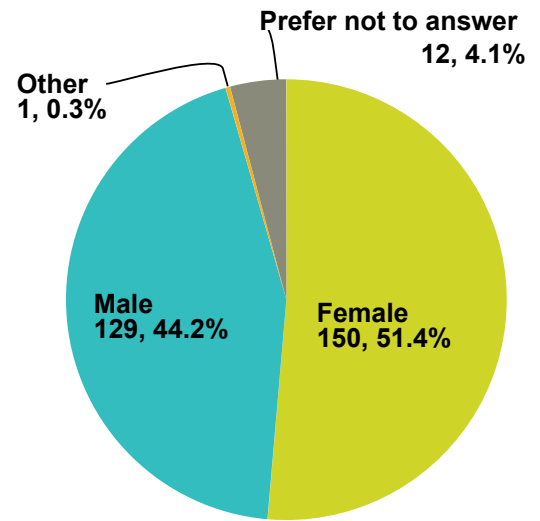
What is your age? (optional)

Answered: 297 (280 English, 17 Spanish)



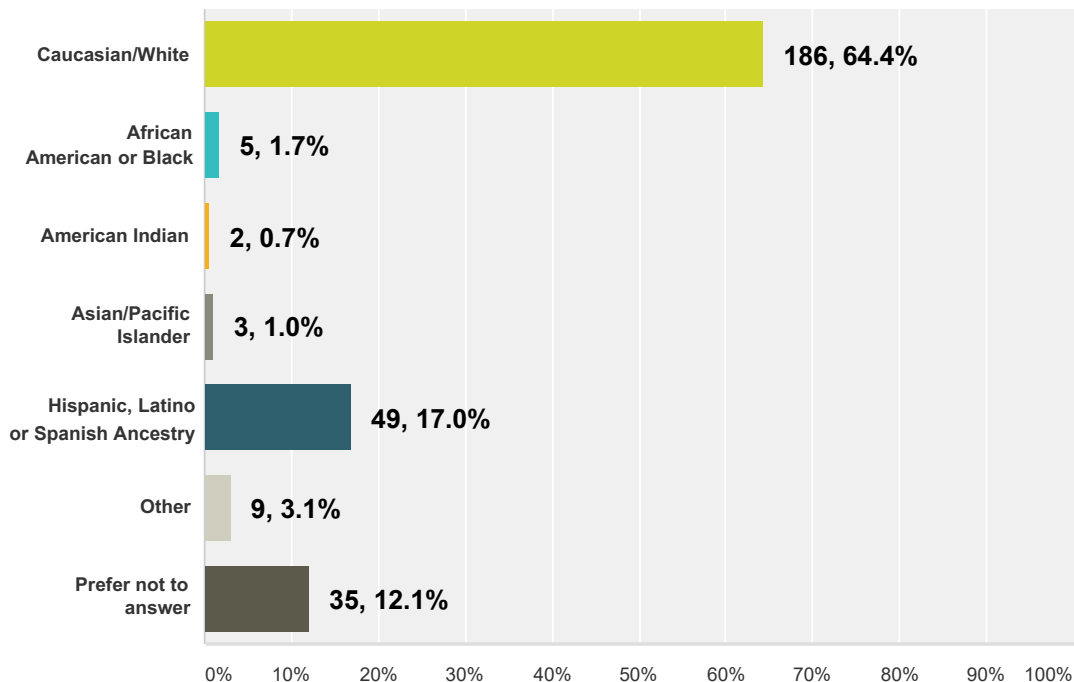
What is your gender? (optional)

Answered: 292 (275 English, 17 Spanish)



What is your race/ethnicity? (optional)

Answered: 289 (273 English, 16 Spanish)

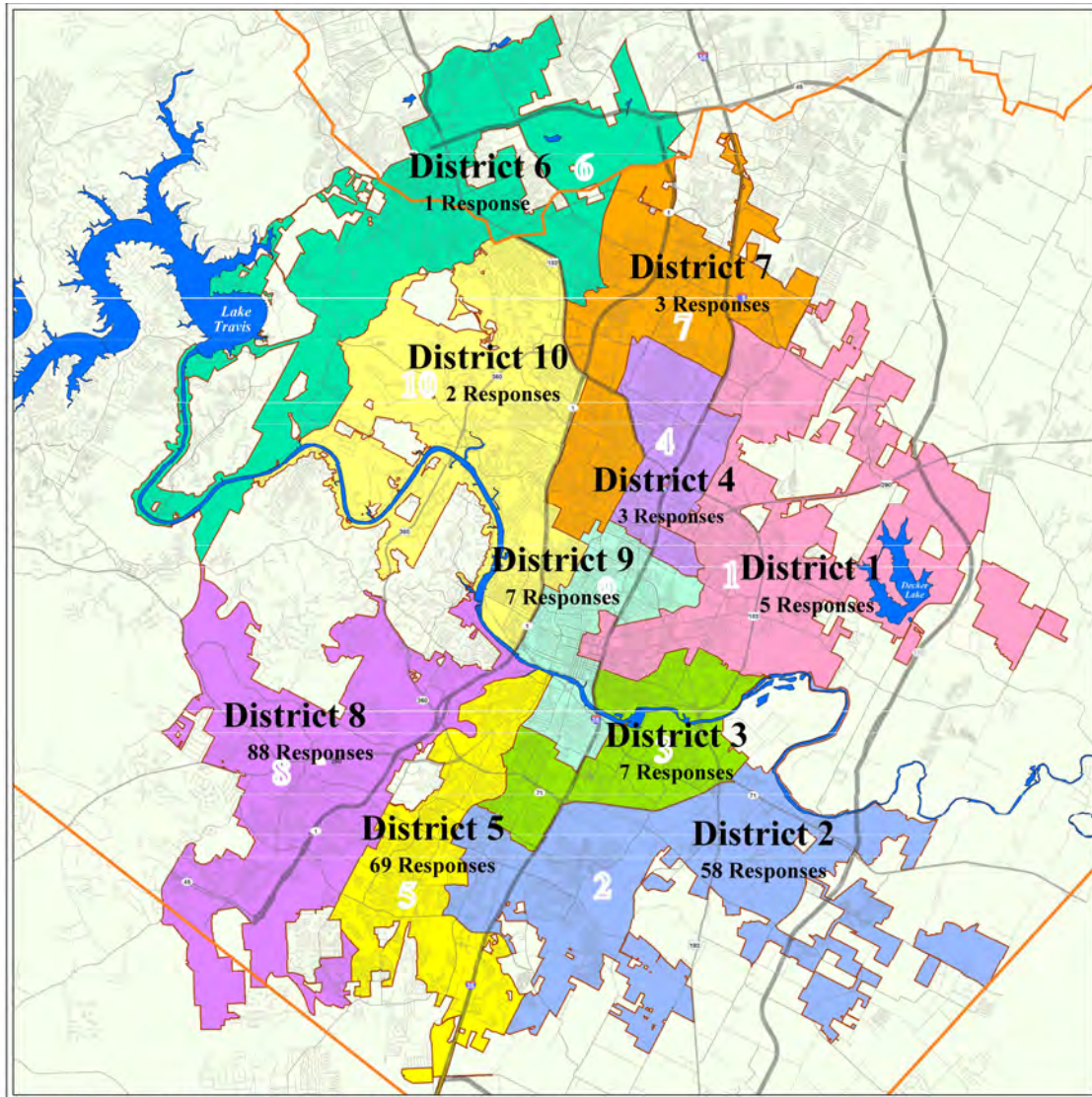


Provide your email address if you would like to receive updates about the Mobility Plan as new information becomes available or be notified of other opportunities to participate. (optional)

Answered: 97 (93 English, 4 Spanish)

What City Council District do you live in? Click here to see a district map. (Optional)

Answered: 281 (269 English, 12 Spanish)

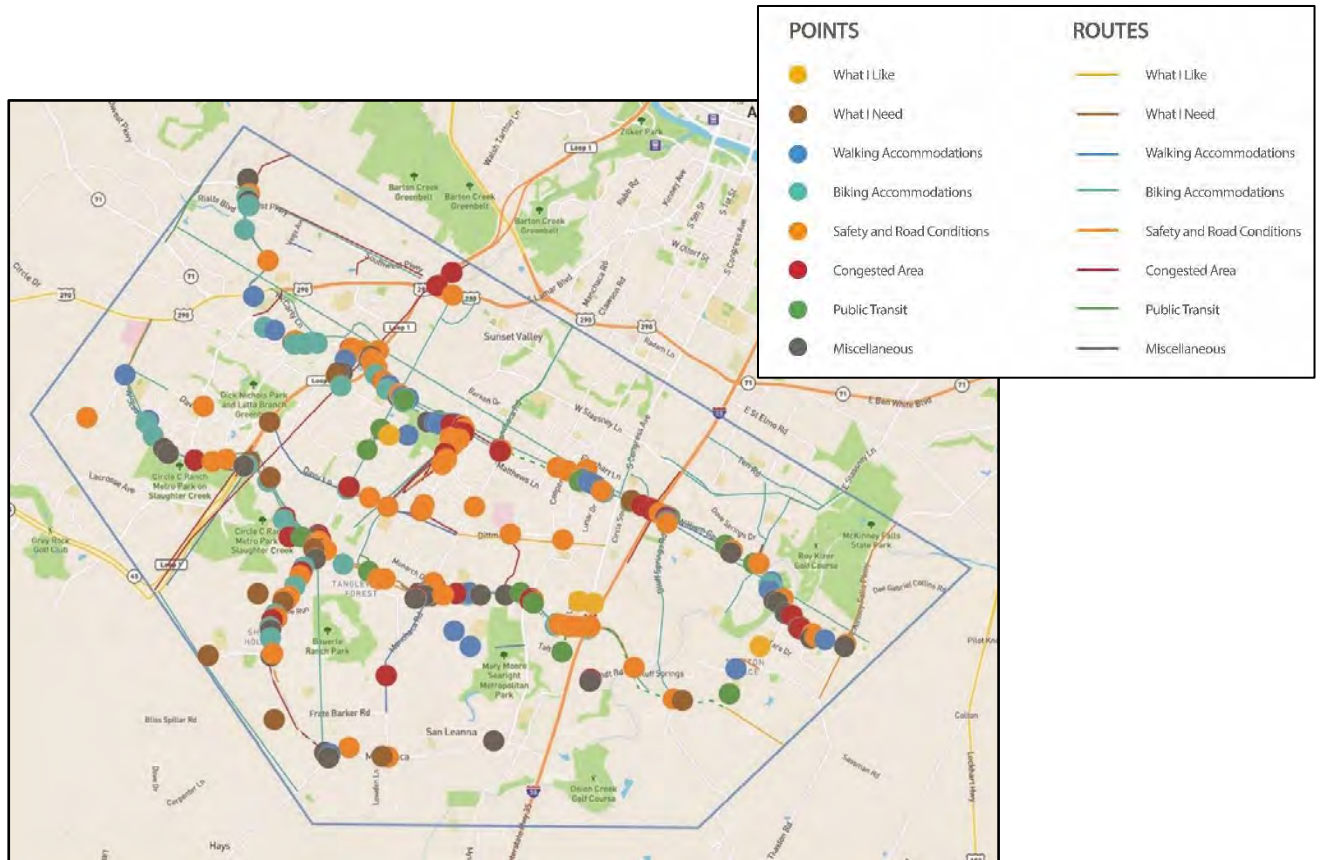


Map produced by: Ryan Robinson, City Demographer, City of Austin, May 2016.

District	No. of Responses	Percentage of Total
District 1 - Ora Houston	5	1.78%
District 2 - Delia Garza	58	20.64%
District 2 - Sabino "Pio" Renteria	7	2.49%
District 4 - Gregorio "Greg" Casar	3	1.07%
District 5 - Ann Kitchen	69	24.56%
District 6 - Jimmy Flannigan	1	0.36%
District 7 - Leslie Pool	3	1.07%
District 8 - Ellen Troxclair	88	31.32%
District 9 - Kathie Tovo	7	2.49%
District 10 - Alliston Alter	2	0.71%
I don't know	29	10.32%
I prefer not to answer	9	3.20%

WIKIMAP REPORT

An online WikiMapping page was created to allow stakeholders to give location-specific input and feedback on the corridors. This interactive tool provided a legend of icons and color-coded lines to indicate input categories, such as: Public Transit, Driving Conditions (Congested Areas, and Safety and Road Conditions), Bicycle Accommodations, Pedestrian Accommodations, and Miscellaneous including "What I Like" and "What I Need". Users had the opportunity to mark routes or points on and around the corridors, add written comments, as well as see and respond to input from other users.



OVERVIEW OF WILLIAM CANNON DRIVE WIKIMAP COMMENTS

Comment Category	No. of Comments
Driving Conditions - Safety and Road Conditions	88
Driving Conditions - Congested Area	71
Bicycle Accommodations	56
Miscellaneous, What I like, What I need	49
Pedestrian Accommodations	27
Public Transit	11
Total	302

WIKIMAP RESPONSE SUMMARY

Users were provided a set of questions related to the category of their choosing. Responses are summarized here.

Driving Conditions

Which of the following driving improvements would you like to see here? (Select all that apply) (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways, Improved turning options, Other)	No. of Responses
Improved Turning Options	79
Other	18
Uncategorized/unanswered	25

Themes in 'Other' and Uncategorized Driving Conditions Comments
<ul style="list-style-type: none"> • Desired driveway access • Roadway maintenance needed • Need for additional/expanded lanes • Concern regarding increased congestion • Concern regarding dangerous intersections that do not have crosswalks or allow adequate pedestrian crossing time • Need for improved signage and signals

Bicycle Accommodations

Which of the following biking accommodations would you like to see here? (Select all that apply) (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	No. of Responses
Separate and/or protected bike lanes	32
Bike Parking	1
Other	8
Uncategorized/unanswered	7

Themes in 'Other' and Uncategorized Bicycle Accommodations Comments
<ul style="list-style-type: none"> • Desire for added bike lanes, sidewalks, and urban trails • Safety concerns for cyclists on the roadways • Opposition to added bike facilities • Need for wider traffic lanes adjacent to bike lanes

Pedestrian Accommodations

Which of the following pedestrian accommodations would you like to see here? (Select all that apply) (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	No. of Responses
Wider Sidewalks	3
Continuous Sidewalks	2
Sidewalk Maintenance	3
Other	0
Uncategorized/unanswered	0

Themes in 'Other' and Uncategorized Pedestrian Accommodations Comments
<ul style="list-style-type: none"> • Sidewalk maintenance needed • Need for additional sidewalks and trails • Desire for restrooms on trails • Need for crosswalks • Need for safer pedestrian facilities near schools • Safety concerns for pedestrians near busy roadways

Public Transit

Which of the following transit improvements would you like to see here? (Select all that apply) (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	No. of Responses
Other	2
Uncategorized/unanswered	8

Themes in 'Other' and Uncategorized Public Transit Comments
<ul style="list-style-type: none"> • Discontent for service cancellations • Need bus pullouts to avoid traffic backup • Desire for upgraded stops and bus stops closer to pedestrian crossings • Need reliable and efficient service

Additional Comment Categories

Additional Comment Categories	No. of Responses
Miscellaneous	39

Themes in Miscellaneous Comments
<ul style="list-style-type: none"> • Concern regarding increasing volume of traffic in neighborhoods • Need for additional traffic signals and traffic calming devices • Improved turning options needed • Expanded/additional lanes needed • Need for bike lanes

- Need for street lights
- Concern about congestion and traffic backup
- Desire for improved access to driveways and recreational facilities
- Flooding concerns
- Desire for connections between neighborhood streets and surrounding road network
- Desire to preserve natural features
- Support for added landscaping and aesthetic features
- Safety concerns for pedestrians and cyclists interacting with drivers, as well as drivers passing through intersections without signals
- Need for nearby development and more destinations

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.18563	-97.849354	point	Other	Need more lanes	South Austin is growing too fast and ATX is not keeping up with the growth. We need more lanes...	
30.185162	-97.85604	point	Other	You have to expand lanes. NOT BIKE LANES.	NOBODY RIDES THEIR BIKE. You need to expand to more car lanes on Brodie. This is the main location of traffic back up. Cars are backed up for miles down Brodie in the morning and evening.	
30.206973	-97.815399	point	Improved turning options; Other	West Gate Blvd., from Manassas to William Cannon	Cars from Slaughter, Brodie, Davis and Manassas use West Gate Blvd. as a short cut to MoPac, down town, and William Cannon. There no traffic lights, stop signs, or calming devices from Manassas to Wm. Cannon. The volume of traffic has increased bby 30% since 2013 when West Gate was extended to Slaughter. Car speeds exceed the posted speed limit of 35mph by almost 10 mph. Need to limit access to West Gate and install traffic lights and calming devices. Need to install bike lanes. West gate was originally built as a one lane in each direction with a bike lane.	
30.205179	-97.818719	point	Improved turning options; Other	High volume of traffic and speeding cars over vbthe posted limit of 35mph.West Gate Blvd. has became a short cut fer cars froem Slaughter, Brodie, Mnchaca, and Davis Lane.	Install traffic light at Manassas and West Gate and calming devices to slow down cars and and improve safety for people living along West gate.	Reduce speed limit to 30mph and install calming devices between Wm. Cannon and Manassas. Install traffic signal at Manassas and West Gate and Fentonridge and West Gate. by Anonymous on 05/16/2017 reduce West Gate blvd between Manassas and William Cannon from two lanes to one lane in each direction and add a bicycle lane. by Anonymous on 05/16/2017 I Disagree, this is a main cooridor by Anonymous on 05/17/2017
30.200222	-97.865546	point	Improved turning options			
30.206258	-97.815421	point	Improved turning options		Reduce speed limit and add protected turn lanes on West Gate Blvd., from William Cannon to Manassas.	
30.206258	-97.815421	point	Improved turning options		Improve traffic safety on West Gate between William Cannon and Manassas by reducing speed limit and adding lights and /or stop signs at intersections with the alphabet streets.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.205179	-97.818719	point	Improved turning options		Cars speed 10 miles above posted speed of 35mph on West Gate between Manassas and Wm. Cannon. Cars the car volume increased by 30% (16, 293 per day) since 2012 when West Gate was extended south of Cameron Loop. There are no lights, stop signs, or calming devices on West Gate, from Cameron loop to Wm. Cannon. There no protected turn lanes southbound from Wm. Cannon to Manassas. Need to reduce speed limit, install lights, stop signs and calming devices from Manassas to Wm. Cannon. Driveways of homes on the east side of West Gate face the street and is very dangerous . Also, people living on the alphabet streets (westside of West Gate face danger in trying to cross unprotected turns and dodge speeding cars to go north on West Gate. Need to reduce speed limit and install lights, stop signs, and calming devices.	
30.202093	-97.819765	point	Improved turning options		Too many cars from Manchaca, Slaughter, and Brodie use West Gate as a short cut, since there are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon. Need to add lights, stop signs, and calming devices to slow down cars that on the average travel 10 miles faster than the posted speed of 35mph. Need to protected turn lanes southbound from WM. Cannon to Manassas.	
30.203544	-97.81836	point	Improved turning options			
30.20407	-97.817735	point	Improved turning options		Install calming devices.	
30.203001	-97.818961	point	Improved turning options		Install light, stop sign, and traffic calming devices. reduce speed limit	I Agree by Anonymous on 06/14/2017 Dangerous intersection at Fentonridge and West Gate. No protected southbound turn lane for people living on the east side of West Gate. Similarly, people living on west side of West Gate (alphabet streets) have difficulty crossing to go northbound. Speeding cars and high volume , especially during commute hours. Need to install light or stop sign, and calming devices. Also need to have pedestrian crossing signal installed. by Anonymous on 06/14/2017
30.199839	-97.820593	point	Improved turning options		Install light. Many cars use Manassas as a short cut from Manchaca and other streets to enter West Gate. Also, reduce speed limit.	I Agree by on 06/16/2017 add calming devices from Manassas to Wm. Cannon. Install stop signs at Inridge and Fentonridge. by Anonymous on 06/18/2017

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.202093	-97.819765	point	Improved turning options		Install traffic lighy or stop signs. Install calming devices and lights from Manassas to Wm. Cannon. Install turn lanes.	
30.200958	-97.81959	point	Improved turning options		Install light or stop sign. Dangerous intersection at Inridge and West Gate Blvd. Blind corner at this point makes it very dangerous to enter West Gate since cars go too fast and there are no lights or stop signs from Cameron Loop to Wm. Cannon. Also, need to install calming devices .Volume of traffic is high since cars use West Gate as a short cut from Slaughter, Manchaca, and Brodie. We had colissions in the past , cars run into mail boxes and homes. A child died when a car hit a tree in the median.	
30.190667	-97.82523	point			Cars use Leo as a short cut to Cameron Loop , Seminary Ridge, Manassas and West Gate. Speeding cars and increase volume of traffic create a dangerous environment for the neighborhoods.	
30.191768	-97.824861	point	Improved turning options		Restrict access to Cameron Loop . Reduce to one lane and install a bike lane. Cars use Cameron Loop as a short cut to access West Gate Blvd. Speeding cars and high volume create unsafe conditions. Also, there is no sidewalk.	
30.191293	-97.833277	point	Improved turning options		Intersection of Cameron Loop and Davis is dangerous. Also, cars from Brodie and Wm. Cannon use Cameron Loop as a short cut. Close Cameron Loop.	
30.207862	-97.818253	point	Improved turning options		NO bike lanes	
30.207362	-97.815785	point	Improved turning options		NO bike lanes for the limited number of bike riders.	
30.214158	-97.830473	point			Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light. Smart traffic management must begin with smarter traffic controllers.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.206448	- 97.816172	point			<p>Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light.</p> <p>Smart traffic management must begin with smarter traffic controllers.</p>	
30.207362	- 97.815785	point			<p>Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light.</p> <p>Smart traffic management must begin with smarter traffic controllers.</p>	
30.202559	- 97.806874	point			<p>Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light.</p> <p>Smart traffic management must begin with smarter traffic controllers.</p>	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.216805	- 97.834309	point			<p>Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light.</p> <p>Smart traffic management must begin with smarter traffic controllers.</p>	
30.200222	- 97.865546	point			<p>Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light.</p> <p>Smart traffic management must begin with smarter traffic controllers.</p>	
30.183567	- 97.850182	point			<p>Intelligent traffic controllers are needed throughout. Emphasis on intelligent. Enough that they are able to detect when a vehicle is there or not. When a vehicle has proceeded already and a light change is no longer needed and can be ignored. Enough that a group of 10-15 vehicles isn't stopped on a major road just for one or two on a side road. Let the group pass first, THEN change the light.</p> <p>Smart traffic management must begin with smarter traffic controllers.</p>	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.202093	- 97.819765	point	Improved turning options		Dangerous intersection at Harleyhill and West Gate. No protected turn lane or protected pedestrian crossing. Speeding cars and high volume during commute hours make it impossible for people living on the west side of West Gate to cross and go north on West Gate. Need a stop sign or traffic calming devices. Cars from Manchaca, Brodie, Manassas, Slaughter, and Wm. Cannon use West south of Wm. cannon as s short cut . There are no lights, stop signs, or calming devices from Cameron Loop to Wm. Cannon.	
30.190511	- 97.825293	point	Improved turning options		The runabout at Leo and Davis confuses drivers. Cars enter Seminary Ridge or Cameron Loop as shortcut to West Gate, Install light or stop sign	
30.190511	- 97.825293	point	Improved turning options		Widen street to two lanes in each direction.	
30.190511	- 97.825293	point	Improved turning options		The round about at Leo and Davis confuses drivers. Install stop sign or light.	
30.214158	- 97.830473	point			William Cannon	
30.209346	- 97.903569	point	Other	Need a Bridge / None Exists	Low Water Crossing should be replaced with MAD4 bridge with bike / ped protected crossing. TXDOT says technically there is no bridge here over Slaughter Creek.	
30.173111	- 97.826509	point	Improved turning options			Slaughter and Manchaca
30.205098	- 97.816667	point	Improved turning options		Install light or stop sign, and calming devices. Reduce speed limit.	
30.202093	- 97.819765	point	Improved turning options		install lights and calming devices between Manassas and WM. Cannon	
30.206258	- 97.815421	point	Improved turning options		Reduse speed limit ; Install calming devices and traffic lights from Manassas to Wm. Cannon.	
30.191251	- 97.813063	point	Improved turning options		Intersection of Shiloh and Manchaca is dangerous . Cars use Shiloh as a short cut from Manchaca to access West Gate through Manassas.	
30.224977	- 97.854924	point	Other	Utility box blocks view of oncoming traffic		
30.207862	- 97.818253	point	Other	Buses sit and queue at eastbound William Cannon; outside lane always backed up		

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.206973	-97.815399	point	Other		No protected turn lanes southbound on Westgate between William Cannon and Manassas. People on east side of Westgate are in danger making u-turns on West Gate between Monassas and William Cannon northbound. Our driveways face the street. There are no lights, stops, signals or other devices to slow down traffic - dangerous zone. Need lights at intersection. Traffic volume at 7300 West Gate between Monassas and William Cannon, has increased by 30.4% sub eight the city extended the street to Slaughter (16,293 cars/day, need traffic signals. Cars goes fast. Speed on West Gate is posted 35 mph. The traffic counts done in Jan 2017 at 7300 West Gate show cars going almost 10 miles over speed limit. Need lights. West Gate south of William Cannon needs protected u-turns for alphabet street.	
30.190318	-97.769995	point	Other	Need more turning lanes	Coming from E Wm Cannon to try and turn left to go South on 35 there is only one turn lane? There needs to be two turning lanes, as it is a dangerous when cars have to cut in.	
30.224977	-97.854924	point	Other		Many accidents at William Cannon and Brodie	
30.190082	-97.769662	point	Other	Driveway access	Driveway access on William cannon can be dangerous when there is congestion (HEB, gas station, retail)	I Agree by on 05/29/2017
30.22329	-97.841824	point	Other		Remove bike lanes -car lanes too narrow for busy road -few bicyclists, hazard to riders and drivers with busy road	
30.1825	-97.752732	point	Other	Maintenance	Road bed is rough but people drive fast (Stassney is worse)	
30.222432	-97.839067	point	Improved turning options; Other		Pot hole/depression left turn lane. If doing a U-turn you have to be aware of depression in median	
30.166594	-97.736821	point	Other		Merge this sooner, no need for dedicated right turn lane to Running Water	
30.165546	-97.734042	point	Other		No need to widen this road at the end	
30.198627	-97.791163	point	Improved turning options; Other		Bike lanes needed on cooper. Two turning lanes needed to go west into William Cannon	
30.236008	-97.821579	point	Other	2 lane entrance to Mopac N	I am frustrated that no traffic studies/improvements seem to address the needs at SW Parkway and Mopac	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.190318	- 97.769995	point	Improved turning options		William Cannon heading west, trying to turn right to get on 35 N gets very backed up.	
30.190318	- 97.769995	point	Improved turning options			
30.190318	- 97.769995	point	Improved turning options			
30.224977	- 97.854924	point	Improved turning options			
30.216805	- 97.834309	point	Improved turning options		1. Visibility to the left is horrible. 2. People try to turn left onto WmCannon to avoid the crowded left turn from Brodie. 3. People turn right onto WmCannon because of limited access to the shopping center on the SW corner of Brodie & WmCannon. 4. Visibility is so horrible that cars poke out onto Wm Cannon for both right and left turns.	
30.202559	- 97.806874	point	Improved turning options		Add another left turn lane at Manchaca and Wm. Cannon	
30.216805	- 97.834309	point			The William cannon and MoPac intersection is deadly for pedestrians and cyclists. Please don't route the Violet Crown Trail through here. Any improvements here need to protect pedestrians and cyclists from turning traffic.	
30.216805	- 97.834309	point			The William Cannon and Mopac intersection is very dangerous. Turning traffic is unfettered and endangers pedestrians or cyclists on the sidewalk. There is no bike lane east of MoPac making is very hazardous for cyclists.	
30.214158	- 97.830473	point			I dread this intersection, whether I'm turning onto William Cannon from Brodie in the morning or going home in the afternoon. Turning left onto William Cannon from Brodie, the left-turn light often isn't long enough and backs up traffic far back on Brodie. If you're trying to go straight, you often can't get past the congestion in the left-turn lane. I also think the intersection is very dangerous for pedestrians and bikers. There is a pedestrian signal, but drivers are not looking for or expecting pedestrians here (or doing anything other than trying to get through the traffic as quickly as possible), so I have seen several near-misses.	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.216805	- 97.834309	point	Improved turning options		I have seen many accidents and near-misses here due to drivers turning out of the shopping center and/or turning from the center lane. The number of places drivers can be coming from is confusing, and the heavy congestion on William Cannon (plus the busy shopping center and HEB on the other side) makes this a difficult and dangerous stretch of road.	
30.236008	- 97.821579	point	Improved turning options			
30.190318	- 97.769995	point			Intersection is far from welcoming to pedestrians. It is extremely unsafe for cyclists. It is also unsafe and too congested for cars. Construction underway may help with this.	
30.223327	- 97.841406	point			Westbound William Cannon at Brush Country. Please make a flashing left turn arrow so you can turn when traffic allows.	
30.214158	- 97.830473	point			Make a designated right turn lane at corner of Brodie at HEB property.	
30.219776	- 97.836095	point			Conflicts with vehicles and bike/ped from free right turn.	
30.205179	- 97.818719	point			Very dangerous intersection! Limited sight distances. Needs crosswalk	
30.206448	- 97.816172	point	Improved turning options		Difficult to turn into professional offices from southbound Westgate given heavy traffic.	
30.216805	- 97.834309	point	Improved turning options			
30.222432	- 97.839067	point				
30.254563	- 97.865642	point	Improved turning options		Allow for dual lefts. This was removed when road went through. Need left for bikes to turn onto shoulder	
30.219359	- 97.836481	point	Improved turning options		Combo left turn and straight lane?	
30.214158	- 97.830473	point	Improved turning options		Make a designated right turn lane at corner of Brodie @ HEB property	
30.213796	- 97.830355	point	Improved turning options		Need two left turn lanes at Wm Cannon and Brodie	
30.213796	- 97.830355	point	Improved turning options		Signal timing at 6:30(a) signal change puts WB Wm Cannon sitting through two cycles of red with no green	
30.207362	- 97.815785	point			Buses sit & queue @ EB Wm Cannon outside lane always backed up	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.206258	-97.815421	point			Congestion in AM - can't get out of neighborhoods	
30.207529	-97.8157	point	Improved turning options		Non protected turn lanes southbound on Westgate between William Cannon and Manassas People on eastside of West Gate are in danger making u-turns on westgate Between Manassas and Wm Cannon northbound our driveways face the street. There are no lights, stop sugbs or other devices to slow down traffic â€” dangerous zone. Need lights at intersection Traffic volume at 7300 West Gate between Manassas and wm Cannon has increased by 30.4% since the City extended the street to Slaughter (16,293 cars/day) need traffic signals Cars go fast â€” Speed on West Gate is posted 35 mph. The traffic counts done in Jan 2017 at 7300 West Gate show cars going at most 10 miles over speed limit. Need lights S of William Cannon â€” no protected u turns for Alphabet Street	
30.202967	-97.806773	point	Improved turning options		PM backups drive traffic to Westgate & now with more in fill development will not be able to enter their neighborhood especially without turn lane	
30.202559	-97.806874	point			AM backups north	
30.202902	-97.806687	point			Better signage/advance warning for right turn only lane at William Cannon & Manchaca NB	
30.202902	-97.806687	point	Improved turning options		Need 2 left turn lanes on Manchaca and William Cannon	
30.199346	-97.793587	point	Improved turning options		Conflicts with U-turning traffic	
30.199346	-97.793587	point			Conflicts with entering complex	
30.198627	-97.791163	point			Traffic @ Cooper and William Cannon backs up in both directions - lights lanes on William Cannon traffic	
30.19712	-97.787885	point	Improved turning options		Turn signal is too short only 3-4 cars make the light, extend turn lane & signal timing	
30.198831	-97.786785	point			Conflicts with vehicles & bike/ped from free right turn	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.224977	- 97.854924	point	Improved turning options		Left hand turn lanes need to be longer to prevent traffic spill into Wm Cannon Also, signal light needs to be green arrow first ~4-5pm and rush hour traffic	
30.194547	- 97.783341	point			Please add traffic light at William Cannon and Lunar/Starstrip. Nearly impossible for car and bike traffic to cross north and south safely. Thanks	
30.191524	- 97.773734	point			Signal timing conflict --> ped time too short before cars out of shopping center have green to turn left	
30.190694	- 97.770869	point			Exiting traffic from I-35 to Wm Cannon is backed up more often than not	
30.190694	- 97.770869	point			Left turn from NB 35 access Rd at light to turn Westbound on Wm Cannon is very backed up. Longer light or?	
30.188028	- 97.768106	point			Signal needed at Bluff Springs/Quicksilver	Need to make it clearer when pedestrians are crossing - I have seen many people nearly run over at this intersection. by on 05/26/2017 Traffic is very bad at this intersection. May need two left turn lanes from Bluff Springs onto William Cannon. by on 05/26/2017
30.18915	- 97.767801	point			Long lines NB. Near misses. Longer LT only signal would help. HEB access is problematic. Need median?	
30.223271	- 97.841647	point	Improved turning options		Left hand turn lane and traffic spills onto WM cannon during busy times Plus green arrow on left turn needed first during busy traffic times	
30.189215	- 97.768064	point			Left turn N from Bluff Springs “ backed up plus dangerous because of bus/pedestrian overflow	
30.223271	- 97.841647	point	Improved turning options		Westbound WM Cannon at Brushy Creek please make a flashing yellow light turn arrow so you can turn when traffic allows	
30.221589	- 97.842811	point	Improved turning options		Add turn into south of Arbor Trails from Brush County	
30.179829	- 97.746617	point	Improved turning options		Remove free right turns	Need to have at least two left turns lanes going from South Pleasant left onto Valley to East William Cannon. This intersection becomes very backed up because so many people are trying to turn to go to new construction on East William Cannon. by on 05/26/2017
30.222432	- 97.839067	point	Improved turning options		very dangerous intersection remove unprotected turns in light sequence	

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.221005	-97.837077	point	Improved turning options		Designated right turn lane	
30.221005	-97.837077	point	Improved turning options		Please extend right turn lane from southbound Mopac Access Road to west Willaim Cannon so traffic keeps turning and does not back up	I Agree by on 05/26/2017
30.222808	-97.835462	point	Improved turning options		Right turn at Randall's/WM Cannon at bank needs to be longer to allow for better right turn at light to reduce traffic backups	
30.221005	-97.837077	point	Improved turning options		NW corridor turn accidents	
30.172771	-97.74092	point			Merge down to 2 (or 1) sooner - no need for 3 lanes (east of Pleasant Valley at minimum)	
30.169274	-97.738677	point			No reason to go from 1 to 3 here (westbound)	
30.222826	-97.839464	point	Improved turning options		-Widen ingress into shopping center -Remove 3 parking places west of BB+T -traffic backs up when blocked	
30.165045	-97.733334	point			1 lane in each direction over bridge lots of accidents	
30.163496	-97.726114	point			This intersection makes me nervous with cross-section east of McKinney Falls-this road does not need to be that wide. Please don't design for peek 15-min of cars. Keep in mind pedestrians and bikes too (facilities and safety)	
30.190318	-97.769995	point	Improved turning options		Extend turning lanes	
30.190583	-97.771196	point	Improved turning options		Turning lane should turn into its own lane	
30.198627	-97.791163	point	Improved turning options			
30.190694	-97.770869	point	Improved turning options			
30.190583	-97.771196	point	Improved turning options			
30.190318	-97.769995	point	Improved turning options			
30.214158	-97.830473	point	Improved turning options			
30.198627	-97.791163	point			I had a bad accident here when I was driving across Wm Cannon on Cooper, and the driver on Cannon ran the red light. There have been many accidents at this intersection.	
30.198627	-97.791163	point				

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.190995	- 97.771497	point	Improved turning options			
30.18915	- 97.767801	point			William Cannon	
30.202559	- 97.806874	point	Improved turning options		At Manchaca and Wm. Cannon install two left turn lanes going west on Wm. Cannon	
30.206448	- 97.816172	point				
30.206448	- 97.816172	point	Improved turning options		Install calming devices . Install traffic or stop signs so we can access West Gate to go north.	
30.166594	- 97.736821	point	Improved turning options		Safety hazard with many cars and school buses waiting to turn left onto William Cannon during morning traffic (6:30 a.m. - 8:00 a.m.). Scary intersection - but few other options to leave the neighborhood.	
30.169274	- 97.738677	point			Congested intersection in the morning - driver and buses resort to turning onto William Cannon from Running Water (Left), which is a dangerous intersection with no light and also gets extremely congested.	
30.202559	- 97.806874	point	Improved turning options			
30.198627	- 97.791163	point	Improved turning options		There needs to be and two turn lanes to turn west onto William cannon. Lots of back up in the morning	
30.238752	-97.81806	point	Improved turning options		In this morning, this is 3-4 lanes (if people use the median) narrowing to 1 to get on Mopac. VERY SLOW.	
30.211668	- 97.876398	point	Improved turning options		Word Signs insufficient to stop right on red into pedX. Need lights. Also, when peds are in Xwalk, left turn yield on green should not be allowed. TL;DR - use light signals to prevent vehicles turning into protected crosswalks when "safe to walk" light is on.	
30.191524	- 97.773734	point			I don't know what the solution is - it's real crowded and tricky to get in/out of the shopping center at the SW corner of wm cannon/I-35 maybe better bus service and safer for pedestrians	
30.202559	- 97.806874	point	Improved turning options			
30.216805	- 97.834309	point	Improved turning options			

Latitude	Longitude	Feature Type	Which of the following driving improvements would you like to see here? (Answer Choices: Slower speed limits, Safer intersections, Fewer driveways or consolidated driveways)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.219415	- 97.835902	point	Improved turning options		frequently, the right turn lane is used for those turning onto mopac. only a few use the right lane (the second right turn lane) this is unsafe as many are not expecting a car on their left as they are merging onto mopac.	
30.190968	- 97.771883	point	Improved turning options		going east, the left lane turns into two left lanes. causing those who need to cross 35 to change lanes.	
30.202559	- 97.806874	point	Improved turning options		need more time for cars turning left onto west william cannon, some are taking shortcuts because of the backed up cars	
30.241143	- 97.861211	point			Add Red Light Bike / Ped Crossing Signal at the Vega / Wm Cannon intersection. Could be part of the YBC Bike / Ped Urban Trail	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Other		Need bike lanes on West Gate Blvd. from Manassas to Wm. cannon	
		line	Separated and/or protected bike lanes		William Cannon between Mopac and I-35, is very unsafe for cyclists. The section between Mopac and Manchaca has no reasonable alternate route. This forces trips by auto for distances that would otherwise be bike-able.	
30.22151	- 97.837243	point	Separated and/or protected bike lanes			
30.252765	- 97.865396	point			Allow for dual left turn lanes on William Cannon Drive onto Southwest Parkway. Double left turns were removed when road went through and replaced with one left turn lane and two through lanes and one right turn. Need left for bikes to turn onto shoulder.	
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes			

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes		already a popular fitness cycling route and could be a good commuter route with good facilities.	
		line	Separated and/or protected bike lanes		goes past many schools and libraries	
		line	Separated and/or protected bike lanes		good way to bypass william cannon to get to congress	
30.218404	- 97.835591	point	Separated and/or protected bike lanes			
30.213101	- 97.829191	point	Other	Need bike lanes on William Cannon to connect to Brodie Bike Lanes		
		line	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes			
30.252765	- 97.865396	point			william cannon and the 290 intersection needs a protected bike lane	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.254341	- 97.865717	point	Separated and/or protected bike lanes		Born and raised in this area, mother lives in the neighborhood. Best friend was hit by a car riding his bike @ William Cannon & 290 - Please add protected bike lanes!	
30.247742	- 97.866232	point	Separated and/or protected bike lanes		Road diet - convert outside lane to buffered bike lane	
		line	Separated and/or protected bike lanes		Lots of bike traffic. Not so much car traffic. Bike lanes SW Pkwy to W 290. YBL trail may go along this part of road	
		line	Separated and/or protected bike lanes		Need bike lanes to connect with Brodie bike lanes?	
		line	Separated and/or protected bike lanes			
30.216179	- 97.843777	point			Build a bike connection where Mopac Service Rd parallels Convict Hill Rd	
30.215391	- 97.832994	point	Separated and/or protected bike lanes		Desperately need bike lanes or repurpose side walks	
		line			Instead of unprotected bike lane on Wm Cannon, allow bike to use a small section of Stephenson Preserve along the north edge	
30.208771	-97.81953	point	Separated and/or protected bike lanes		By all means! Please add bike lanes to Wm. Cannon! Bicycles need this east-west corridor!	
30.208771	-97.81953	point			DO NOT PUT A BIKE LANE ON WM CANNON	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208205	- 97.817652	point	Separated and/or protected bike lanes		Please put a bike lane or protected path along Wm Cannon especially going up the hill	
30.228059	- 97.861501	point			Better bike and pedestrian connections from Ridge Oak to William Cannon	
30.224662	- 97.854506	point	Separated and/or protected bike lanes		Bike lanes needed or re purpose sidewalks	
30.224676	- 97.852215	point	Separated and/or protected bike lanes		Need bike lanes and to connect Brodie bike lanes	
30.225121	- 97.850477	point	Other		Remove bike lanes William Cannon between Robert Dixon and Beckett narrow roads hazard to motorists and cyclists	
30.224782	- 97.849206	point	Separated and/or protected bike lanes		Protected bike lanes are off road path along this part of the orridor	
30.176166	-97.74358	point	Separated and/or protected bike lanes		These bike lanes are not appealing - need separation/protection. No need for three travel lanes	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.174626	- 97.742379	point	Separated and/or protected bike lanes		Please add protected bike lanes along William Cannon	
		line	Separated and/or protected bike lanes		Please install protected bike lanes the full length of WC from SW Pkwy to McKinny Falls Pwky	
30.224662	- 97.854506	point		No bike lanes	This is a dangerous road, with auto lanes that were already thinned to accommodate bike lanes. No more.	
30.224676	- 97.852215	point	Separated and/or protected bike lanes			
30.194705	- 97.782408	point	Separated and/or protected bike lanes			
		line	Separated and/or protected bike lanes		This is a major corridor for bikes (potentially) but currently it's very dangerous to bike on this road. Currently need to use sidewalks which are uneven and meant for pedestrians.	
		line	Separated and/or protected bike lanes		Biking along Teri is nearly impossible and quite dangerous.	
		line	Separated and/or protected bike lanes; Bike parking		This route lacks bike lanes, and riding a bike here is very dangerous. Good alternate routes do not exist.	
		line	Separated and/or protected bike lanes		This shoulder needs to be cleared and widened for bikes, especially with the bike bridge that is being built going to Zilker.	

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
		line	Separated and/or protected bike lanes		good opportunity for bike lanes for people to get to good north/south bus routes. Must be protected because the traffic goes fast. Also need bus lockers at main intersections.	
30.247742	- 97.866232	point	Other		Please add a Signaled Bike / Ped Crossing at the intersection of Vega Lane and Wm Cannon. This is the area where the YBC bike / ped trail will be crossing on its way to ACC Pinnacle.	
		line	Separated and/or protected bike lanes; Other	Wm Creek Urban Trail	Begin Construction of the Williamson Creek Urban Trail to off load Bike / Peds from Wm Cannon	
		line	Separated and/or protected bike lanes; Other	Part of the Oak Hill Neighborhood Plan	Build Bike / Ped Connection from Davis Lane Bike / Sidewalk up to RM1826 then north to ACC Pinnacle to YBC Urban Trail - City ROW already exists.	
30.179514	- 97.852467	point	Other	more traffic lanes. NOT BIKE LANES.	stop adding bike lanes and bike improvements! we need more lanes. Not bike lanes. Nobody rides there bike to go to work.	
		line	Separated and/or protected bike lanes		Add bike lane on West Gate from Manassas to Wm. Cannon. Reduce West Gate to one lane in each direction and a protected bike lane. Also install lights, stop signs and calming devices reduce speeding cars.	
30.195252	- 97.842264	point			Expand to two lanes in each direction from West Gate to Brodie. Construct side walks.	
30.170026	- 97.859216	point			Install bike lanes from Cameron loop to Wm. Cannon. Install light at Manassas and Fenton ridge.Reduce speed limit.	
		line	Other	add bike lanes.	There no bike lanes from Cameron Loop to Wm. Cannon. West Gate was originally built as one lane in each direction with a bike lane. The City	Install bike lane from Manassas to Wm. Cannon.

Latitude	Longitude	Feature Type	Which of the following biking accommodations would you like to see here? (Answer Choices: Wider bike lanes, Separated and/or protected bike lanes, Bike parking, Intersection and signal enhancement, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
					converted the bike lane into another car lane in late 1990s. Cyclists are in danger because of the speeding cars and the heavy volume of cars. Need to add lights and stop signs from Manassas to Wm. Cannon. Another option is to make this section of West Gate into one lane with a bike lane in each direction.	
30.196865	- 97.860707	point	Separated and/or protected bike lanes			
		line		install light at bCohoba and West Gate.		

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208122	-97.821214	point	Wider sidewalks; Continuous sidewalks			
		line	Wider sidewalks; Continuous sidewalks; Sidewalk maintenance			
		line	Wider sidewalks; Continuous sidewalks		Please encourage St. Andrews to allow the YBC Urban Trail to cross their property at this location. It would also tie into Park Lane. They have been resistant in the past to participate with the neighborhoods.	
30.176166	-97.74358	point	Wider sidewalks			
		line	Continuous sidewalks; Other	I would like the sidewalk gap filled in	I feel like this sidewalk gap is increasing danger for people especially disabled/elderly/children.	
30.188547	-97.768069	point	Continuous sidewalks		Missing sidewalk on Bluff Springs on west side	
30.208307	-97.822266	point	Other		Bicycle Urban trail sidewalks and restrooms	
		line	Sidewalk maintenance	There are lots of broken sidewalks and unlevel sidewalks along Wm. Cannon	People in wheelchairs have difficulty using this area.	
30.215855	-97.832844	point	Sidewalk maintenance		Sidewalks need repair	

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.208205	-97.817652	point	Sidewalk maintenance		Sidewalks are broken on both sides of the street	
30.176166	-97.74358	point	Sidewalk maintenance		Sidewalks are poorly maintained here - lots of growth covering concrete	
30.19712	-97.787885	point	Opportunities for sitting and shade			
30.213194	-97.828499	point	Other	Cantilever sidewalk at Williamson Creek westbound		
30.208122	-97.821214	point	Other	Trailheads	Possible trailhead into Stephenson Preserve	
30.164423	-97.731124	point	Other		Sidewalks please	
30.233885	-97.864698	point			Awkward ti go across Wm Cannon using new US 290 sidewalk - have to make a 90' turn to continue on the sidewalk	
30.213194	-97.828499	point			Cantilever sidewalk at Williamson Creek westbound	
30.213597	-97.830055	point			Flashing beacons Covington Students	
30.208187	-97.818135	point			Very dangerous intersection! Limited sight distance, needs crosswalk	

Latitude	Longitude	Feature Type	Which of the following pedestrian accommodations would you like to see here? (Answer Choices: Continuous sidewalks, Sidewalk maintenance, Sidewalks with separation, Safer pedestrian crossings, More pedestrian crossings, ADA rehabilitation, Opportunities for sitting and shade, Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.19712	- 97.787885	point			Longer pedestrian light on S. 1st & William Cannon	
30.196749	- 97.787724	point			Missing ped signal head on SE corner	
30.195734	- 97.784929	point			Crossing guard on Bill Hughes w/ William Cannon	
30.196392	- 97.786474	point			Hard for pedestrians crossing Wm Cannon to Bedichek MS	
30.220991	-97.84323	point			Pedestrian walk way at trail's entrance by Cap Metro stop at One Oak Road	
30.174534	- 97.744095	point			No need for sidewalks if Corp of Engineers is planning park	
30.19712	- 97.787885	point				
30.164423	- 97.731124	point				

Latitude	Longitude	Feature Type	Which of the following transit improvements would you like to see here? (Answer Choices: More transit options, More frequent bus service, Upgraded bus stops (shelters, benches, better signage, safer), Other)	If you selected 'Other' please describe here	Do you have any additional comments about this location you would like to share?	Secondary Comments (from separate author)
30.207028	- 97.834582	point			I work at UT, and have tried to get in the habit of taking the bus there, but the trip is almost 2 hours door-to-door. This stop is where I often have a long wait, and it's not a very comfortable one. It doesn't feel very protected from traffic and it can feel unsafe because it is sometimes so isolated. There's also no shade or cover, meaning that taking the bus is an unpleasant choice if it's hot or raining. I would love improvements to this stop but more importantly better way to take transit efficiently out of this neighborhood!	
30.213101	- 97.829191	point	Other	Bus stop expand so bus doesn't stop traffic		
30.213143	- 97.829282	point			Expand bus stop so bus doesn't stop traffic	
30.208734	- 97.821128	point			Public transit to edges of preserve	
30.196411	- 97.788255	point			Route 10 is never on time. Even leaving So. Park Meadows going NB, hard to switch to mass transit if it's not reliable	
30.192303	-97.77626	point			Relocate mid-block bus stops to protected x-walk enabled intersections	
30.189479	- 97.767785	point			South Transfer center needs more space/better flow	
30.189238	- 97.767221	point	Other		Buses layover & unclear to drivers why they are not moving	
30.183576	-97.75417	point			Bus stops too far from protected x-walk	

30.179913	- 97.747657	point			Bus stops are too far from protected x-walk	
30.202855	- 97.837887	point	Other	to NOT have service canceled	Cap Metro is taking my bus route from me. I use the bus to get to work and shop.	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
		line	Reduce the volume of cars using West Gate as a short cut. The volume of cars at 7300 West Gate has increased 30.4 % since 2013 when West Gate was extended to Slaughter. Over 16,000 cars were counted on January 16, 2017 at 7300 West Gate. Car speeds are almost 10 mph above the posted limit of 35 mph.	
		line	West Gate Blvd. has be come a short cut for cars from Slaughter. Manchaca, Davis Lane, since there are no traffic lights , stop signs, or calming devices from Cameron Loop tp Wm. Cannon.Brodie	
		line	According to the January 16, 2017 traffic counts at 7300 West Gate Blvd., car volumes have increased by 30% since 2013, and cars are speeding at about 10mph above the posted limit of 35mph. Especially dangerous conditions exist between Manassas and Wm. Cannon because the driveways of homes on the east side of West Gate face West Gate and there no protected turn lanes. Need to install traffic lights and calming devices between Manassas and Wm. Cannon. Also , need to discourage access to West Gate Gate as a short cut from Slaughter, Brodie, Manchaca, and Wm. Cannon.	
		line	No bike lanes and narrow one lane between Manchaca and Brodie. Need to expand street to two lanes each way with a bike lane.	
		line	Cars use West gate as a short cut from Manchaca, Brodie and Davis Lane. Northbound traffic, from Manassas to 1, has increased 30.4% to 16,293 cars per day.	
30.200927	- 97.832737	point	add another left turn lane at Brodie and Wm. Cannon	
30.158152	- 97.745984	point	Turning lane needed from Thaxton eastbound to salt springs north bound	
		line	Single lane roads are full of cracks, holes, and have shifted	
		line	Street lights	
		line	1 west ot 290 needs bike lanes	Fast traffic, bike unfriendly. Possible to convert 3/3 lanes to 2/2+bikelanes?
		line	Need to add another left turn lane	
		line		
30.252765	- 97.865396	point	Concern with development on Southwest Parkway flooding Williamson Creek	
30.218877	- 97.843541	point	Add exit from CostCo parking lot	
		line	congested with southbound traffic turning east on 1	
		line	congested with cars turning west onto 1	
		line	very congested	
30.217523	- 97.845215	point	Pedestrian walkway at trail entrance by CapMetro stop @ One Oak Road	
30.22151	- 97.837243	point	Turning right onto 1 from southbound Monaco frontage road - need designated right turn lane for safer merging into westbound 1 traffic	
		line	Connect feeder to Convict Hill Road	
30.22151	- 97.837243	point	Maybe add through lane to outside double left turn lane heading east on 1 onto northbound Mopac frontage road	
30.214158	- 97.830473	point	Signal timing at 6.30 AM signal change puts westbound 1 sitting through two cycles of red with no green	

Latitude	Longitude	Feature Type	Please add a comment to describe this point/route	Secondary Comments (from separate author)
30.258103	- 97.865696	point	Cut through to lost creek or Hwy 360	
30.253535	- 97.865514	point	Concern with development on SW Pkwy flooding Williamson Creek	
		line	Turn lane (right) too narrow onto 1 heading West from South	Turn lane (right) too narrow onto Wm Cannon heading West from South
		line	Rt turn lane to WB Wm Cannon is very narrow	Turn lane (right) too narrow onto Wm Cannon heading West from South
30.209012	- 97.823617	point	Keep nature preserve an undeveloped park space!	
		line	Westgate to Manchaca drain inlets for EB Wm Cannon cause significant slow down because of low alignments & dips @ each inlet	
30.224893	- 97.855117	point	Utility box blocks view of oncoming traffic	
30.194705	- 97.782408	point	Clean out creeks or at least kill weeds & trees so water can flow	
		line	Ridge Oak to Mopac , remove gravel in median and plante trees-mist ugly section of 1 Beautify to add trees like west of Ridge Oak and east of Brodie	
		line	35 to Bluff Springs - Lots of congestion due to signal timing & conflict with TxDOT svc rd, no way to safely exit HEB	
30.223749	- 97.841685	point	Brusht Cnt extend	
		line	35 to Bluff Springs - Lots of congestion due to signal timing & conflict with TxDOT svc rd. No way to safely exit HEB	
		line	35 to Bluff Springs - Lots of congestion due to signal timing & conflict with TxDOT svc rd no way to safely exit HEB	
30.1825	- 97.752732	point	Please plant trees along Wm Cannon median where feasible	
30.218868	- 97.844571	point	Add exit from Costco parking lot	
30.172215	- 97.741692	point	Please conside Recreation Center for people when dry - use GREY water when dry	
30.172678	- 97.742658	point	Flooding concerns	
		line	Connect feeder to Convict Hill	
30.170156	- 97.740093	point	2014 aerial (shown at mtg) homes removed by 2017	
30.167285	- 97.736977	point	Please research planting trees and landscaping as a way to slow the speed of traffic at both far ends of Willaim Cannon Southwest Parkway and Mckinney Falls	
30.1651	- 97.734053	point	Need more land use along east end of corridor to generate interest in biking/walking "nowhere to walk/bike to"	
30.163496	- 97.726114	point	I'm not sure how widening is used for his purpose to other drivers, but this is a one way cut through route to avoid traffic going to 183 southbound	

ROUND 1- GENERAL COMMENTS

The following written comments were received at the public meetings.

Written Comments
How might we have better transit connections to downtown?
I live on Brodie. We need better signal timing during peak hours to allow people turning into/out of the neighborhood a safer access. Study the traffic after 45 is completed. We don't want a 5 lane road in our neighborhood.
I really want to use transit more but the options forgetting downtown/north have discouraged me--too few, too long, too unsafe. Help!
School light at Congress and Circle S--no protection at Circle S for kids crossing Everhart & Congress-School Crossing light not enough direction time. S 1 st & William Cannon--not audible lights.
Haston School -pinch point because of new bike/walking lanes-too wide and can't go around where people are turning-request to reduce width of bike lane

The following comments were emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
Planners, to complete the most success out of this effort, it is critical that you construct a rubric of accountability. Determine how you will measure the level of success that the proposed changes to each street make. What will success look like? And please share that rubric.	June 6, 2017
So glad to hear about This! When I had young children, I walked several blocks trying to get my neighbors to pay half the cost of the wished -for sidewalks and lacked only one signature to make it happen. That was when I lived on Laurel Grove Drive in the early 1970s. I use your disabled Metro Access program, which I appreciate greatly, but wish you had a bus route and sidewalks near my home at 7507 Downridge Dr. Number 14 (I think that is the number) goes by my house, but does not stop in my immediate neighborhood and usually looks pretty empty. I am capable of climbing onto the bus. For some reason my house is the only one on the block where I now live that has a sidewalk. Maybe because it was built as a model home. I realize that there probably are not enough school age children walking to and from school to qualify this neighborhood for the installation of a side walk, though one would make traveling with the aid of a walker or wheel chair as I do, much easier. Hope your funding continues.	June 18, 2017
I've always wondered if it would be feasible to set up small van/buses in neighborhoods that would feed into large bus routes like Wm Canon and Slaughter. They could be an on-call as needed. Or have a defined time/route. Perhaps be cost effective? Perhaps be more convenient? Supplement larger buses during off-peak times when larger buses would not need to run. And when people need to go to neighborhood places instead of downtown. And don't need to be sitting out in the heat. Especially older folks, like me.	June 19, 2017

WILLIAM CANNON DRIVE

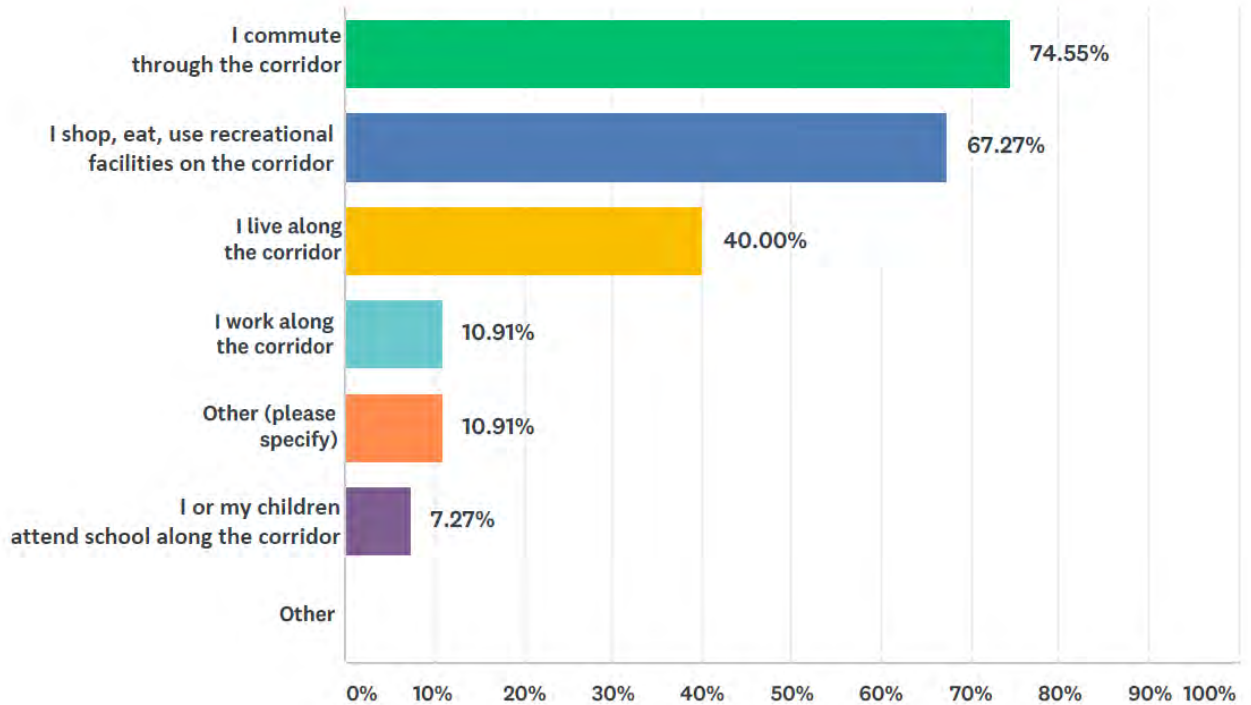
SURVEY REPORT

Fall 2017

How do you use the corridor? (select all that apply)

Answered: 55

Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.

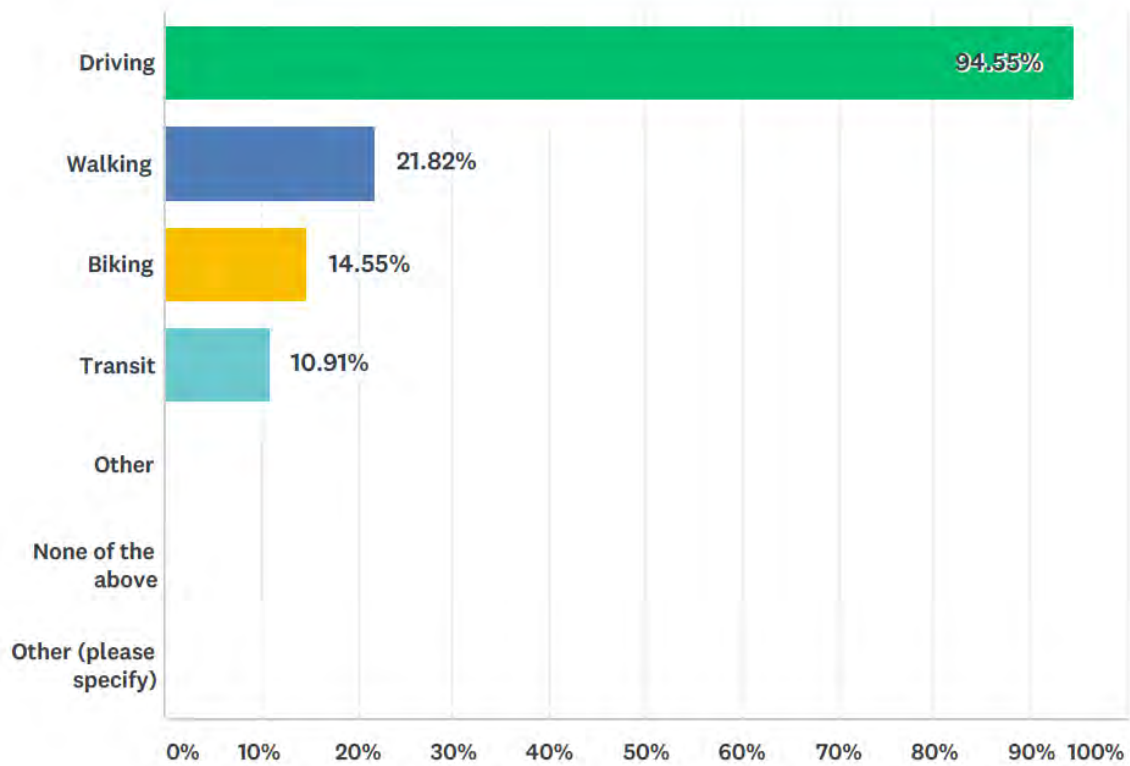


Other (please specify)
Use occasionally
I use William Cannon east of IH-35 to access McKinney Falls Pkwy and occasionally to access IH-35 from McKinney Falls Pkwy
I live on a feeder street that intersects WM. Cannon
Daughter lives on corridor
Ride my bike for recreation
I live at intersecting street of West Gate

How do you get around? (select all that apply)

Answered: 55

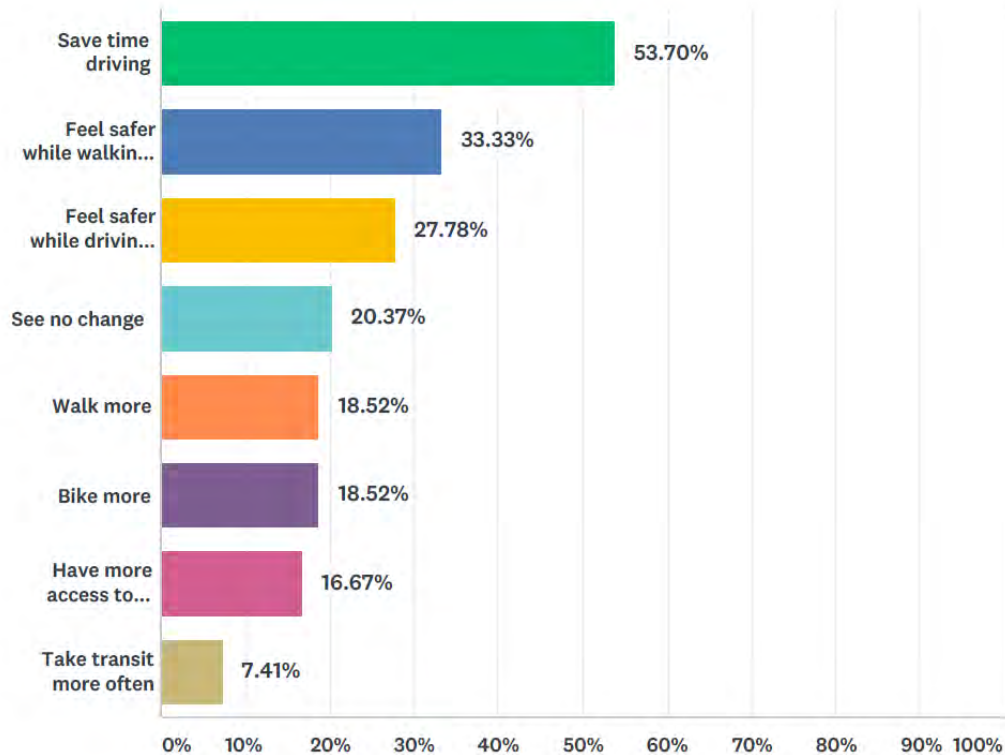
Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



With the proposed improvements, do you think you would: (select all that apply)

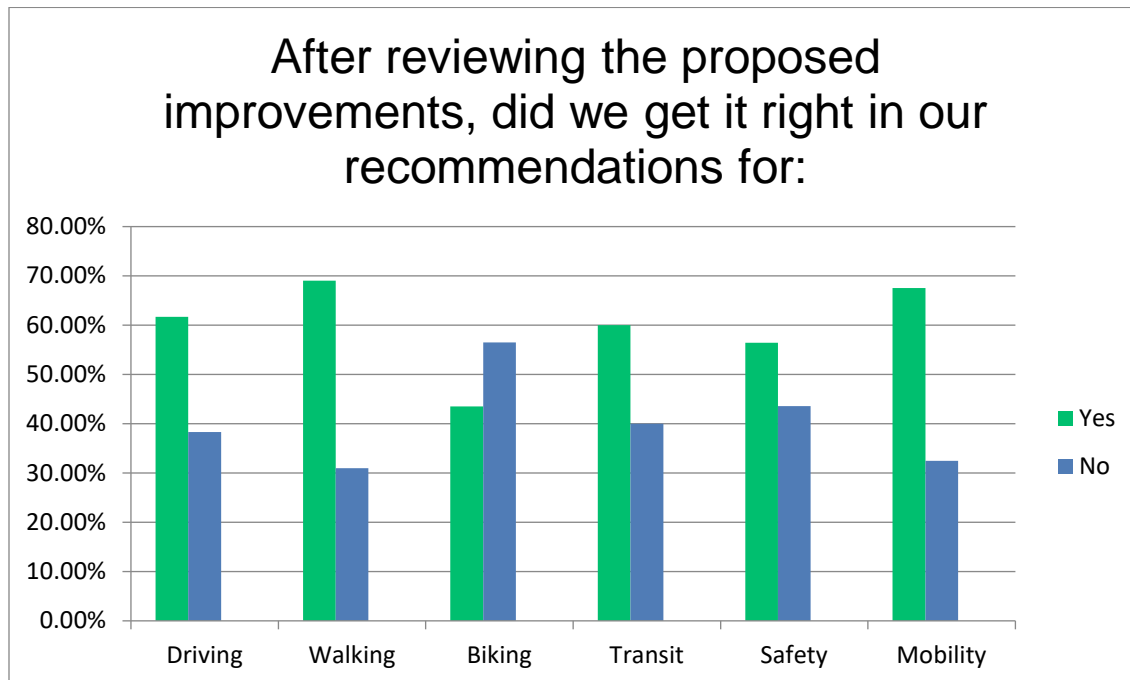
Answered: 54

Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



After reviewing the proposed improvements, did we get it right in our recommendations for:

Answered: 52



If no, why not?
Not all bike lanes are protected. William Cannon is a very busy street.
The construction will be horrible and I see no change because there are more cars and businesses moving in faster than Austin can keep up anywhere
Stop shorting south austinites on transit options please!
Will the supposed users of these bike lanes really appear? Not sure how the City measures unmet bike needs or demand. Overall, the improvements don't take from vehicle lanes to give to bike lanes, which I appreciate, but personally, I'd prioritize the vehicle lane and sidewalk improvements over bike improvements.
I am not sure how the bike lane would work and I
understand about the medium. Does this take away driving lane space?
This is not a heavy biking area and has few who commute to work. Too many resources projected to be devoted to small number of bikers at expense of greater need for other transit modes.
I don't think you should add a shared walk/bike lane on the south side of the street unless you make it contiguous, it just feels wasted otherwise.
Walking - sidewalks are good
Biking - If bike lanes are a must, put the barriers up that separate street and bike lanes because it's not safe
You need a buffer on WillCan. & S Pleasant Valley
Your plans do not improve accessibility to and from neighborhoods south of the Wm. Cannon, such as West Gate , Whispering Oaks, other feeder streets. For example,

If no, why not?

since there no bike lanes on West Gate how do you expect bikers to ride safely to Wm. Cannon to access the proposed bike lanes? You need to add bike lanes in feeder streets so we can ride safely to Wm. Cannon. Your report ignores the many comments we made regarding streets such as West Gate. You need to add a section about our recommendations so the City Council will have a full picture of what e are facing between the corridors of Wm. Cannon and Slaughter.

You do not need to add another lane from Brodie to Manchaca. You should consider adding overpasses at Manchaca and at Brodie if you are serious of moving traffic quickly. Adding another lane will not do that since you will still have traffic lights and intersections along Wm. Cannon.

In basically all of the plans you are shrinking the car lanes and adding a bike lane. Shrinking car lanes SUCKS! I already drive on skinny William Cannon on the East Side and it's SO DANGEROUS. And now you're going to make the whole thing like that? Fuck YOU.

And they aren't even really separated from the road so honestly how the hell is a shared use lane right next to a 3 car pileup supposed to be safe at all? I would NEVER use a "shared use" lane to walk in directly next to a road where people were going to be sideswiping each other right and left. You people are INSANE.

This is a plan to make life easier for drivers, with token safety or improvements for other mode options. Our roads belong to everyone. Where's the protected bike lane? Where's the dedicated transit lane? Is there enough separation from the road and sidewalk to making walking attractive? C'mon guys. Don't give us another generation of car dependency. I'm sure you already know this, but are too afraid to actually make these recommendations?

People living on feeder neighborhood streets south of Wm. Cannon, such as West Gate and Whispering Oaks, do not have bike lanes . How do you expect us to access the proposed Wm. Cannon wide bike lanes? Do you want bikers to get killed by the speeding traffic on West Gate ? So, I do not ride my bike . Similarly, I do not walk to Wm. Cannon because of crumbling sidewalks not protected from the speeding cars. So, unless you build bike lanes and safer sidewalks on feeder streets , you are wasting money building huge bike lanes that will not be used. Take the money and build bike lanes in our neighborhoods. Go read the comments that neighbors made for feeder streets such as West Gate. West Gate had a bike lane and you took it away many years ago.

Another bad decision is to build a shared use path on the north side of Wm. Cannon, but not on the south side.

Another inconsistency is the proposal to add a travel lane from Brodie to Manchaca, so you can have three lanes, but you are reducing to two lanes the section from Southwest Parkway to US 290.

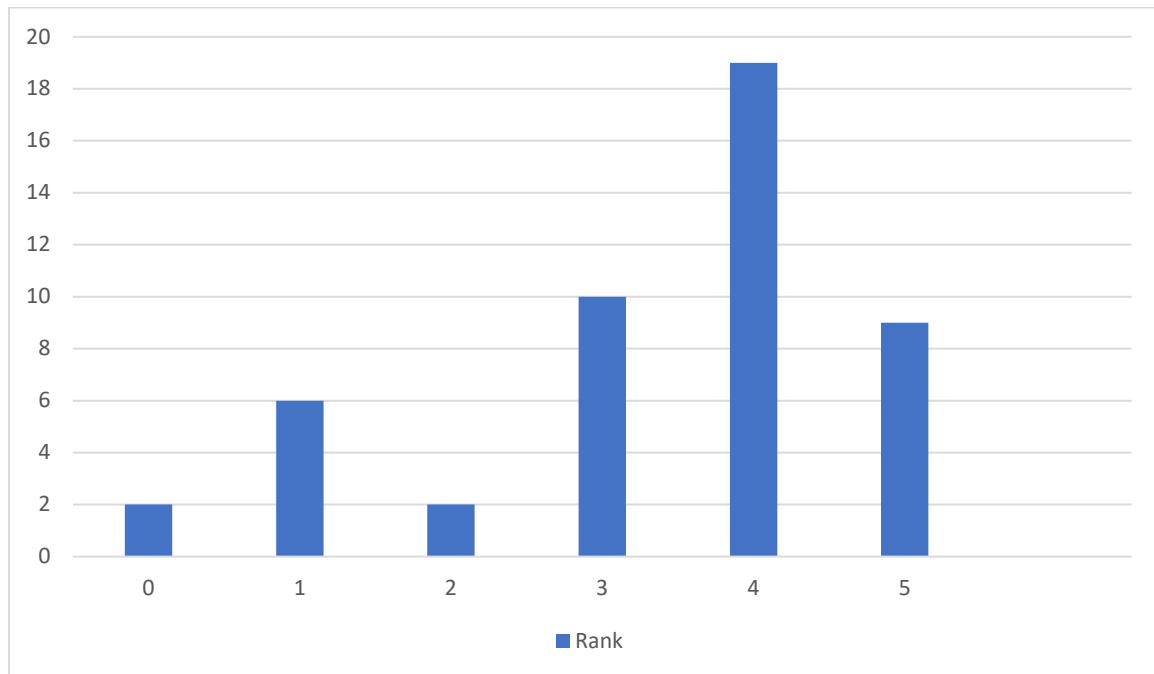
If no, why not?
<p>Do not another lane from Brodie to Manchaca. It will no improve mobility and you will be cutting down big trees to make room for another lane. Similarly, adding PHB in certain locations will slow down your envisioned mobility.</p>
<p>I support the improvement of intersections and adding turn lanes.</p>
<p>Need mass rapid transit to help people get around.</p>
<p>Why in the heck do you insist on removing car lanes for installation of very little used bike lanes?</p>
<p>Very STUPID PROPOSAL!</p>
<p>The stated purpose of this project is to enhance safety and mobility for all users, yet in areas of this project, you are proposing 5' bike lanes next to fast moving traffic. This is completely unacceptable from a safety perspective. You are showing 12' travel lane right next to this bike lane. This could easily be reduced to 10' lane (similar to the existing travel lanes on Slaughter) to provide 7'+ for bikers. This wouldn't be as safe as protected bike lanes, but it would be a start. These bike lanes do not reflect the corridor plan cross sections, which show protected bike lanes for William Cannon. Bare minimum, if we can't protect the bike lanes, there should be 10' SUPs on each side. AASHTO specifically recommends only dropping to 8' only in very rare circumstances. Not for a huge street rebuild with millions of dollars in funding. Make this street safe to bike on or don't touch it and save it for when the city has the funds to do it right!</p>
<p>You are adding lanes from Brodie to Manchaca. It is waste of money and will not improve mobility. Having more lanes will not improve mobility , unless you get rid of lights and reduce intersections. So you should build overpass at Manassas and at Brodie. Also, no need to reduce lanes from SW parkway to 290. Stupid idea.</p> <p>No need to add 8' bike lane there. Instead combine sidewalk into a bike lane.</p>
<p>The current bike lanes on Wm Cannon are not used at all, and the more narrow driving lanes are more hazardous for drivers! Please do not add more bike lanes on Wm Cannon between McCarty and 290. They are not needed!!</p>
<p>Northbound Salt Springs needs dual left turn lanes for rush hour traffic.</p>
<p>Driving - Beckett/Wm Cannon has monthly accidents and east/west bound cars on Wm Cannon regularly blow through the light. It's not even a blip on the radar compared to other intersections but it's still a hazard for people who live and commute in this area.</p>
<p>Need bike lanes all the way down William Cannon for cross town mobility.</p>

If no, why not?
<p>Driving - spending way too much for bicycle paths and they are not safe, side by side with vehicles & traffic</p> <p>Walking - OK</p> <p>Biking - see above</p> <p>Transit - maybe</p> <p>Safety - better</p> <p>Mobility - more dangerous for bikes and children</p>
<p>At Manchaca consider making left turn lane on Wm Cannon longer</p> <p>Cars back up going west to south</p>
<p>Driving - narrower lanes seem more dangerous</p> <p>Walking - no median will make it harder to cross Brodie to get to the HEB</p> <p>Safety - the cars being closer together means less visibility & its harder to walk the way we do now.</p>
<p>Remove bike lanes from Wm Cannon</p> <p>McCarthy - Brush Country</p> <p>Hazard to bikers and narrower lanes to drivers</p>
<p>Connect bike lanes on William Cannon to ramp to a SUP near US 290 - SW Pkwy</p>
<p>Driving - more lanes</p> <p>Walking - seems like mixed sidewalks with bike paths</p> <p>Transit - not much change toward transit</p> <p>Safety - not necessarily for pedestrians & bikes</p>
<p>More lanes on Wm. Cannon does not improve safety or more cars going through lights at the intersections, unless you time lights to last longer East and West, reduce the number of intersections, and build overpasses. Adding Pedestrian Hybrid Beacon will slow down cars and affect mobility. You need to consider also the impact the proposed changes will have on neighborhood streets. Will there be more cars using neighborhood streets as short cut ? You will still have the same intersections and lights to travel through. What action will you take to address the comments and recommendations made by citizens regarding the neighborhood traffic issues ?</p>
<p>Safety: Right for pedestrians, not cars. Cars go faster than speed limit. Need to address impact on safety and volume of cars on neighborhood streets, such as West Gate</p>
<p>Driving: Seems like an overestimation of traffic outside of peak hours</p> <p>Biking: 3 wide lanes of traffic with high speed and no barriers between bike lane?</p>

If no, why not?
Transit: Did not see a change
Safety: Complete sidewalks are great, still concerns for bikes on east side
Mobility: Some very positive changes but still have some concerns
Driving: Seem like it's mostly planned for driving but congestion isn't going anywhere
Biking: Would prefer on-street facilities to shared use paths ->concerned about intersections (especially un-signalized)
Transit: Seems like you provided access to walk to stops but I don't see other improvements
Safety: Maybe? Appropriate bicycle and car lane widths help
Mobility: Seems neutral on the east end

Do you support the recommendations? (5 highest, 1 lowest)

Answered: 48

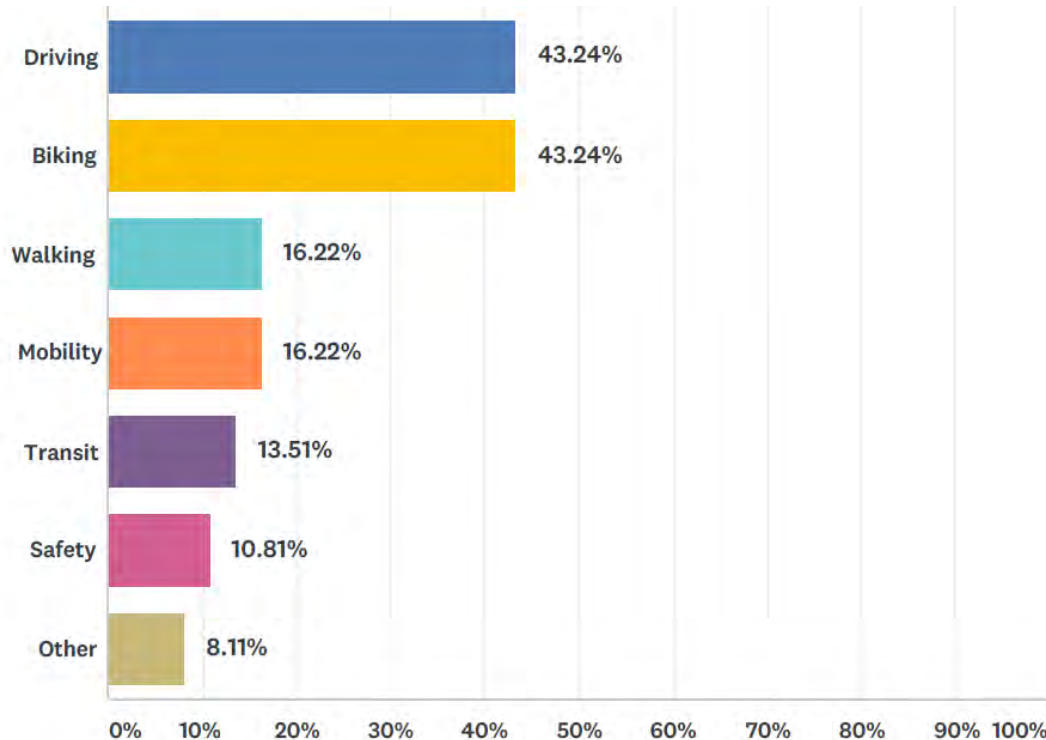


Do you have any additional comments? (select all that apply)

Answered: 37

Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.

Topic:



Please leave your additional comments here.

Tell City to stop encouraging people and companies to move here. Use all these festivities and things to help pay property taxes for us who put up with all this

Speed limits being raised higher and the rotation of the lights should be faster on all the intersections near 35

Bus lanes medians

Get bike lanes off east William Cannon... I use this daily and NEVER see a cyclist....NEVER!

Cooper at Wm Cannon is dangerous for pedestrians. Cars don't stop before crosswalk, they only look left before turning on Wm Cannon. Ninety percent, I counted.

William Cannon east of IH-35 needs to be repaved. The road dips caused by uneven pavement feel unsafe with people traveling William Cannon at the speeds they do.

Accessing William Cannon from northbound or southbound IH-35 frontage roads, to travel eastbound on William Cannon, takes a long time. I hope the IH-35/William Cannon improvements will reduce wait times.

HOW MANY BICYCLIST DO YOU SEE ON MANCHACA?

Please leave your additional comments here.

HOW MANY CARS DO YOU SEE ON MANCHACA? I HOPE YOU WOULD NOT EVEN ENTERTAIN THE IDEA OF PUTTING BICYCLE

LANES IN EACH DIRECTIONS FROM SOUTH FIRST DOWN MANCHACA; LIKE THE PROPOSAL ON STASSNEY FROM

WESTGATE TO MANCHACA TO TAKE AWAY A

LANE IN EACH DIRECTION AND PUT A BIKE LANE. AGAIN HOW MANY BICYLIST DO YOU SEE ON THIS STREET AND HOW MANY CARS

DO YOU SEE? THE CITY KEEPS ALLOWING

BUILDING OF APARTMENTS, HOUSING ETC

AND WITHOUT THINKING ABOUT TRAFFIC.

I AM NOT AGAINST BIKE LANES; HOWEVER,

I DO NOT BELIEVE YOU SHOULD REDUCE

DRIVING LANES TO PUT BIKE LANES,PARTICULARLY WHEN THOSE LANES HAVE HEAVY TRAFFIC.

Please recognize this is not Central Austin which has more bikers transiting to work. Put the resources where they are actually needed.

need to enlarge i-35 to several driving lanes to prevent traffic congestion.

Buffers for E. William Cannon & S. Pleasant Valley to IH35

I hope engineers are working closely with other dept. & TxDOT to make sure the improved bike lanes & other improvements do not create more congestion.

In the S. Pleasant valle & E. Will. Can. area, people tend to walk and use transit.

I am glad that the corridor project is using the equity tool for affordable housing/displacement

There needs to be more turn-outs in the plan to allow buses to get out of the flow of traffic for pick-up and drop off of riders.

Biking improvements need physical barriers like a concrete curb or concrete wall / barricade. Plastic barriers (aka along the toll lanes on North Mopac) will not protect bicyclists from the harm of an accident with a vehicle.

Would like to see more to promote safety.

See previous comments.

for bus stops to avoid traffic backups behind buses, and to increase pedestrian safety

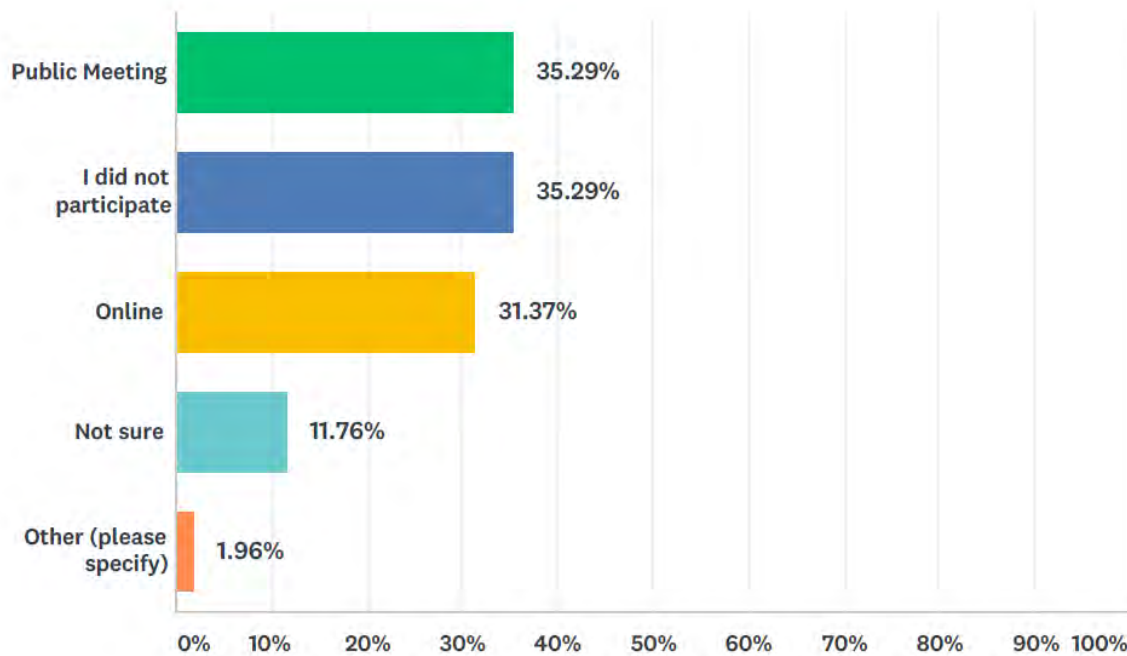
Please leave your additional comments here.
Fuck your bike lanes.
Don't saddle us with another generation of car dependency. This should be a truly shared street. But you already know that.
See above comments
This will only increase traffic congestion, commute times and air pollution.
This plan is not at all reflective of the corridor cross sections proposal to add protected bicycle lanes. We should NOT be adding additional vehicle lanes at the expense of multi-modal safety.
I was disappointed to not see any noticeable vehicle traffic improvements planned at the intersection with S. 1st St. This intersection is perennially congested northbound in the morning and southbound in the evening. Northbound traffic could be alleviated somewhat by adding a right turn lane from northbound S. 1st onto eastbound William Cannon, which would also allow the bus to stop outside the main lanes. Southbound similarly could benefit greatly from a right turn lane, as pedestrians frequently walk across William Cannon here and prevent traffic from turning, which can back up significantly. Right of way would likely be required for both of these projects, but at least the north to east turn lane would be coming from AISD. I was glad to see added lanes between Manchaca and Brodie, which will be hugely beneficial to moving traffic, especially through the Westgate intersection.
You are not addressing the impact of your recommendations on neighborhood streets like West Gate. Several comments and recommendations were made by citizens, but you are addressing them, or even acknowledging them. Wm. Cannon and Slaughter proposals will not solve the traffic speeding and volume, and cars using West gate as a short cut from Slaughter to Wm. cannon.
Not sure visibility/safety issue addressed at eastbound WC at Pleasant Valley.
Biking : suggest adding barriers whenever the bike lane is on the same pavement on the driving lanes.
Driving : consider keeping lanes wider. Narrow lanes do slow traffic down.
As mentioned about Driving - Beckett/Wm Cannon has monthly accidents and east/west bound cars on Wm Cannon regularly blow through the light. It's not even a blip on the radar compared to other intersections but it's still a hazard for people who live and commute in this area. Further, I would like to see a separation for the bike lanes to protect them. Cars on Wm Cannon travel in excess of 45 MPH and will zoom past in very close proximity to cyclists. I see a lot of cyclists on the sidewalk because it's just not safe to use the bike lanes. Last thing: OMG, I'm so excited for a dedicated turn lane from SB MoPac frontage road to Wm Cannon - that is loooooong overdue.
Bike lanes all the way down WC from beginning to end, not just in certain sections.
Love the plans for dedicated right turn from Mopac Frontage Road to Wm Cannon
I like hearing that the medians will be more cared for - removing bushes and weeds that block sight lines. Adding lanes where possible is vital to keeping traffic moving as more residents move into the area. I hope all turn lanes will be wide enough to be safe (turning left onto Brush Country from W Cannon heading east is scary!)
Bike trails side by side along traffic is more prone to accidents, more prone to serious bicyclist injuries
It seems we are spending way too much money for a very minute (small) population. That real estate could be used as additional lanes or 'safety' shoulders

Please leave your additional comments here.
1. Rock medians between Mopac and 290 are unsightly and 'bushes' make visibility worse
2. Southwest corner of Beckett and Wm Cannon has traffic control boxes and tall weeds that limit visibility of traffic coming on Wm Cannon from west to east. Currently I personally mow that corner for safety and appearance. City tractors can't mow around the traffic control boxes and along the bridge on Beckett.
1. like addition of grass and trees to ugly median between Beckett & Brush Country
2. like addition of dedicated turn lane to NW corner/ Randalls of Mopac & Wm Cannon
Having bike lanes transition to SUP w/ curb ramps where space is at a premium would ensure no gaps in the bike infrastructure. Care should be taken at major intersections to slow down turning traffic so bikes & peds are not run over. Ped beacons are needed along corridor for crossing Wm Cannon. I like taking away traffic lanes where traffic is light
We can't build our way out of congestion so simply adding more lanes won't solve long term mobility issues
I appreciate that cyclists and pedestrians are given a good share of this effort. Please continue to do so regardless of majority opinion of motorists.
See previous comment. Also, my neighborhood street will not be safer, unless you take measures to reduce speeding, fix sidewalks, pave the street, etc. Many comments and recommendations were made by citizens regarding feeder streets to Wm. Cannon and Slaughter Lane. You need to list these issues in your report and propose future action that the City needs to take.
Concern about CodeNext assumptions about housing development along the corridor
The six-lane cross-section on the east end is scary. Seems very conservative, built for the peak of the peak with conservative trip generation totals and forecasts.
Shared use path across lots of driveways and un-signalized roads (along a 45 mph) is concerning for bicyclists.

Did you participate in the first round of outreach conducted in Spring 2017? (select all that apply)

Answered: 51

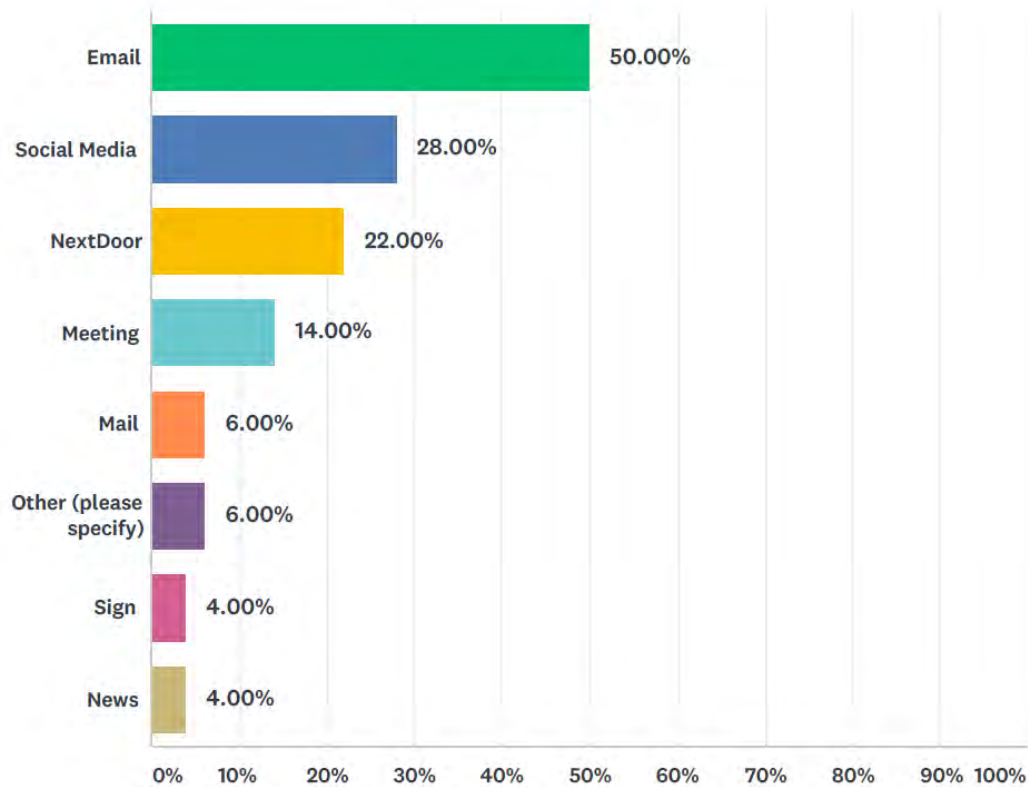
Some respondents selected more than one answer. Percentages reflect the percentage of respondents that chose that answer.



Other (please specify)
Passed surveys to community

How did you hear about this survey? (select all that apply)

Answered: 50



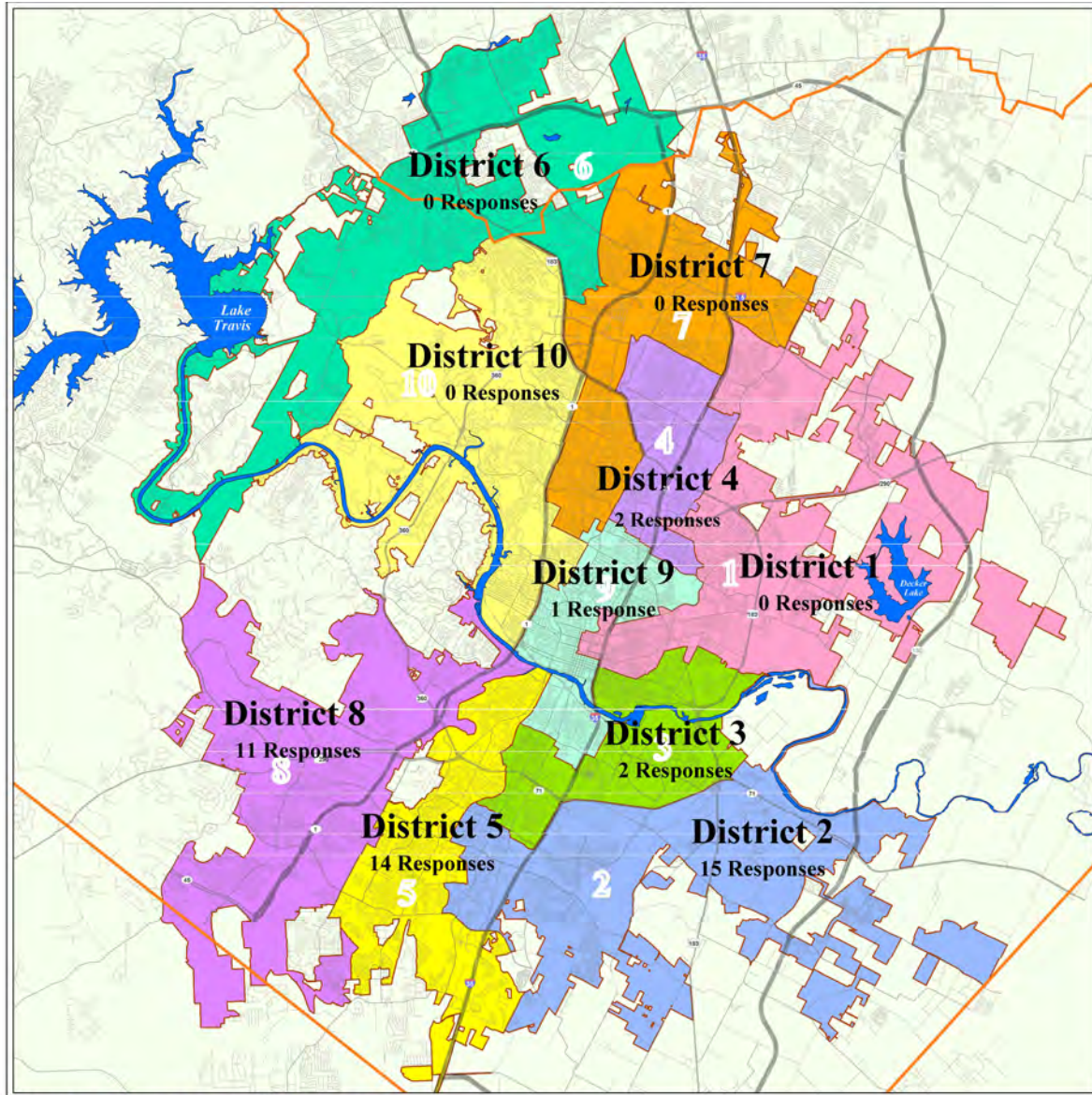
Other (please specify)
Onion Creek HOA
None specified
Husband

Please share your email address if you wish to receive updates.

24 respondents shared email addresses

What City Council District do you live in? Click here to see a district map. (Optional)

Answered: 47

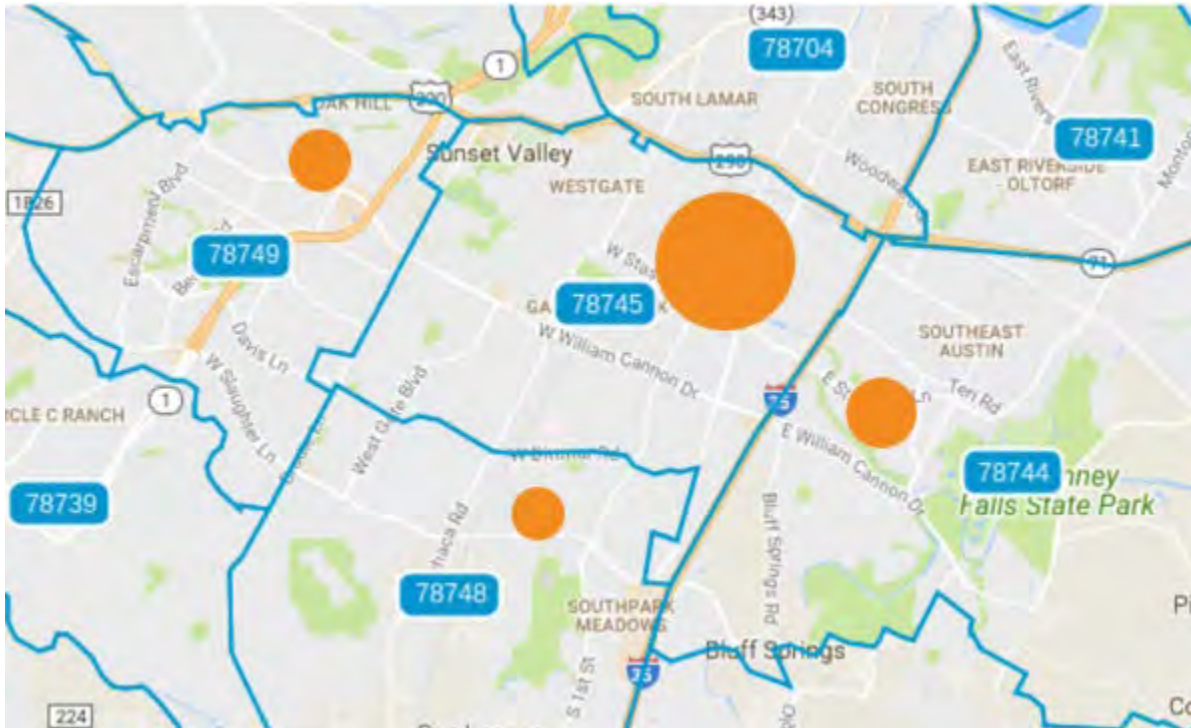


Map produced by: Ryan Robinson, City Demographer, City of Austin, May 2016.

District	No. of Responses	Percentage of Total
District 1 - Ora Houston	0	0.00%
District 2 - Delia Garza	15	31.91%
District 3 - Sabino "Pio" Renteria	2	4.26%
District 4 - Gregorio "Greg" Casar	2	4.26%
District 5 - Ann Kitchen	14	29.79%
District 6 - Jimmy Flannigan	0	0.00%
District 7 - Leslie Pool	0	0.00%
District 8 - Ellen Troxclair	11	23.40%
District 9 - Kathie Tovo	1	2.13%
District 10 - Alliston Alter	0	0.00%
I don't know	1	2.13%
I prefer not to answer	1	2.13%

What is your ZIP code? (optional)

Answered: 47

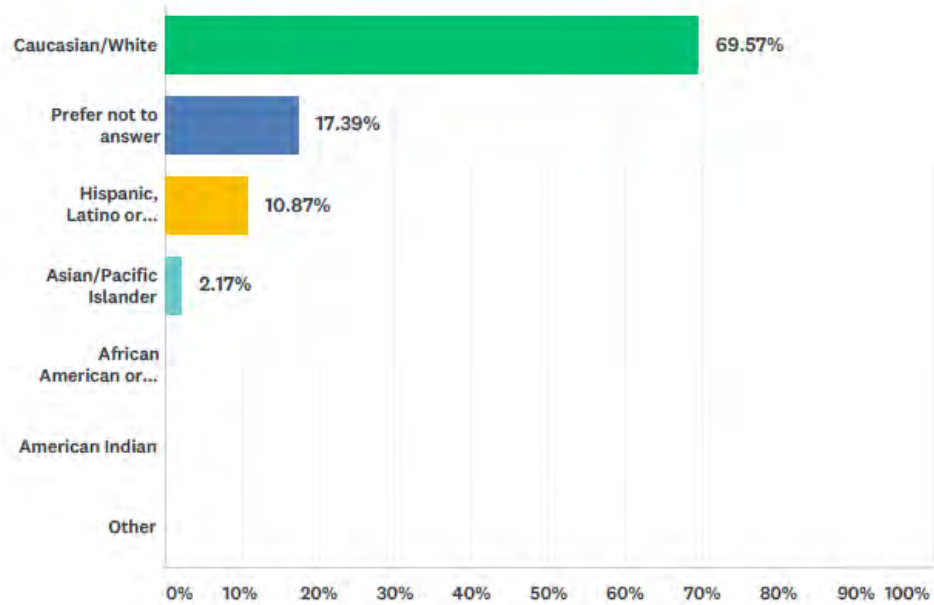


Zip Codes Mapped	No. of Responses
78745	16
78744	8
78749	7
78748	6

Zip Codes Not Mapped	No. of Responses
78747	3
78735	2
78702, 78704, 78736, 78739, 78746	1

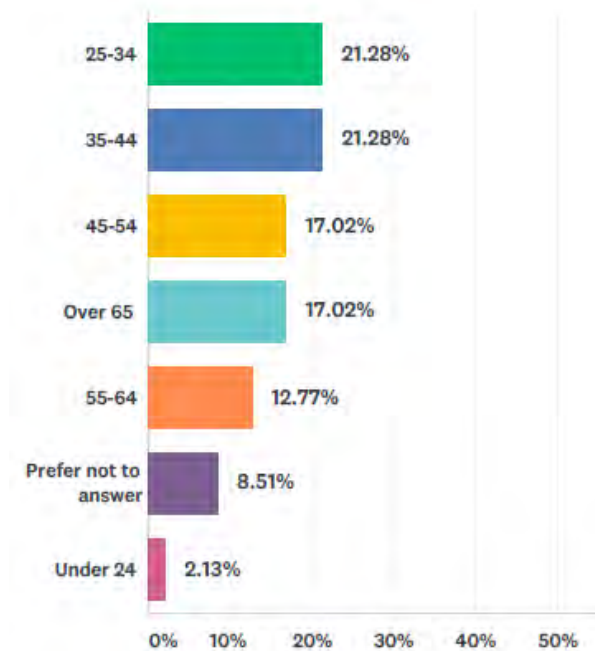
What is your race/ethnicity? (optional)

Answered: 46



What is your age? (optional)

Answered: 47



ROUND 2- GENERAL COMMENTS

The following comment was emailed to 2016Bond@austintexas.gov

E-mail Comments	Date
<p>I'm happy to see the proposed recommendations for Brodie, William Cannon, and Slaughter along with what ideas have already been submitted by the public. I looked through the three proposal documents and have a few general thoughts on what I'm seeing. Note that I live in north Austin, but have spent a lot of time (mostly) as a driver on each of these roads for work and visiting friends.</p> <p>Things I love:</p> <ul style="list-style-type: none">- Ample use of wide shared use paths on both sides of corridor and along entire length of these arterials- Generally narrower vehicular lanes (10.5' and 11') <p>Wherever possible, each corridor should include:</p> <ul style="list-style-type: none">- Raised crosswalks to increase visibility of pedestrians crossing (every vertical inch counts for safety!)- Physical buffer (ideally grass median) must exist between sidewalks / shared use paths / bike lanes, and vehicular traffic- Shared use paths and bike lanes should be protected and raised relative to vehicular traffic (every inch counts!)- Where there are pedestrian crossings with >3 lanes of vehicular traffic, include a pedestrian refuge- Include designated pedestrian crossing infrastructure near any public transit stops and schools, with maximum distance between crossings of X ft (not sure what is appropriate, but shouldn't be more than a few blocks length)- All road sections with >3 vehicular lanes should be divided with physical, raised median- Non-glare lighting should be provided for, and of, pedestrians and bicyclists along entire length of these arterials- Trees or at least shrubs like agave in medians, between opposite-direction vehicular lanes, as well as between bike/ped infrastructure and vehicular lanes- Minimize number and length of curb cuts along arterials (when possible, should be eliminated, shifted to side streets, or combined)- Minimize opportunities for uncontrolled left-turns onto or off of arterials using physical barrier <p>Specific location:</p> <ul style="list-style-type: none">- Would William Cannon crossing of I-35 be appropriate location for diverging diamond? <p>If you have any questions regarding these suggestions, please contact me. Thank you!</p>	Nov. 9, 2017