

WILLIAM CANNON DRIVE CORRIDOR MOBILITY PLAN



Proposed Improvements for **WILLIAM CANNON DRIVE** FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY

WILLIAM CANNON DRIVE

The goal of Mobility Plans is to identify improvements that will enhance mobility, safety, and connectivity for users—whether you drive, bike, walk, or take transit.

How to use this book

HOW WERE THE COMMENTS REPRESENTED IN THIS BOOK SELECTED?

Most of the comments in this book were selected based on geographic location. Last spring, we asked the community what kind of recommendations they'd like to see along Slaughter Lane, William Cannon Drive, and Brodie Lane as part of development of Mobility Plans for the roadways. As part of that outreach, we invited the community to place comments on a map to reflect desired improvements in a specific location along the corridors. The majority of comments shown in this book correspond geographically with the section of the corridor represented on the page. Some additional comments were selected to reflect general recommendations from the community.

You'll see this bubble throughout the book. It represents public input received in spring 2017.

ARE ALL THE COMMUNITY'S COMMENTS AND RECOMMENDATIONS REFLECTED IN THE PRELIMINARY MOBILITY RECOMMENDATIONS?

While public input informed development of the preliminary mobility recommendations, not all comments we received could be incorporated into the recommendations. The goal of Mobility Plans is to identify improvements that will enhance mobility, safety, and connectivity for users—whether you drive, bike, walk, or take transit. Additionally, the preliminary recommendations reflect technical assessments of the existing infrastructure, as well as data like traffic counts and crashes, and recommendations from other City of Austin plans and policies, such as the Sidewalk Master Plan and the City of Austin Complete Streets Policy.

WHAT IS "RIGHT-OF-WAY"?

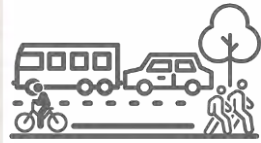
The right-of-way is the area owned and/or controlled by the City or State and typically includes the street surface, subsurface, sidewalks, and grassy areas between pavement and property lines. The boundaries width of the right-of-way will vary depending on the physical conditions at any given location. Property within the City's right-of-way can be used for City-related improvements, as necessary. This book shows the approximate width of the existing right-of-way and the proposed width of the new right-of-way. Existing right-of-way means the City of Austin already owns and/or controls the right-of-way. Proposed right-of-way would potentially need to be acquired to accommodate the improvements.

HOW CAN I STAY UP-TO-DATE ON THESE CORRIDORS, AND HOW CAN I LEARN ABOUT OTHER CORRIDORS?

To sign up for updates on the Slaughter Lane, William Cannon Drive, and Brodie Lane corridors, visit AustinTexas.gov/BSWCorridors. Public engagement for the Manchaca Road Corridor Mobility Plan is kicking off this fall. If you'd like to share your input about what kind of improvements you'd like to see on Manchaca, please visit AustinTexas.gov/CorridorMobility. You can also visit with us and receive more information here:

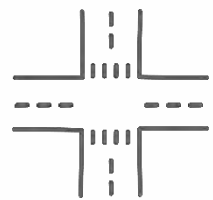
- November 14 at Sprouts Farmers Market, 3-7 p.m.
- December 5 at Crockett High School, 5-8 p.m.

The proposed improvements incorporate other City planning efforts, including:



AUSTIN STREET DESIGN GUIDE

Assists City staff and private sector street design professionals in applying a consistent approach to street design, particularly for right-of-way planning and new streets.



VISION ZERO SAFETY PROGRAM

Vision Zero is an international movement that aspires to reduce the number of people who die or are seriously injured in traffic crashes to zero. Austin's Vision Zero Action Plan defines a community-wide approach to reach this goal by 2025. It contains five strategic initiatives: Education, Engineering, Evaluation, Enforcement, and Policy.



AUSTIN SIDEWALK MASTER PLAN

The City of Austin 2016 Sidewalk Master Plan/ADA Transition Plan Update establishes asset management policies for sidewalks within City of Austin right-of-way. As of November 2015, the citywide sidewalk network included 2,580 miles of absent (missing) and 2,400 miles of existing sidewalk.



AUSTIN BICYCLE MASTER PLAN

This plan proposes creating a connected and protected active transportation network that will provide additional transportation options for Austin residents and visitors. The plan's overarching goals are to significantly increase bicycle use and improve bicycle safety throughout Austin.

WILLIAM CANNON DRIVE

Roadway Configurations

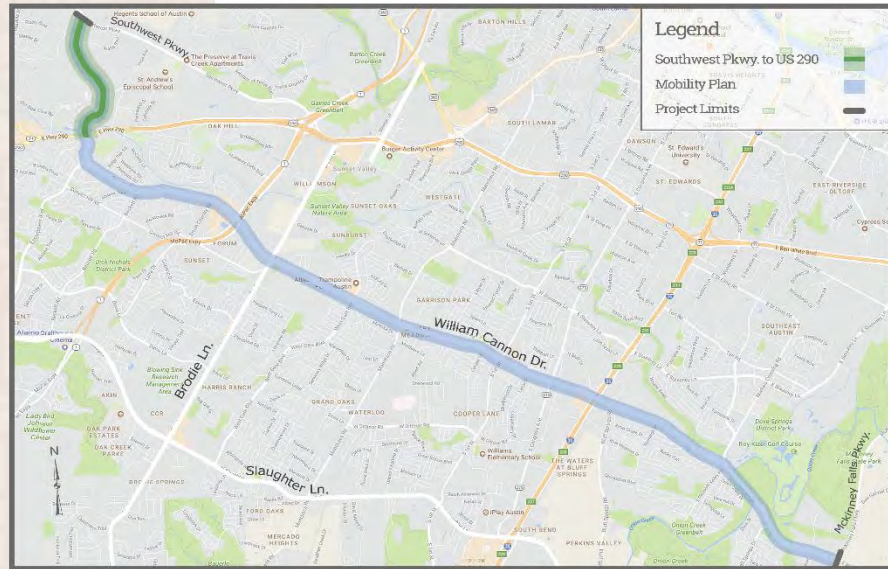
Recommended roadway configurations are broken into segments for the entirety of the corridor.



Note: If projects are selected for construction, existing sidewalk and other roadway infrastructure will be incorporated into the new improvements to the extent possible. However, in some cases, existing infrastructure may need to be removed and replaced in its entirety to accommodate the new improvements. Where existing sidewalk infrastructure remains in place, it would be brought to ADA compliance.

WILLIAM CANNON DRIVE

Proposed Improvements



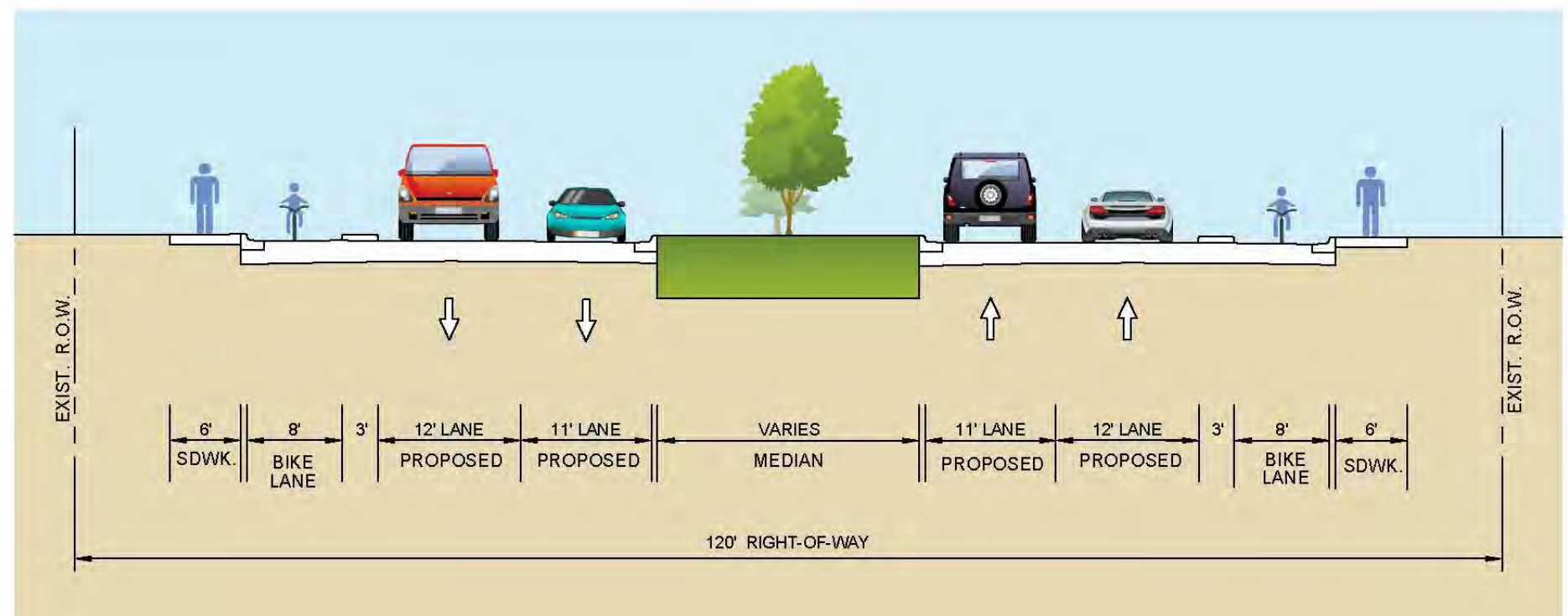
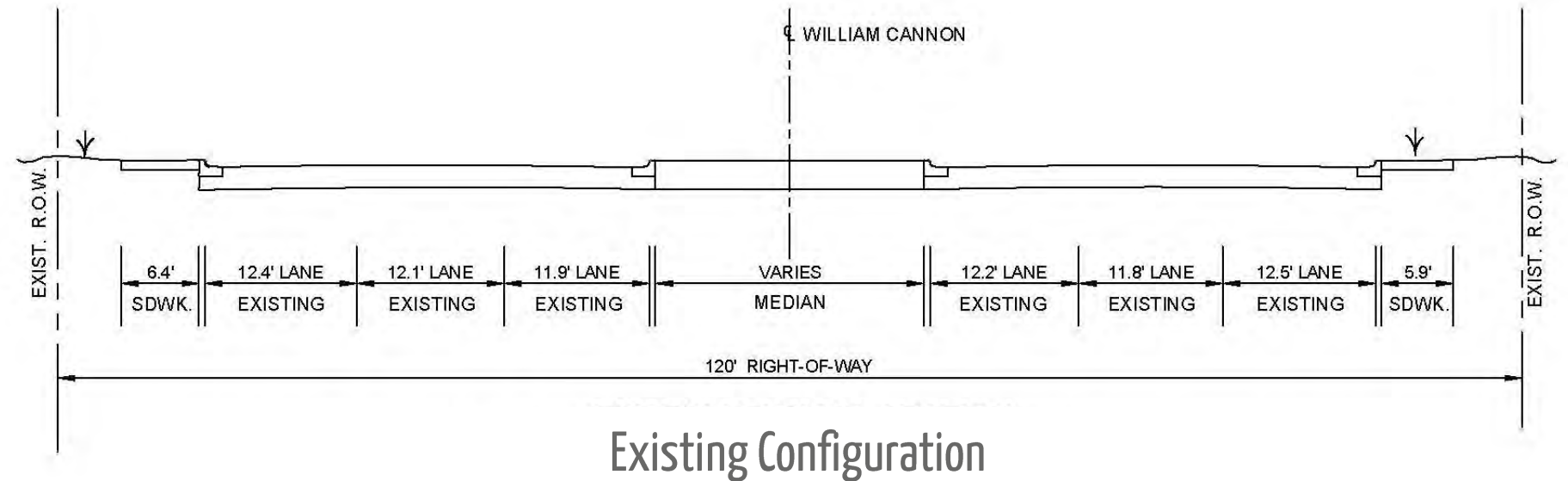
HIGHLIGHTS

- Addition of protected bike lanes in each direction
- Pedestrian crossing improvements at intersections
- Addition of Pedestrian Hybrid Beacon at Vega Avenue
- Addition of YBC Trail to fill in gaps in trail system (additional right-of-way may be required)

LONG-TERM

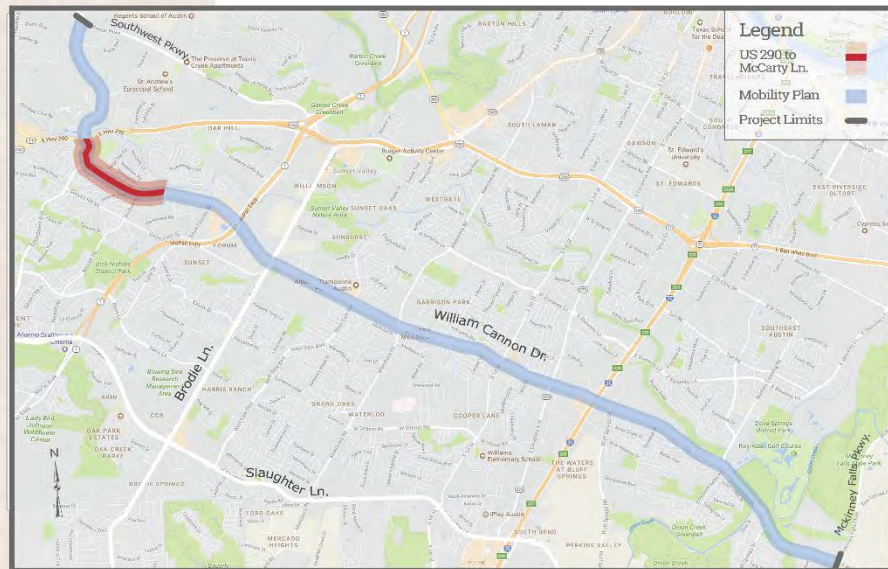
- Install proposed shared-use paths outside of existing pavement to maintain or establish six-lane divided roadway (additional right-of-way may be required)

Southwest Parkway to US 290



WILLIAM CANNON DRIVE

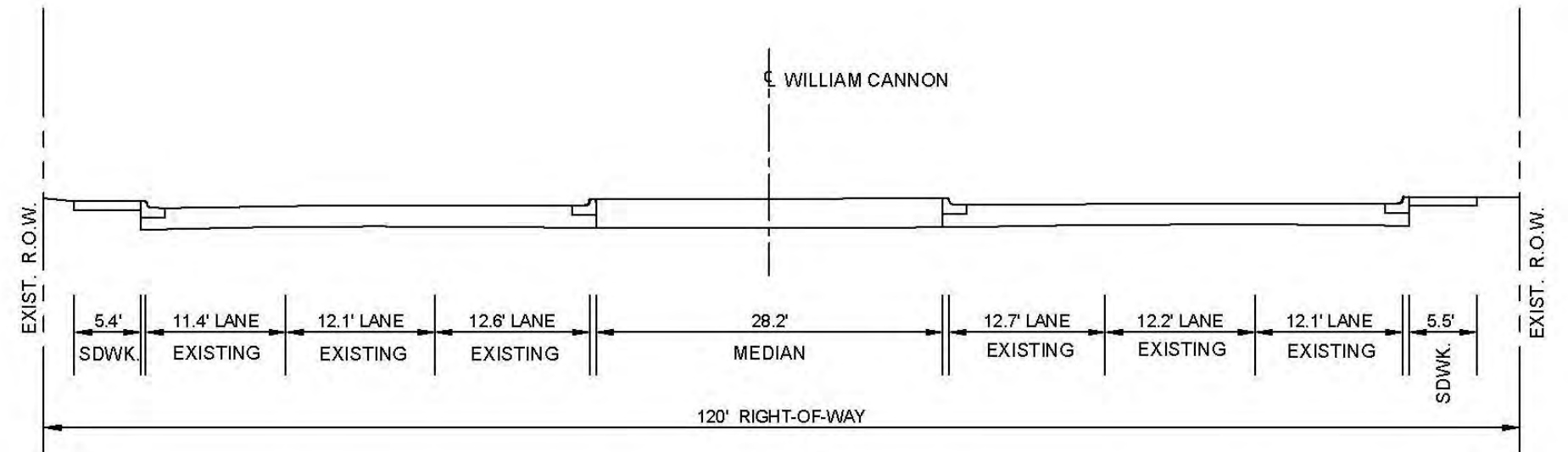
Proposed Improvements



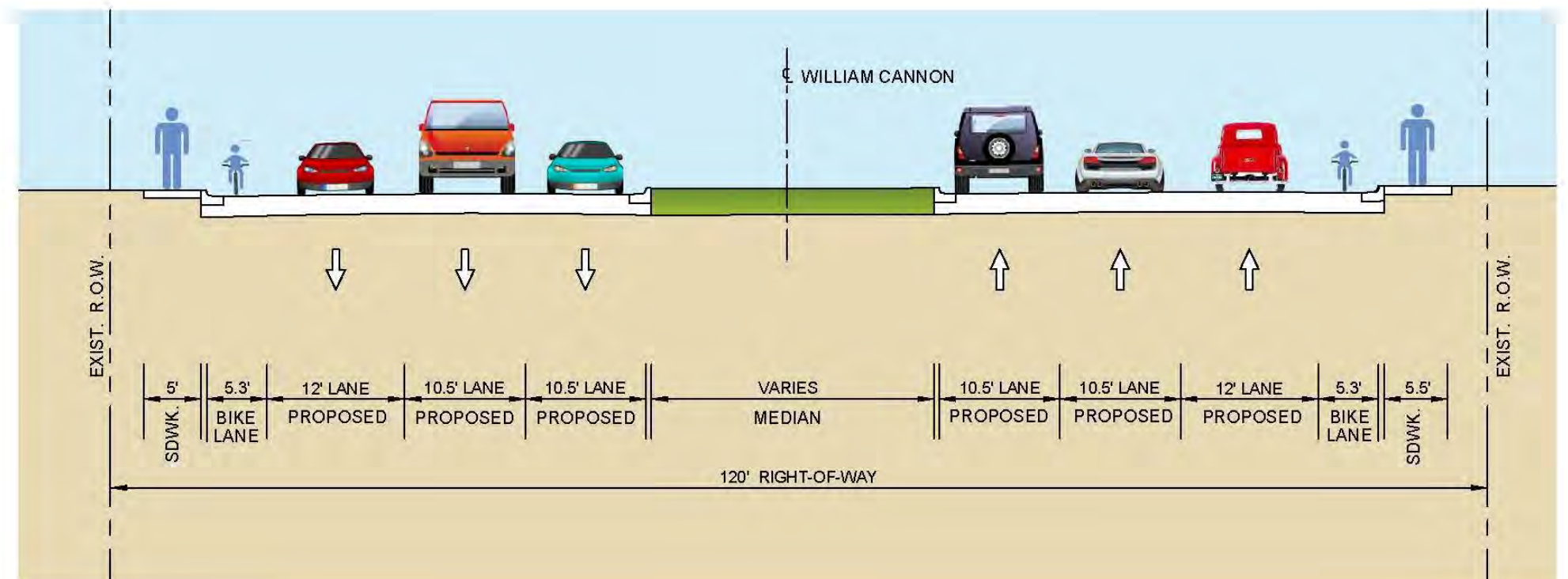
HIGHLIGHTS

- No additional right-of-way needed
- Addition of bike lane on each side of roadway
- Pedestrian crossing improvements at intersections
- Addition of turn lanes

US 290 to McCarty Lane



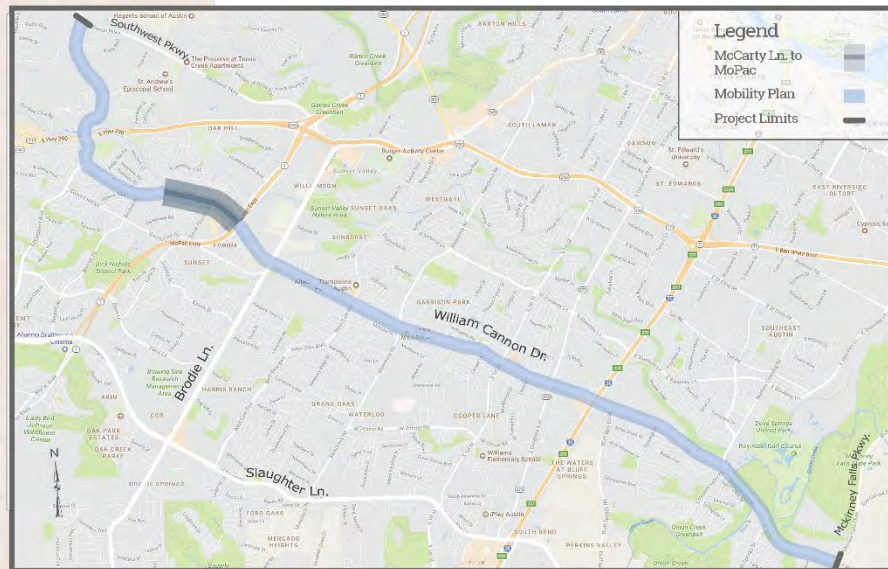
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

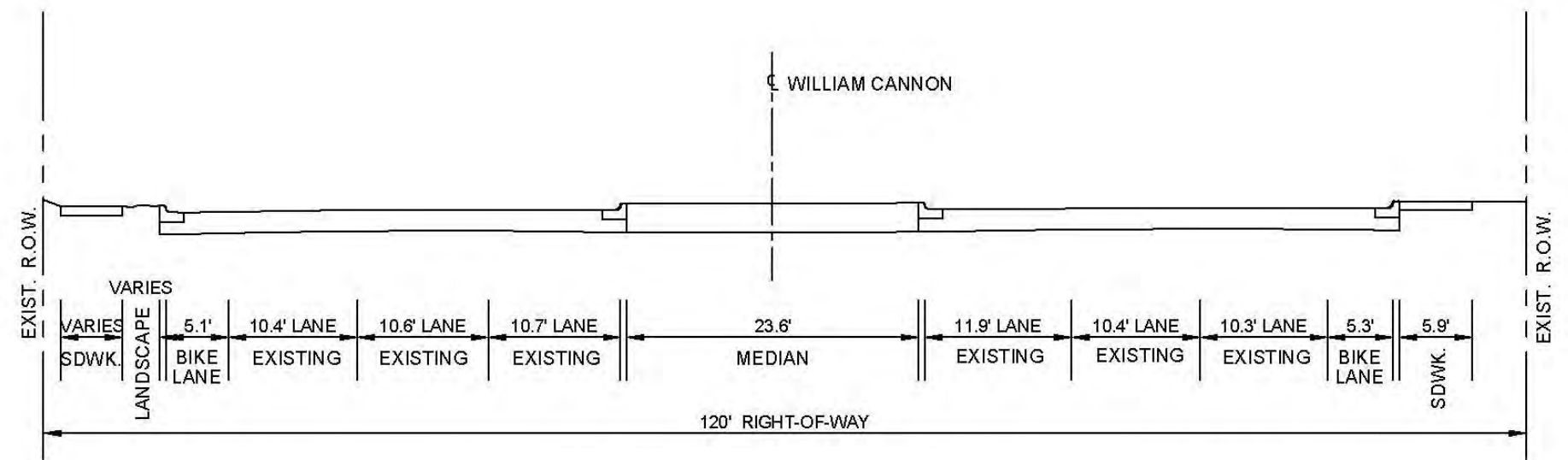
Proposed Improvements



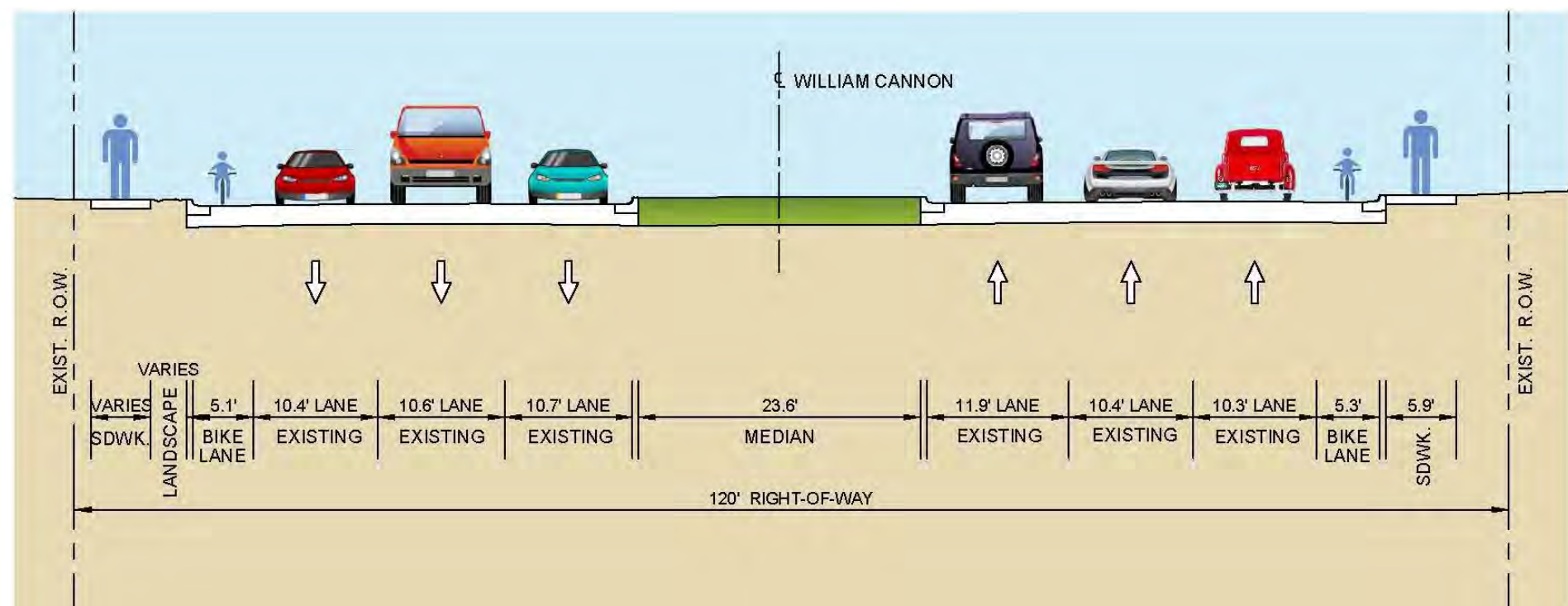
HIGHLIGHTS

- No additional right-of-way needed
- Addition of green zone in the median, where possible
- Restripe bike lanes for better visibility

McCarty Lane to MoPac



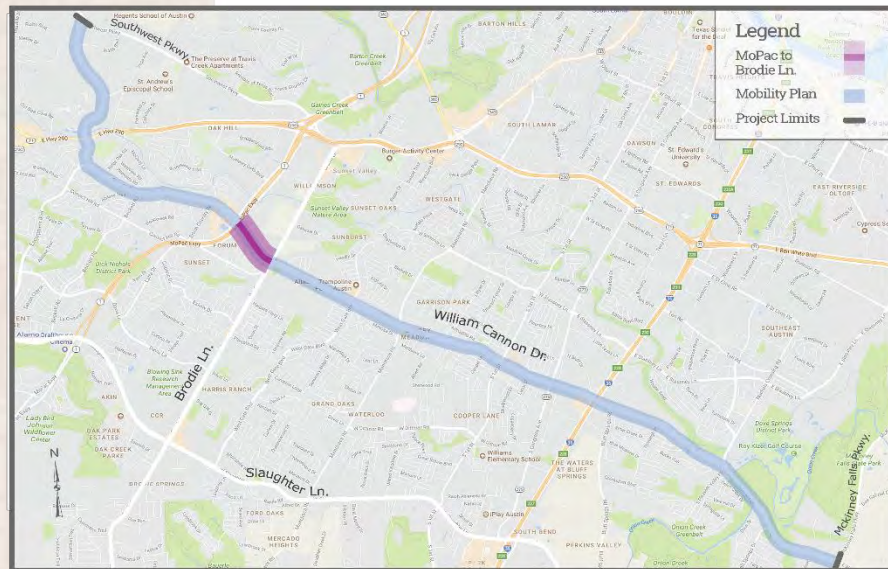
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

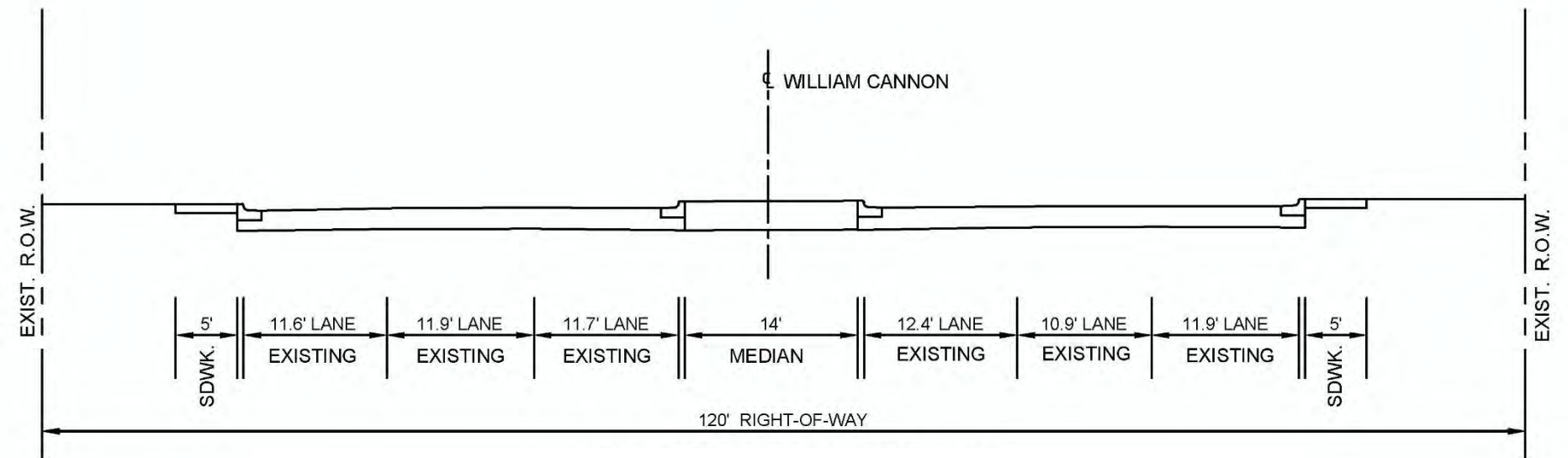
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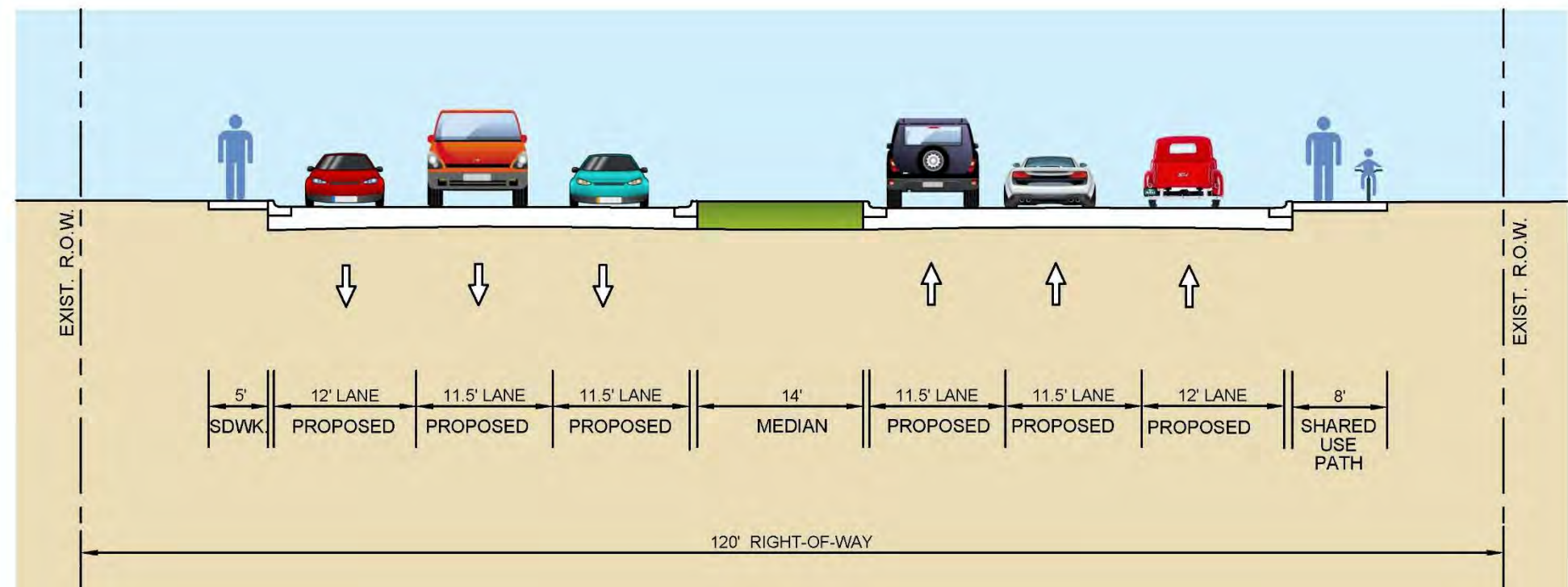
HIGHLIGHTS

- No additional right-of-way needed
- Addition of shared-use path on north side of roadway
- Addition of green zone and drainage improvements in the median
- Addition of Violet Crown Trail to fill in gaps in trail system

MoPac to Brodie Lane



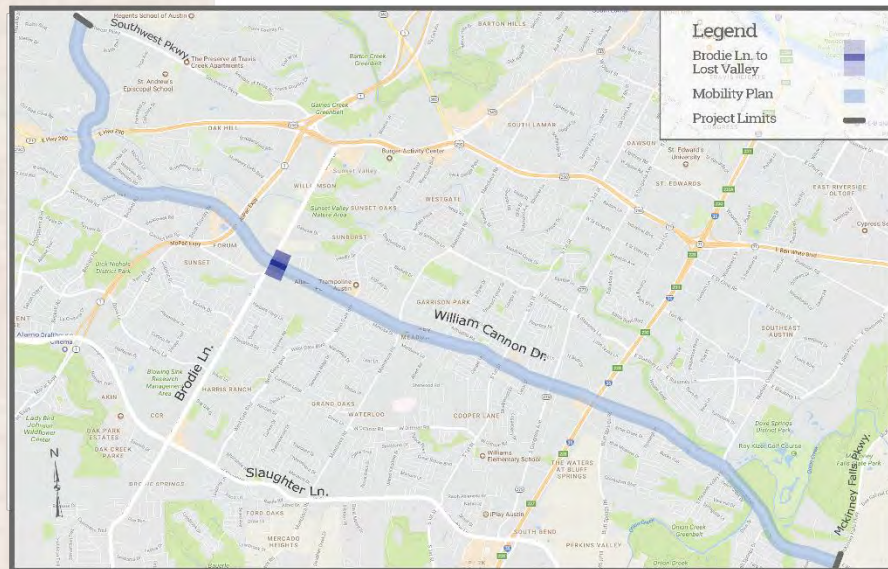
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

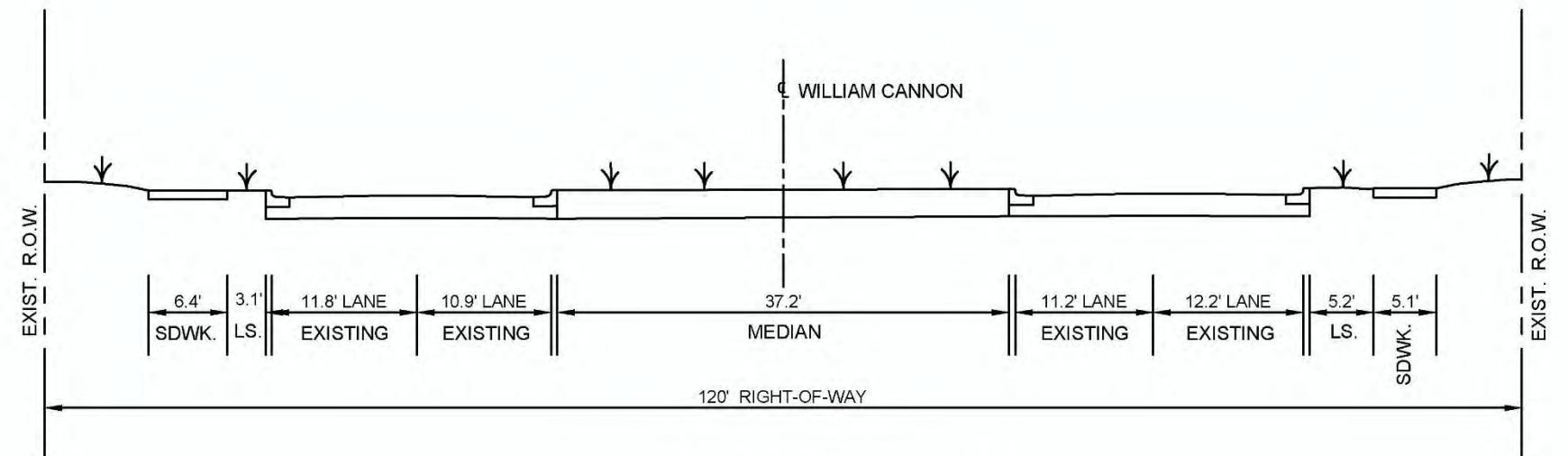
Proposed Improvements



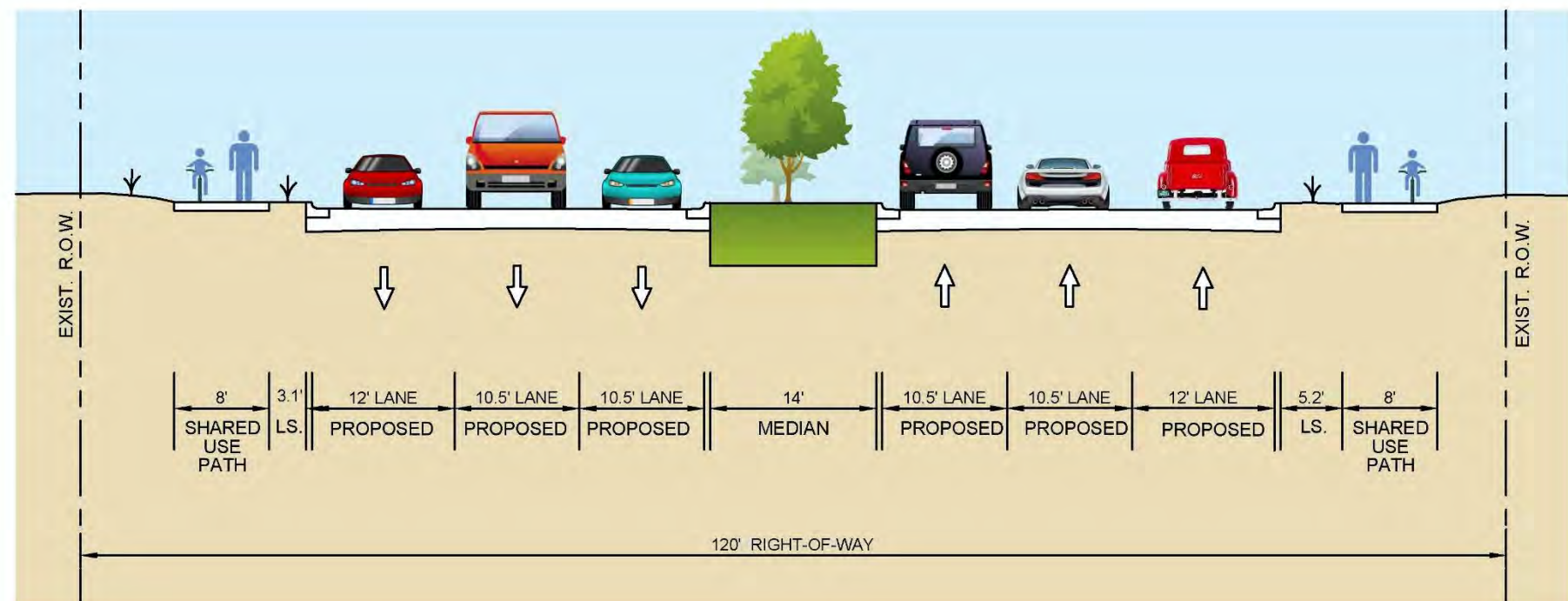
HIGHLIGHTS

- No additional right-of-way needed
- Addition of vehicular travel lane in each direction
- Addition of shared-use path on both sides of roadway
- Pedestrian improvements at intersections
- Addition of green zone in the median, where possible

Brodie Lane to Lost Valley



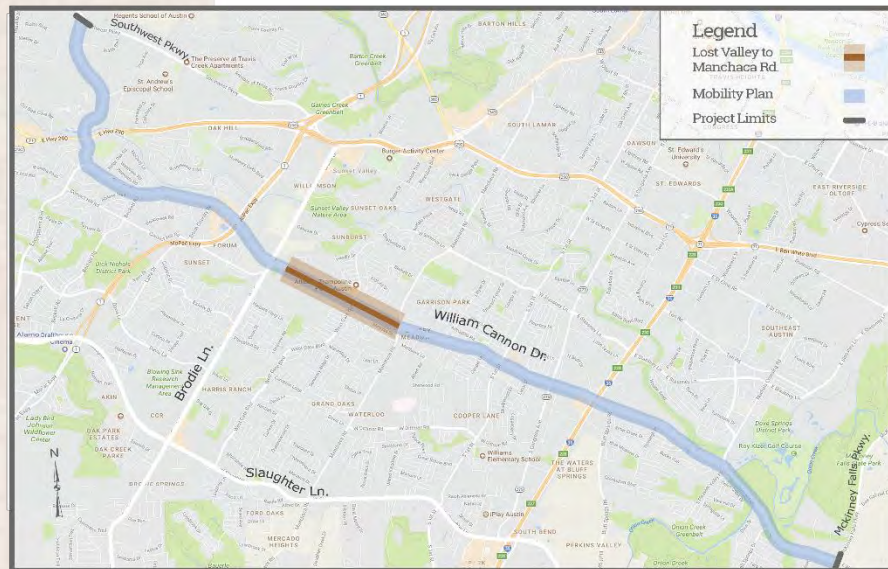
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

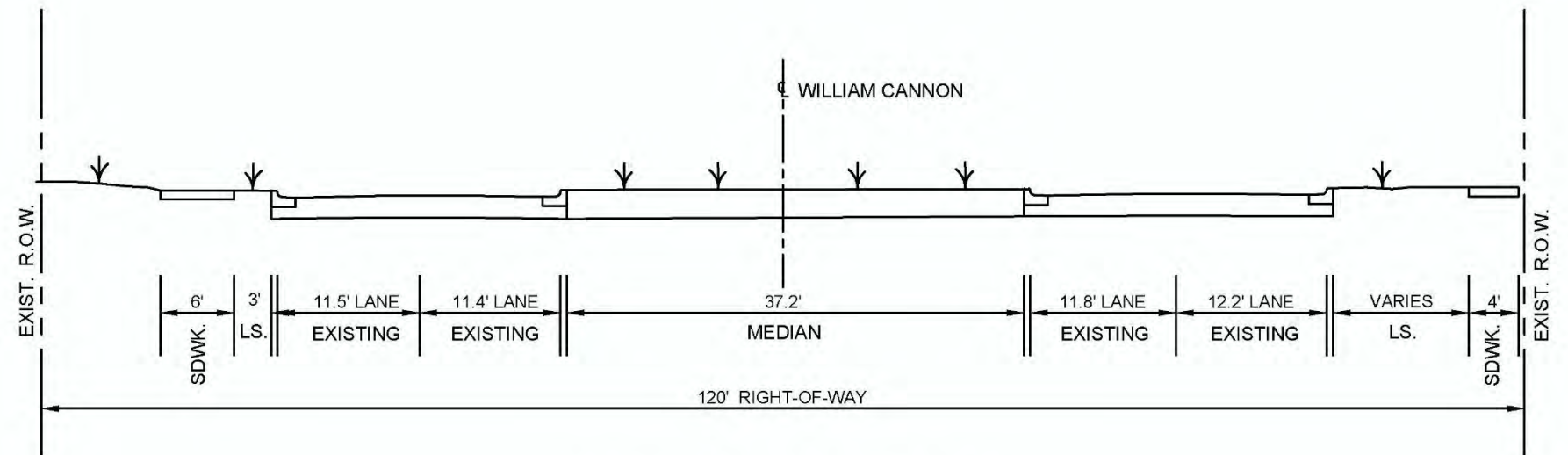
Proposed Improvements



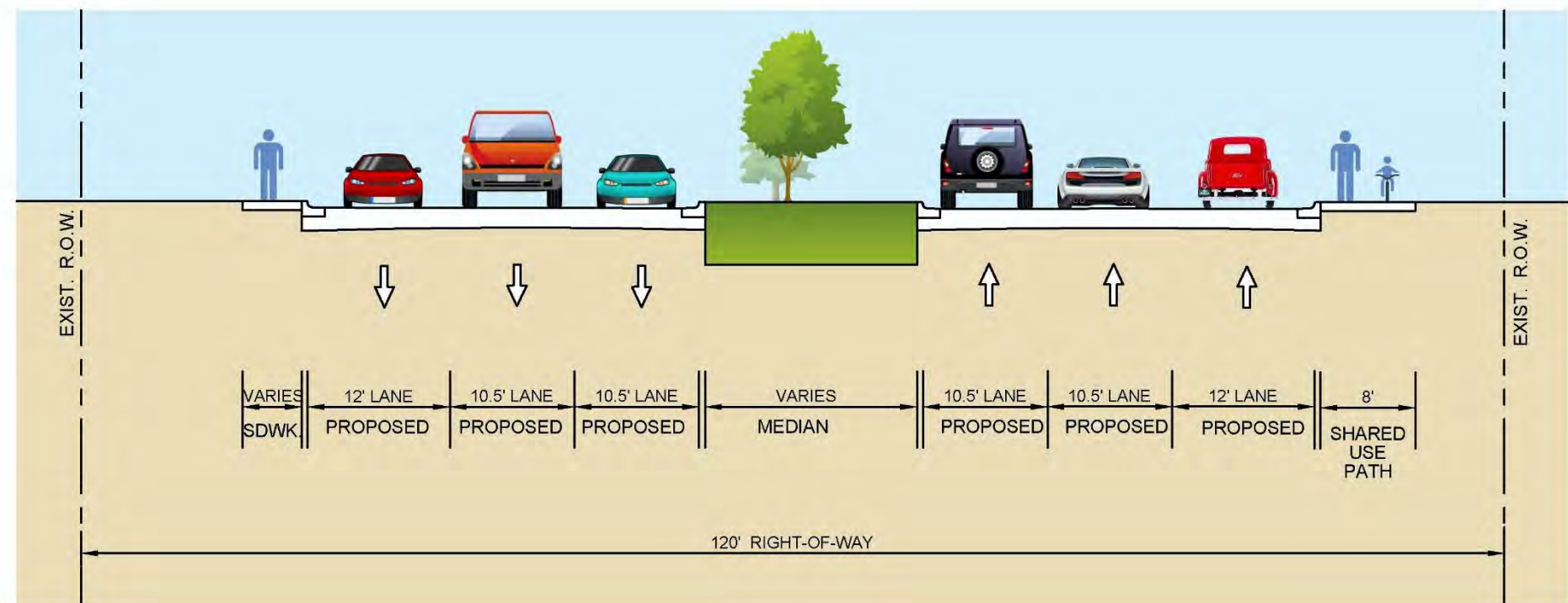
HIGHLIGHTS

- Addition of vehicular travel lane on both sides of roadway
- Addition of shared-use path on north side of roadway
- Pedestrian improvements at intersections
- Addition of Pedestrian Hybrid Beacon at Lost Valley
- Addition of green zone in the median, where possible

Lost Valley to Manchaca Road



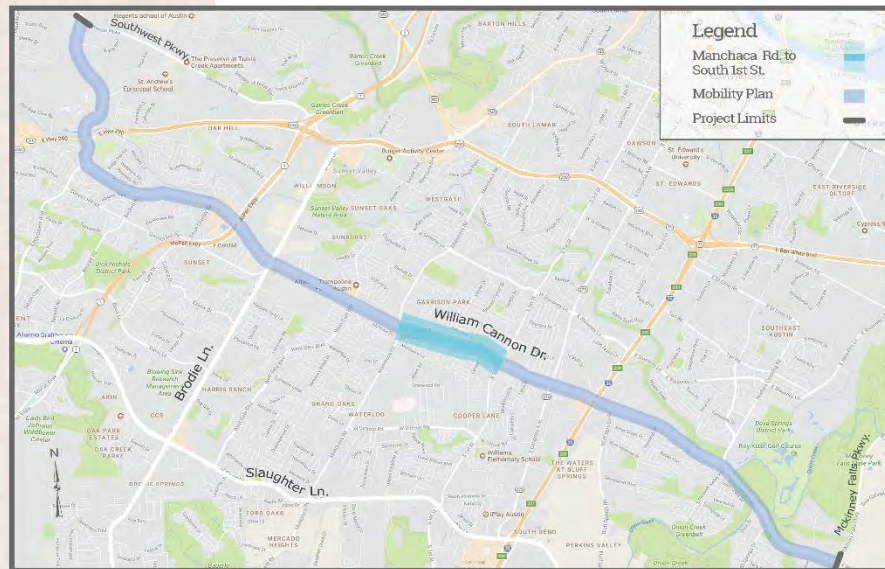
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

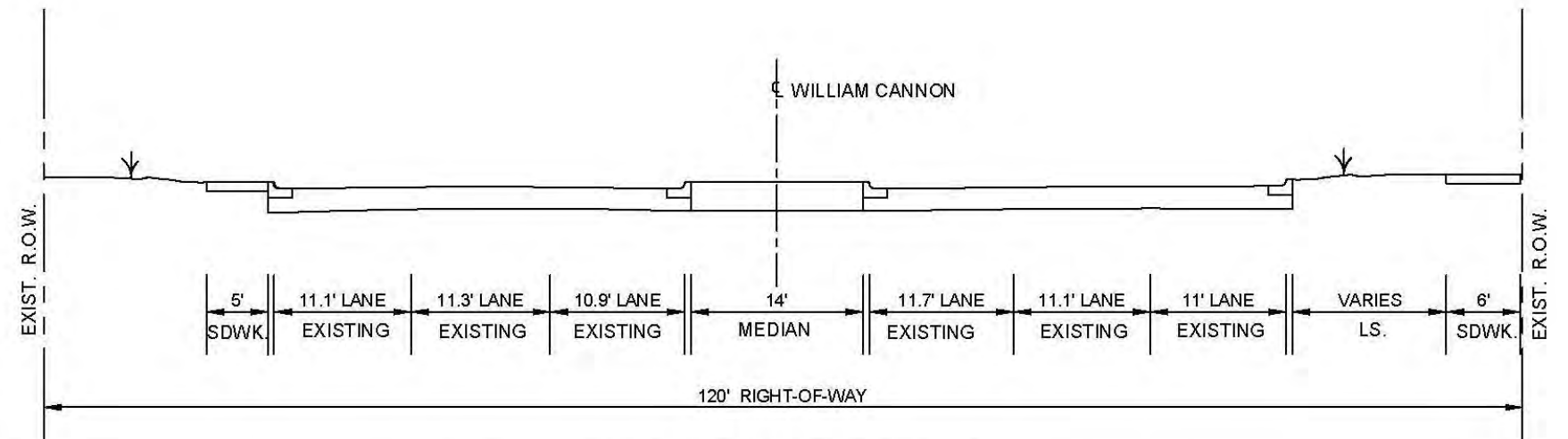
Proposed Improvements



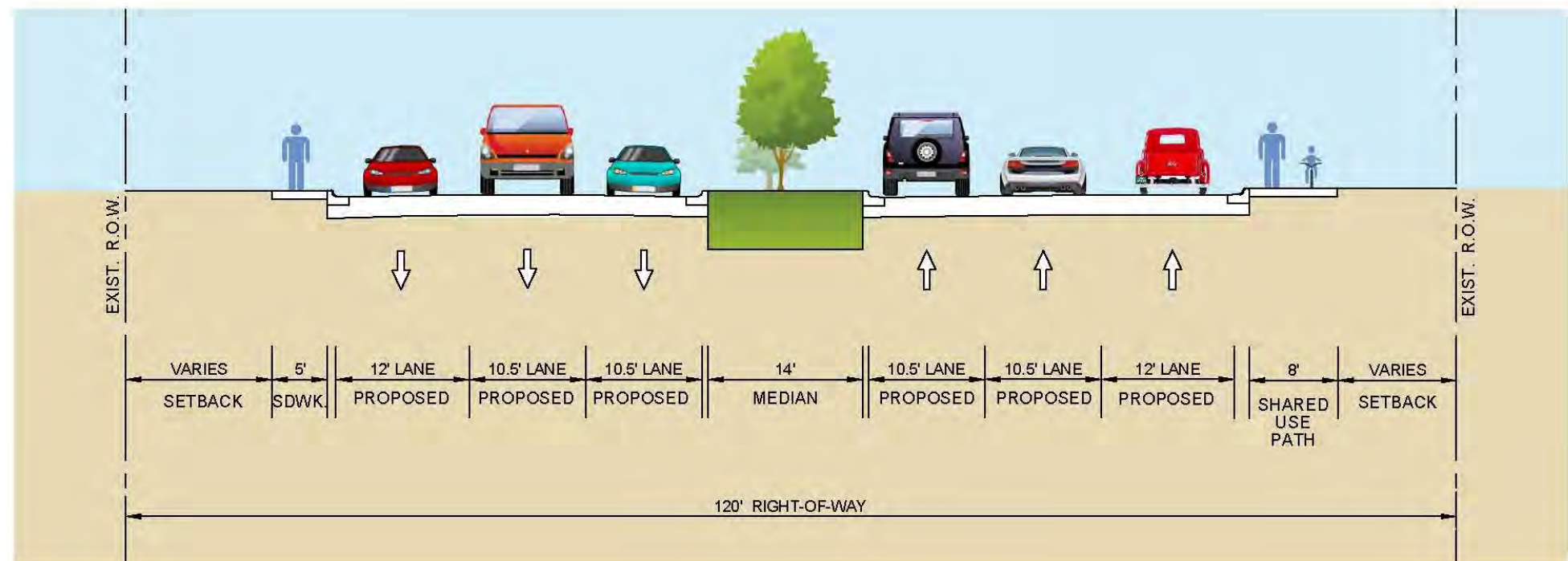
HIGHLIGHTS

- No additional right-of-way needed
- Addition of shared-use path on north side of roadway
- Addition of six-foot sidewalk to fill the gaps
- Pedestrian improvements at intersections
- Addition of green zone in the median, where possible

Manchaca Road to South 1st Street



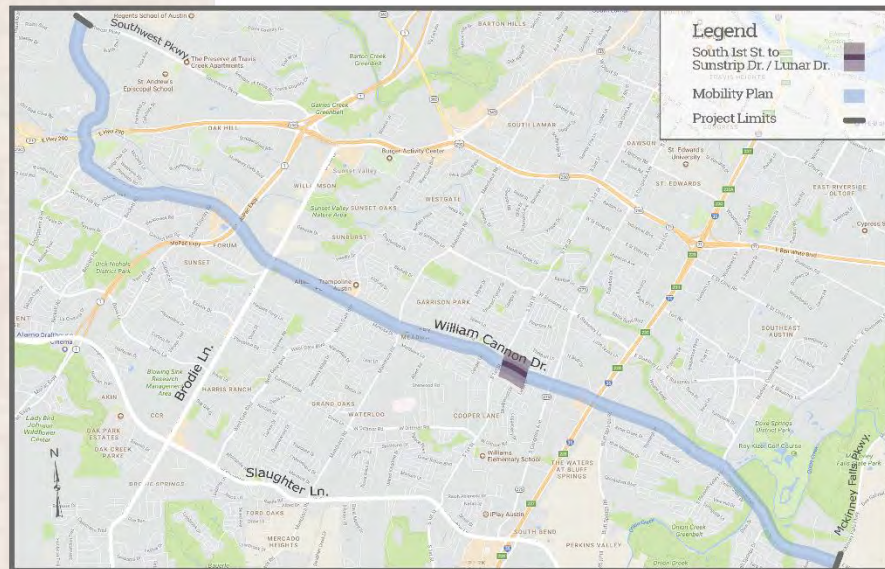
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

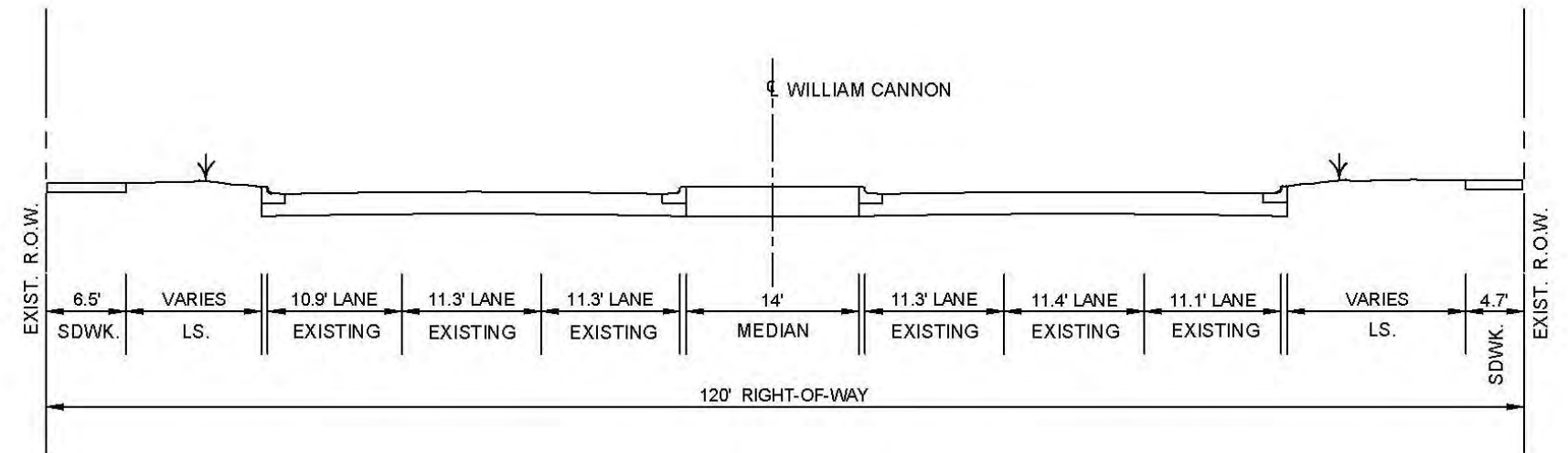
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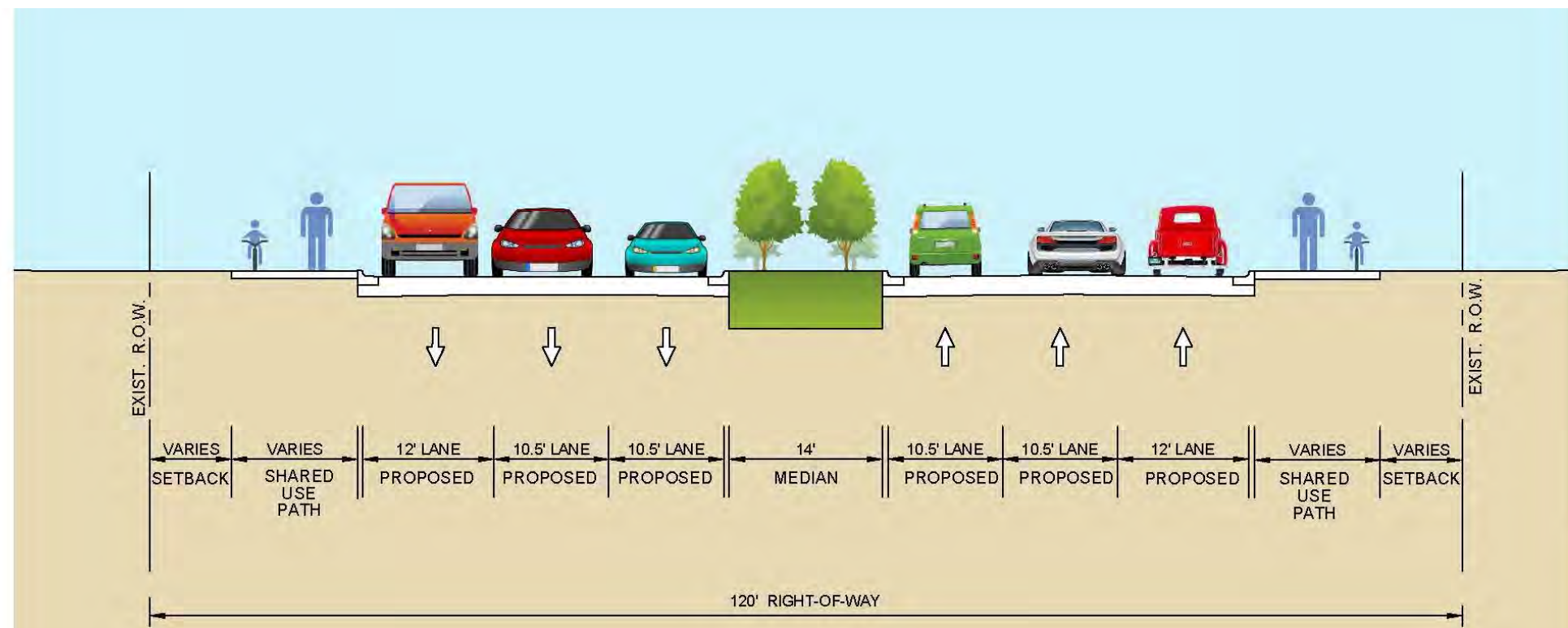
HIGHLIGHTS

- Additional right-of-way may be needed
- Shared-use path on north side of roadway
- Shared-use path on south side of roadway between Bill Hughes Road and South 1st Street
- Addition of sidewalk where no pedestrian accommodations currently exist
- Pedestrian improvements at intersections
- Addition of green zone in the median, where possible

South 1st Street to Sunstrip Drive/Lunar Drive



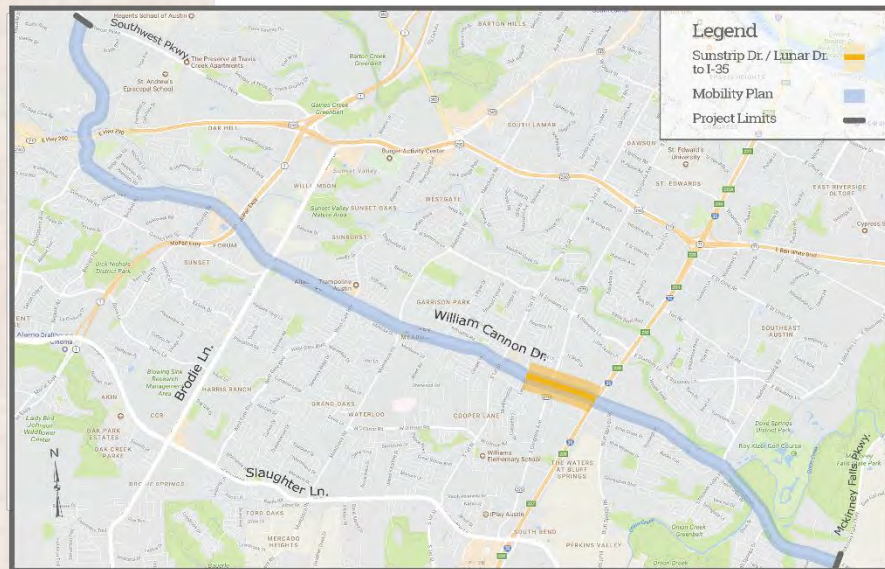
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

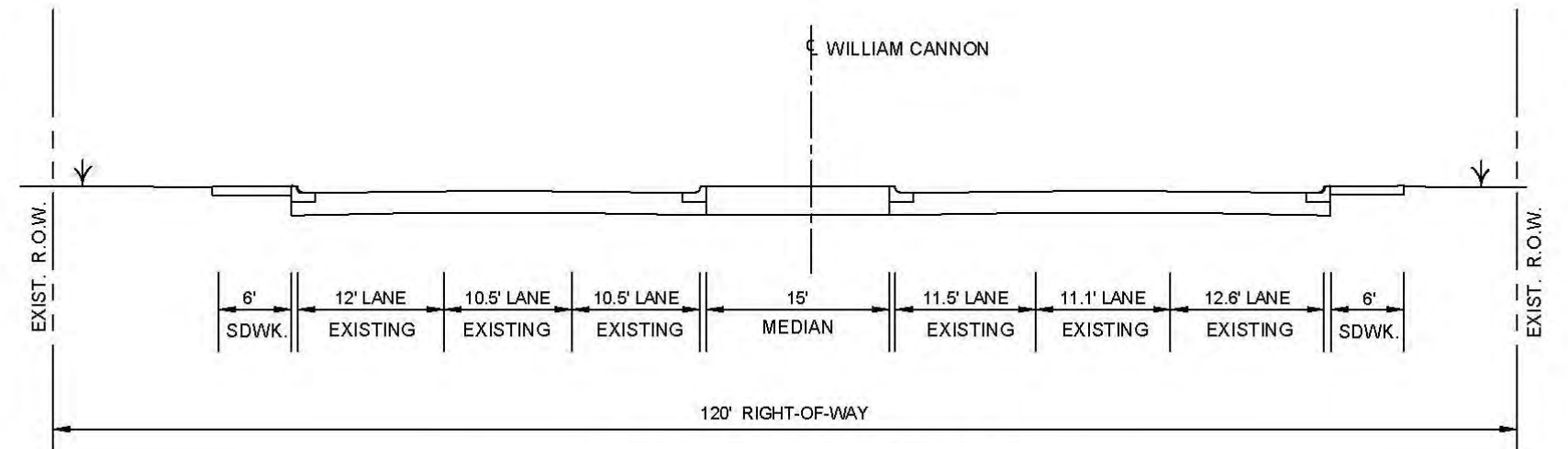
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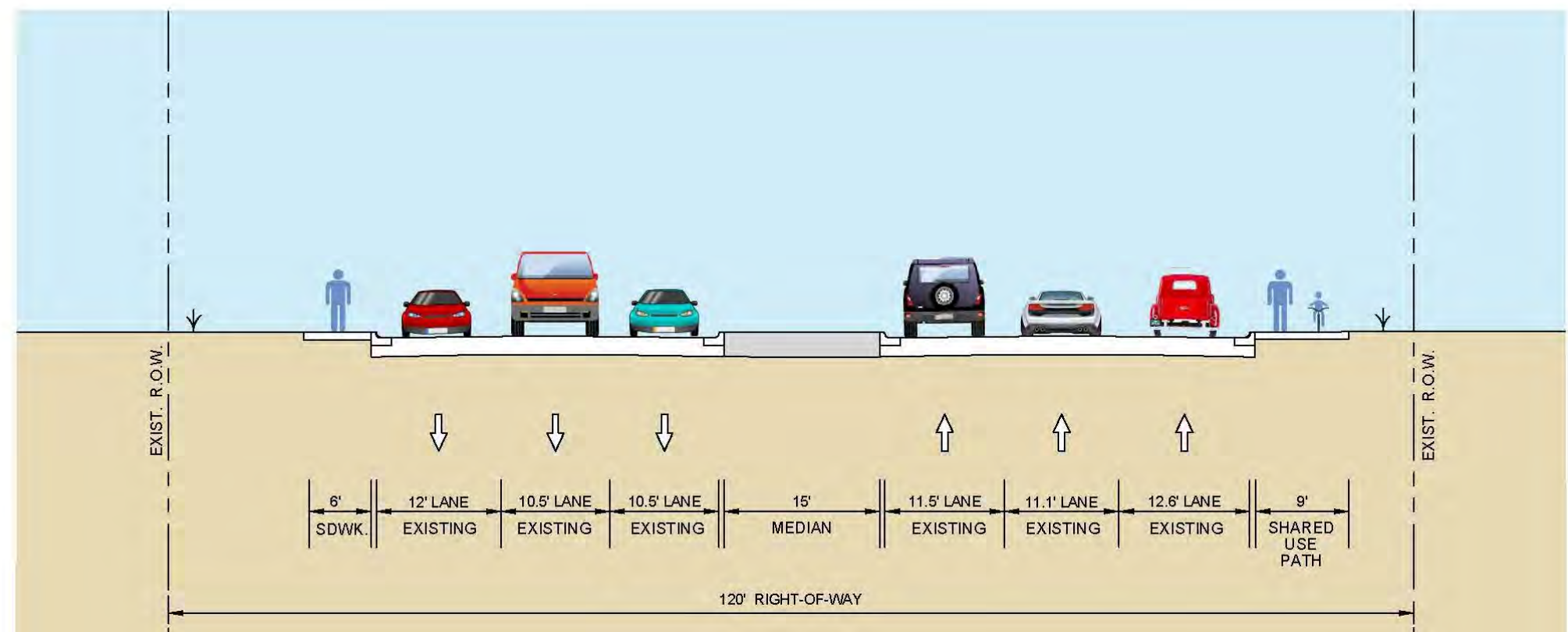
HIGHLIGHTS

- No additional right-of-way needed
- Addition of shared-use path on north side of roadway
- Addition of sidewalk where no pedestrian accommodations currently exist
- Pedestrian improvements at intersections
- Addition of Pedestrian Hybrid Beacon at Sunstrip Drive/Lunar Drive

Sunstrip Drive/Lunar Drive to I-35



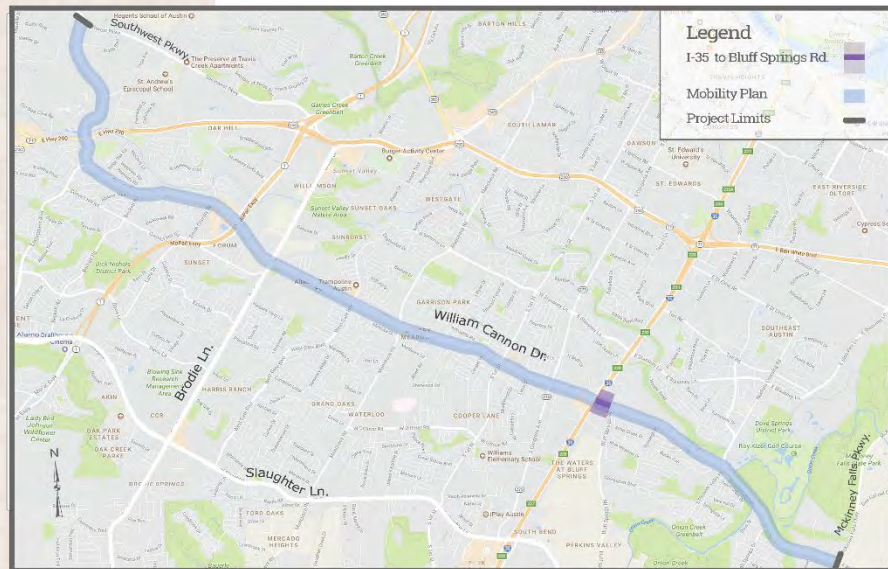
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Proposed Configuration

WILLIAM CANNON DRIVE

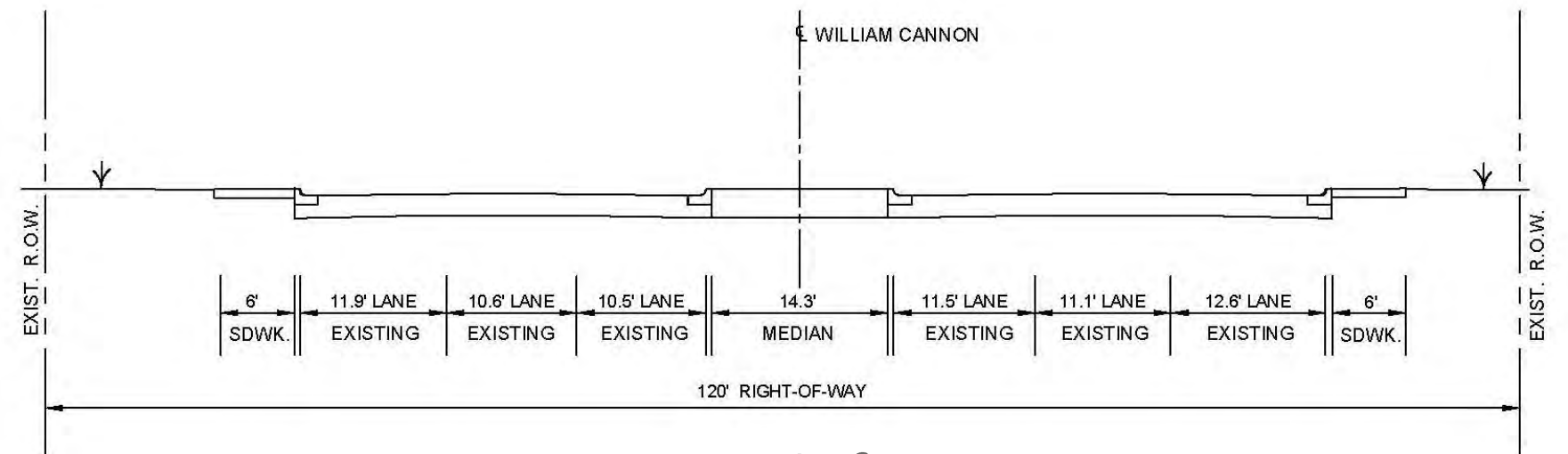
Proposed Improvements



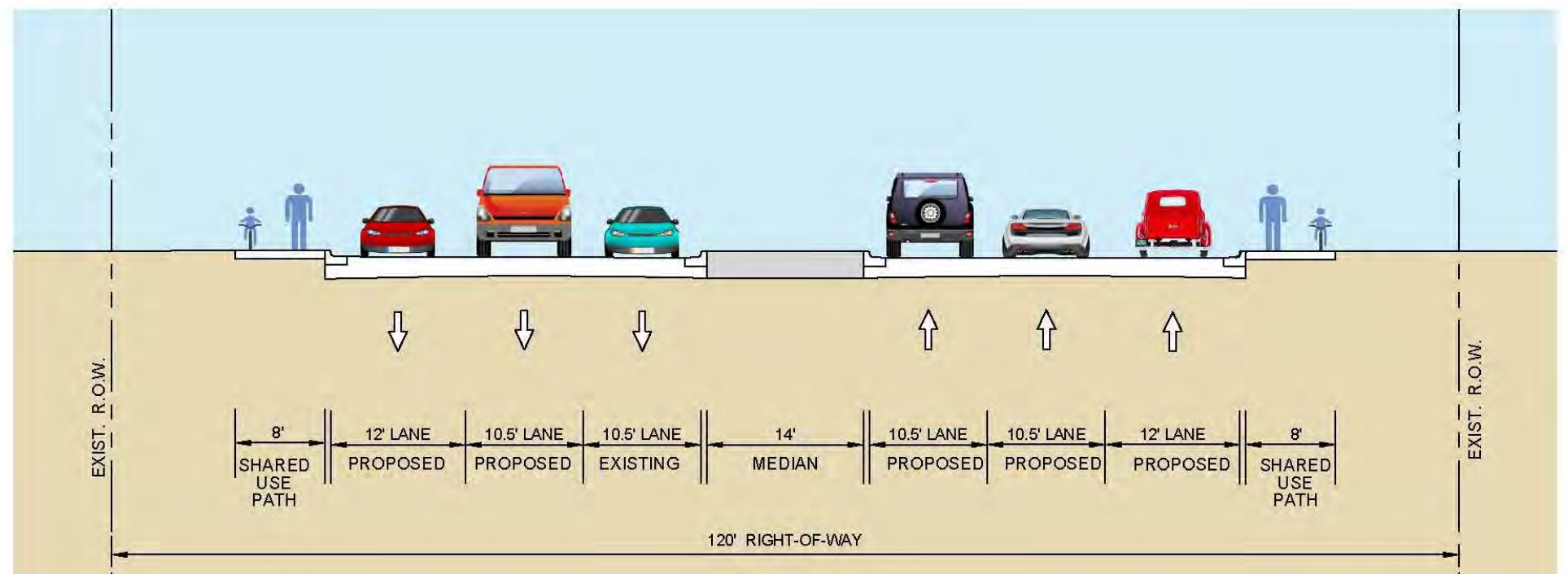
HIGHLIGHTS

- No additional right-of-way needed
- Addition of shared-use path on both sides of roadway

I-35 to Bluff Springs Road



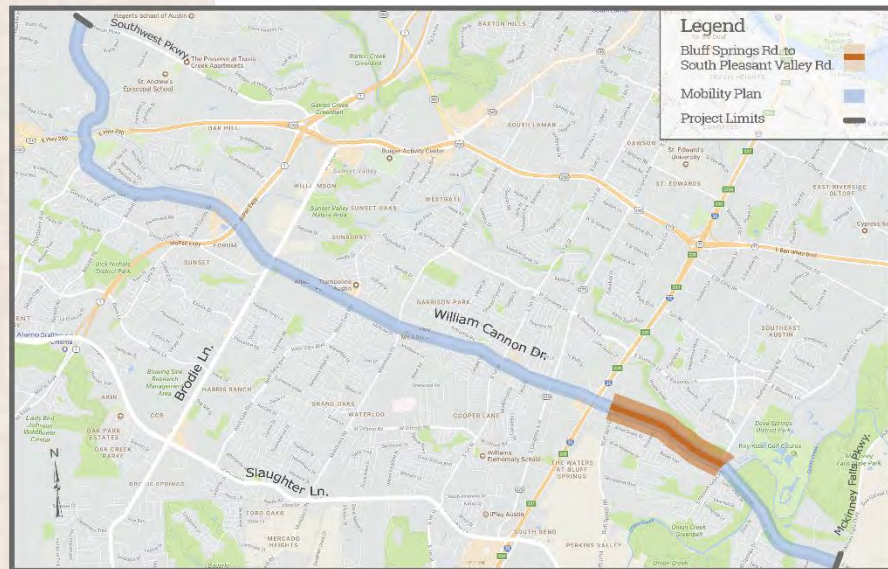
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

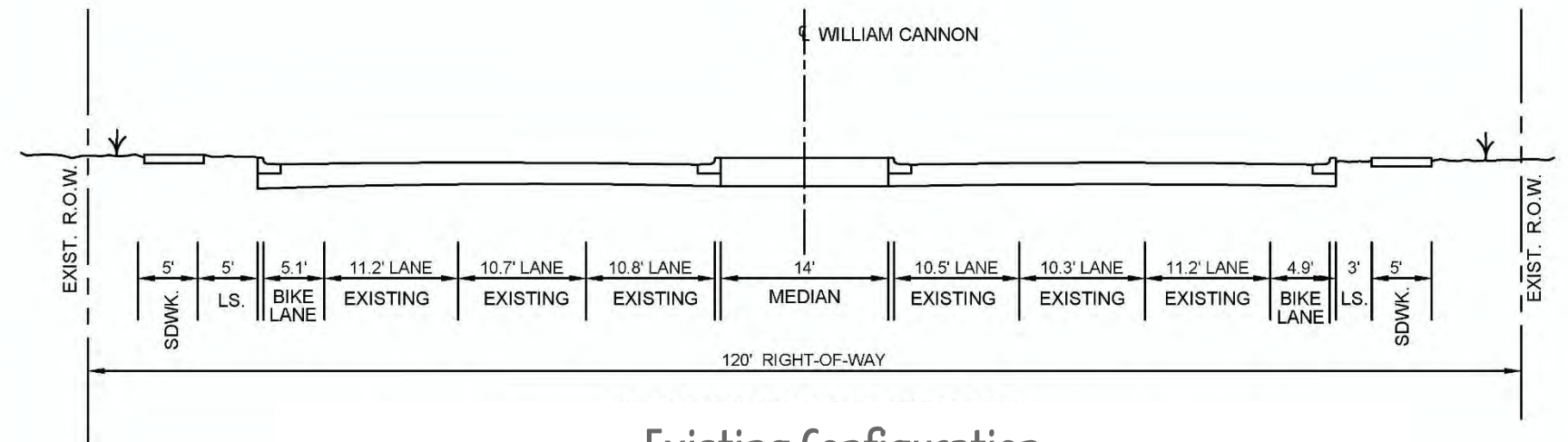
Proposed Improvements



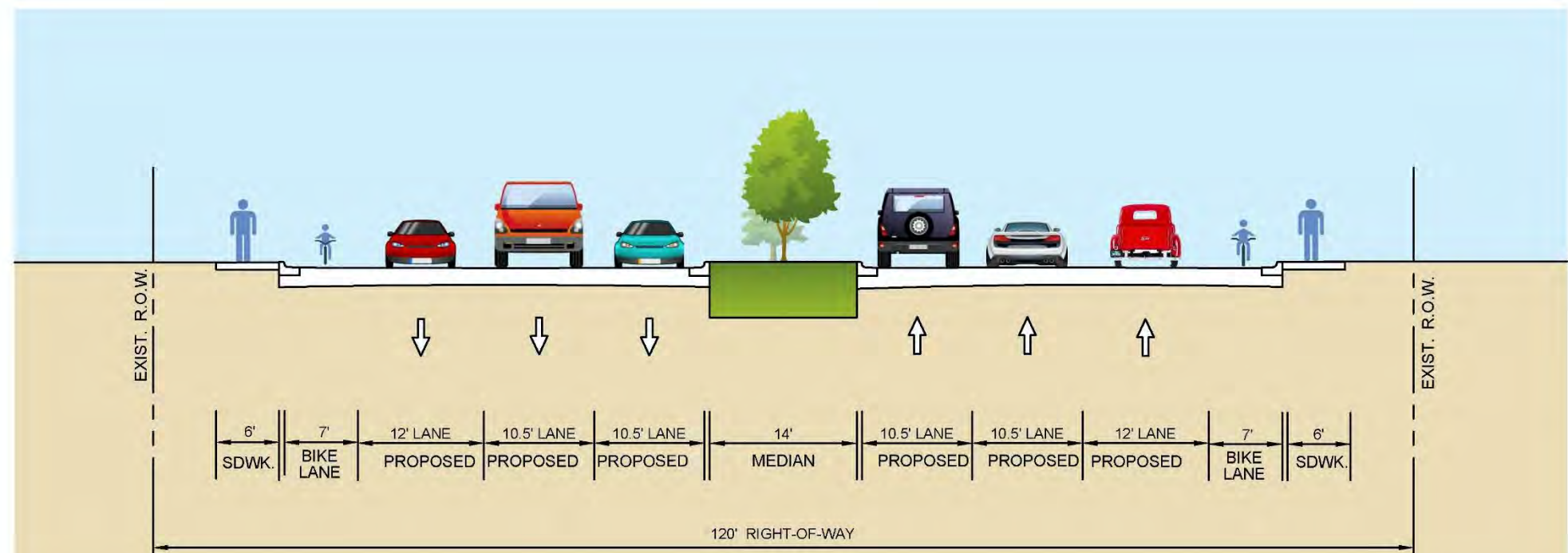
HIGHLIGHTS

- No additional right-of-way needed
- Upgrade bike accommodations
- Addition of sidewalk where no pedestrian accommodations currently exist
- Addition of green zone in the median, where possible

Bluff Springs Road to South Pleasant Valley Road



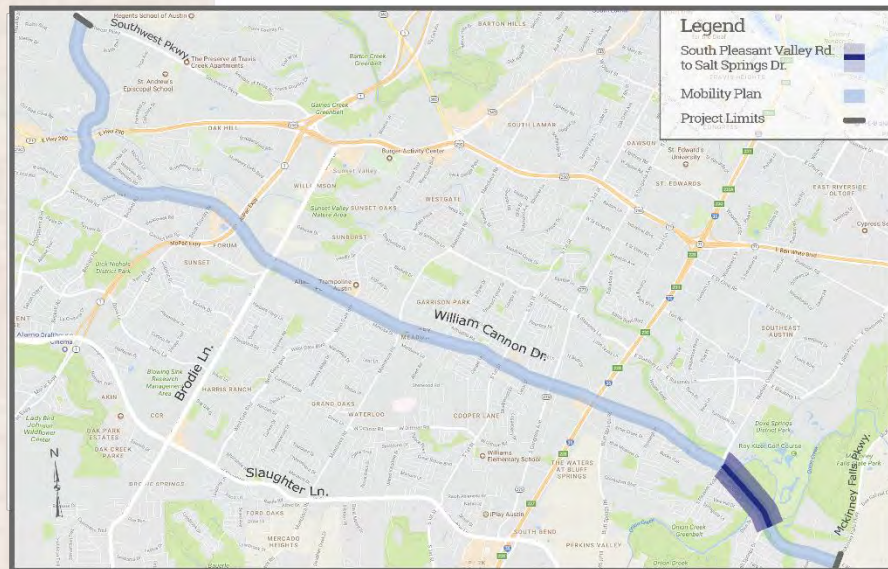
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

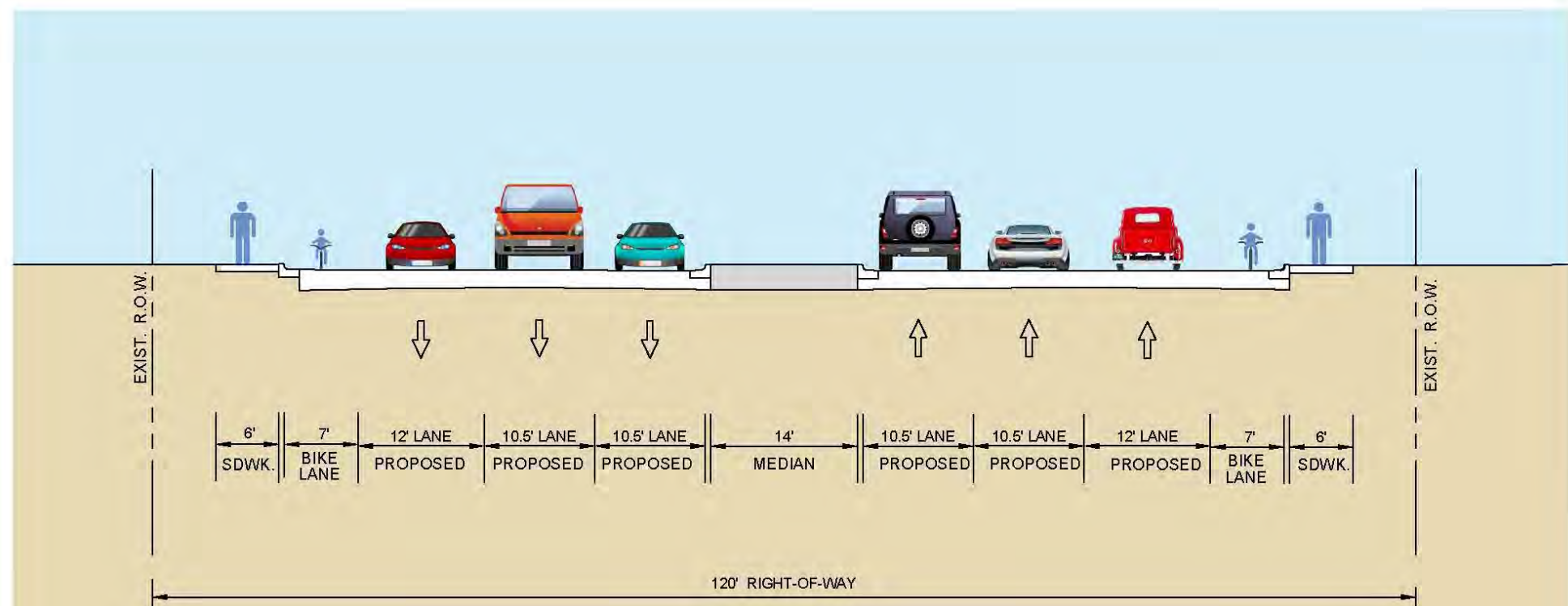
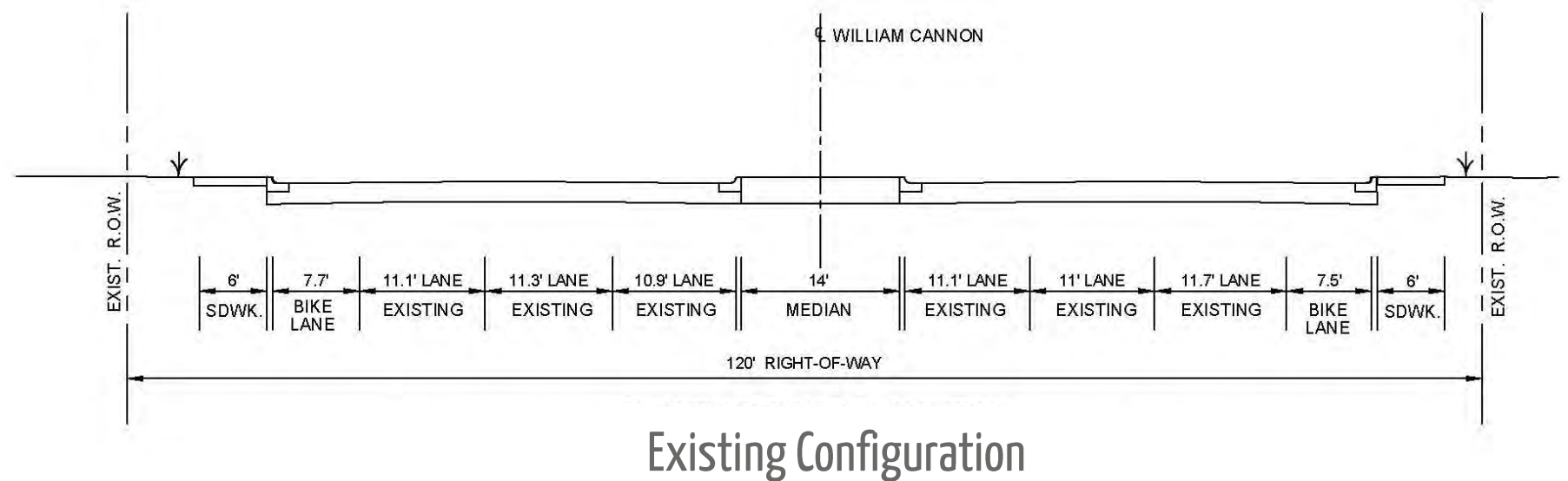
Proposed Improvements



HIGHLIGHTS

- No additional right-of-way needed
- Addition of sidewalk where no pedestrian accommodations currently exist
- Addition of Pedestrian Hybrid Beacon at Onion Creek Soccer Complex

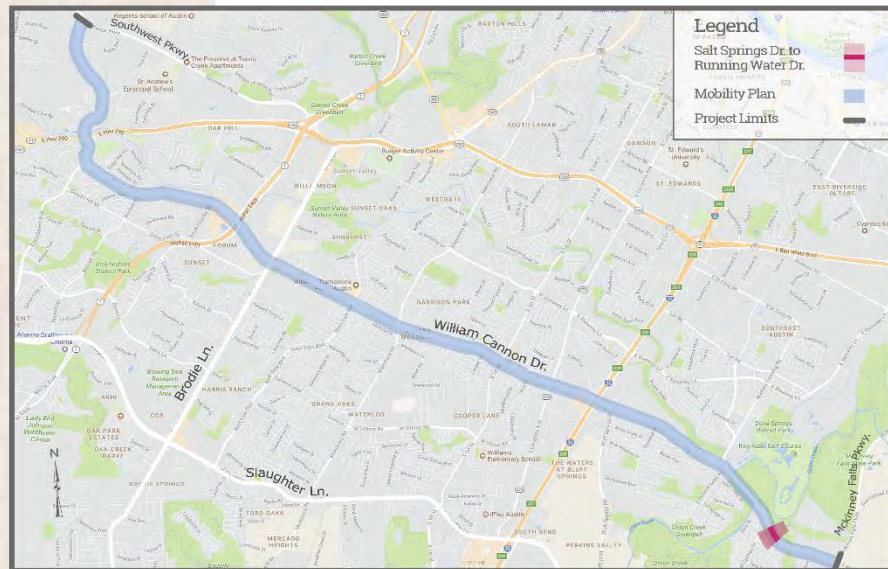
South Pleasant Valley Road to Salt Springs Drive



Proposed Configuration

WILLIAM CANNON DRIVE

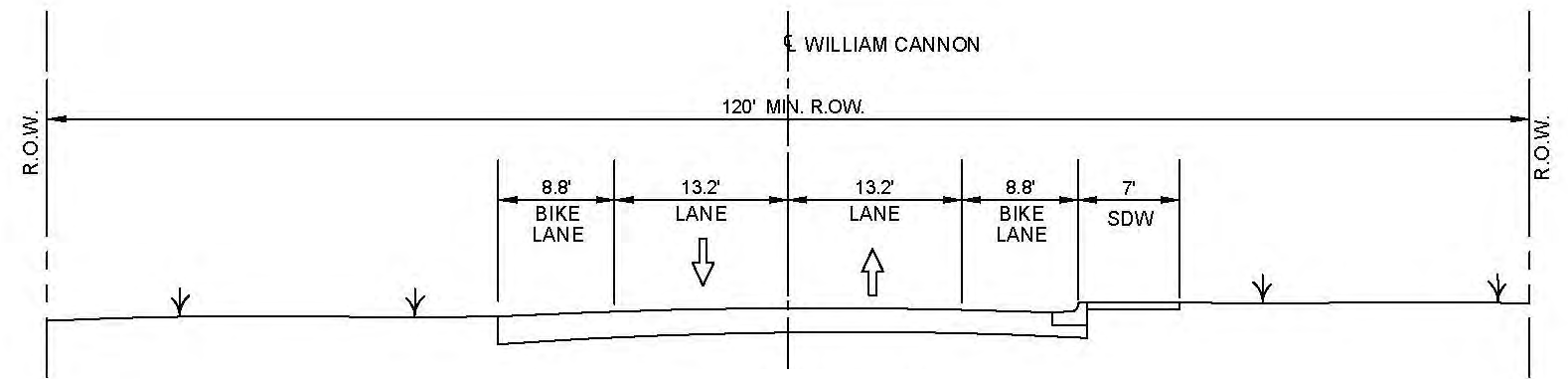
Proposed Improvements



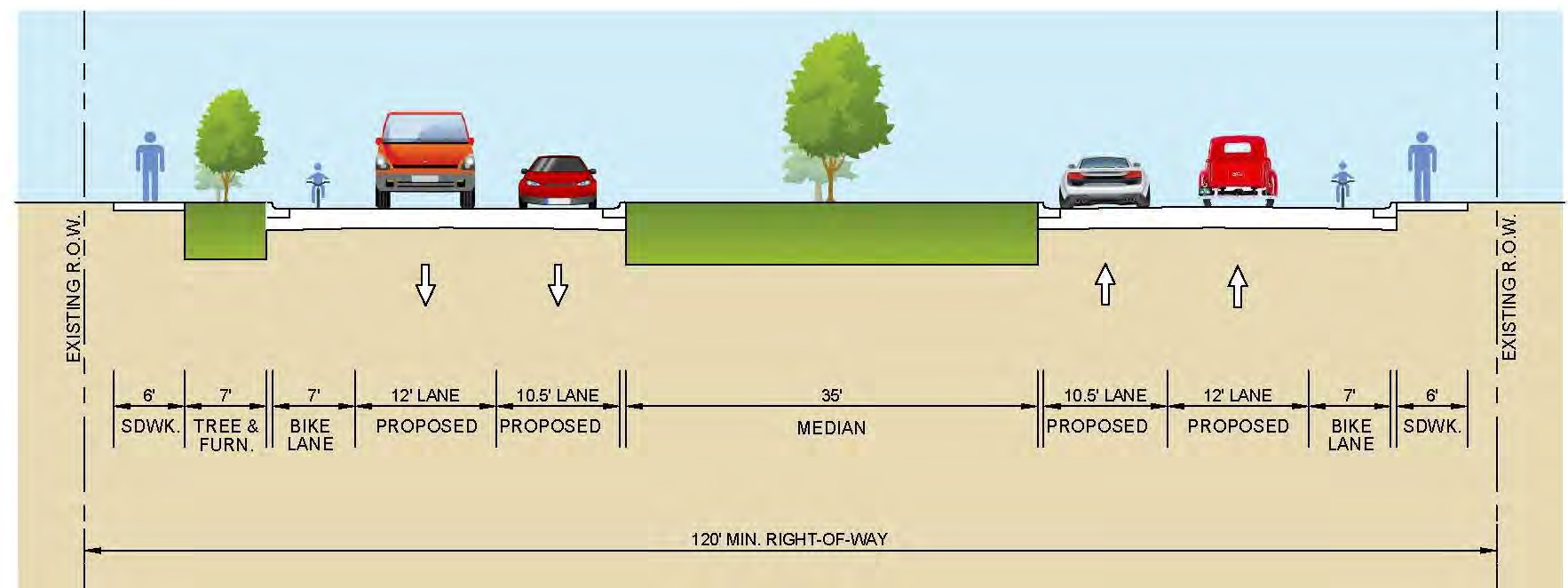
HIGHLIGHTS

- No additional right-of-way needed
- Addition of vehicular travel lane in each direction
- Upgraded pedestrian and bike accommodations
- Addition green zone for landscaping on south side of roadway

Salt Springs Drive to Running Water Drive



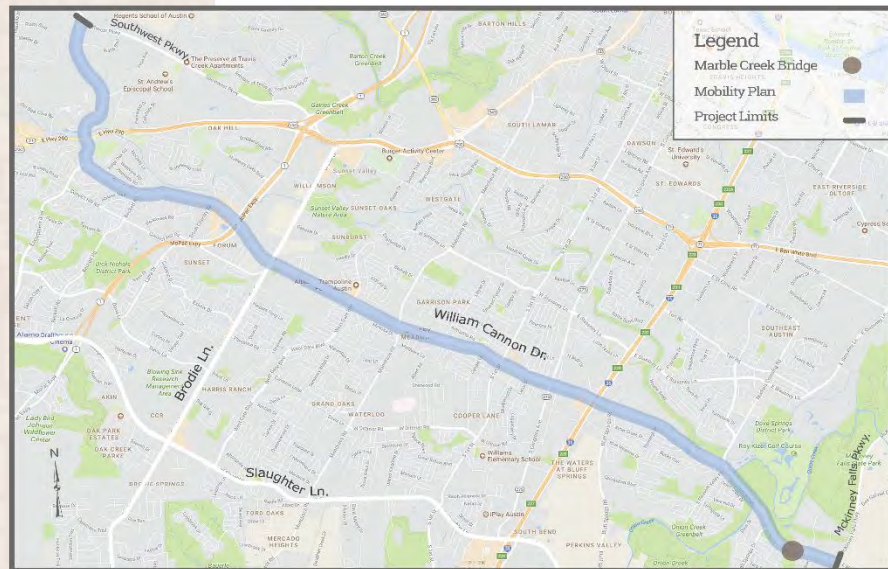
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

Proposed Improvements



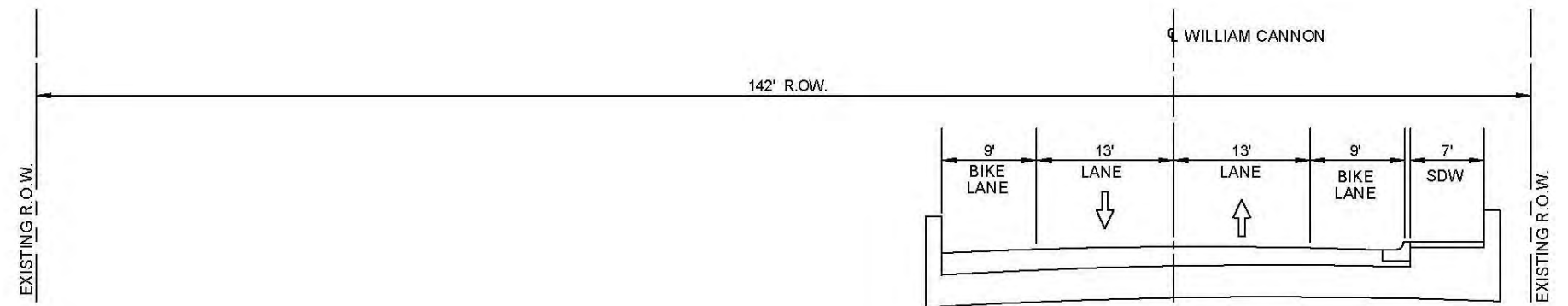
HIGHLIGHTS

- No additional right-of-way needed
- Existing bridge converted to one-way with two eastbound vehicular travel lanes and additional bridge constructed with two westbound bound vehicular travel lanes
- Addition of shared-use path on both sides of bridge

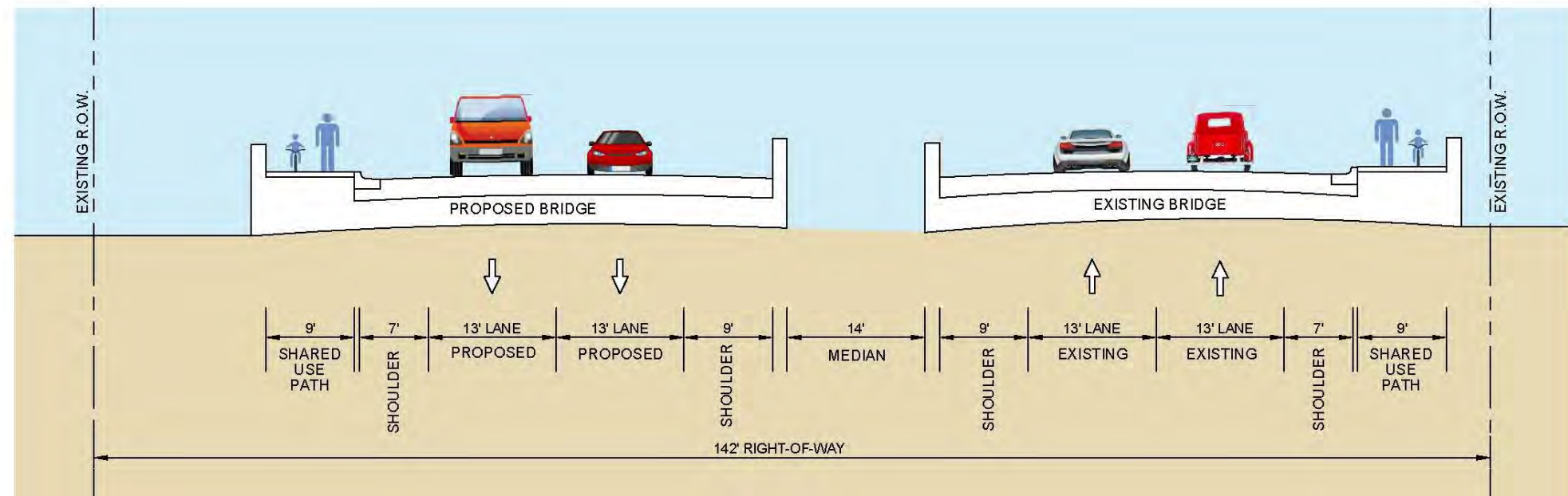
LONG-TERM

- Restripe bridge to add additional vehicular travel lane in each direction when William Cannon is expanded into a six-lane roadway

Marble Creek Bridge



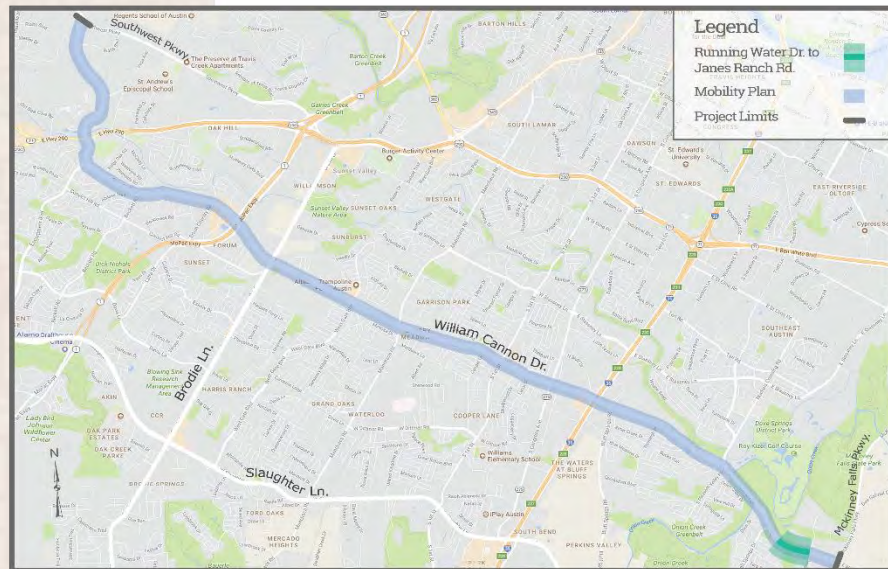
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

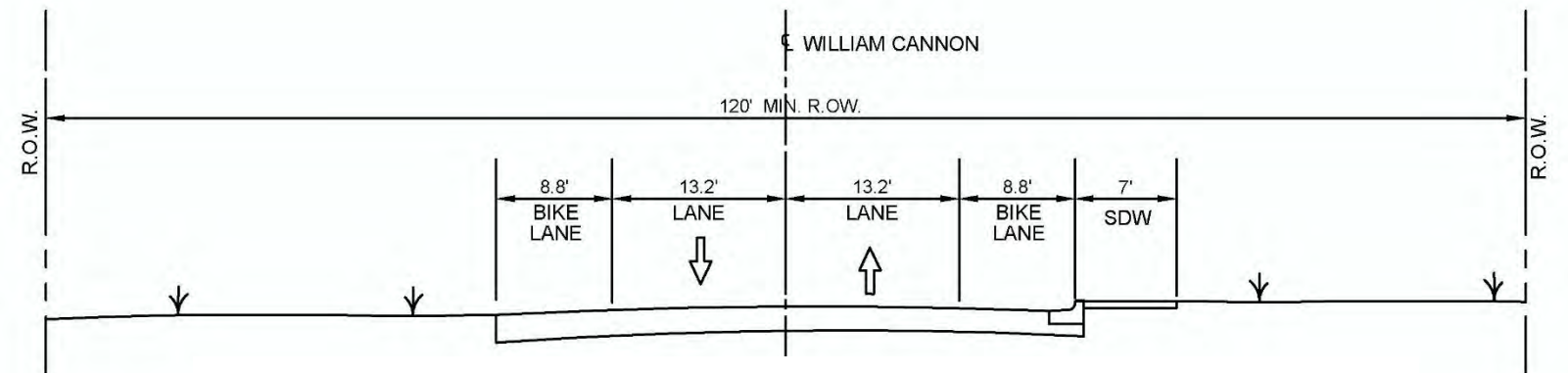
Proposed Improvements



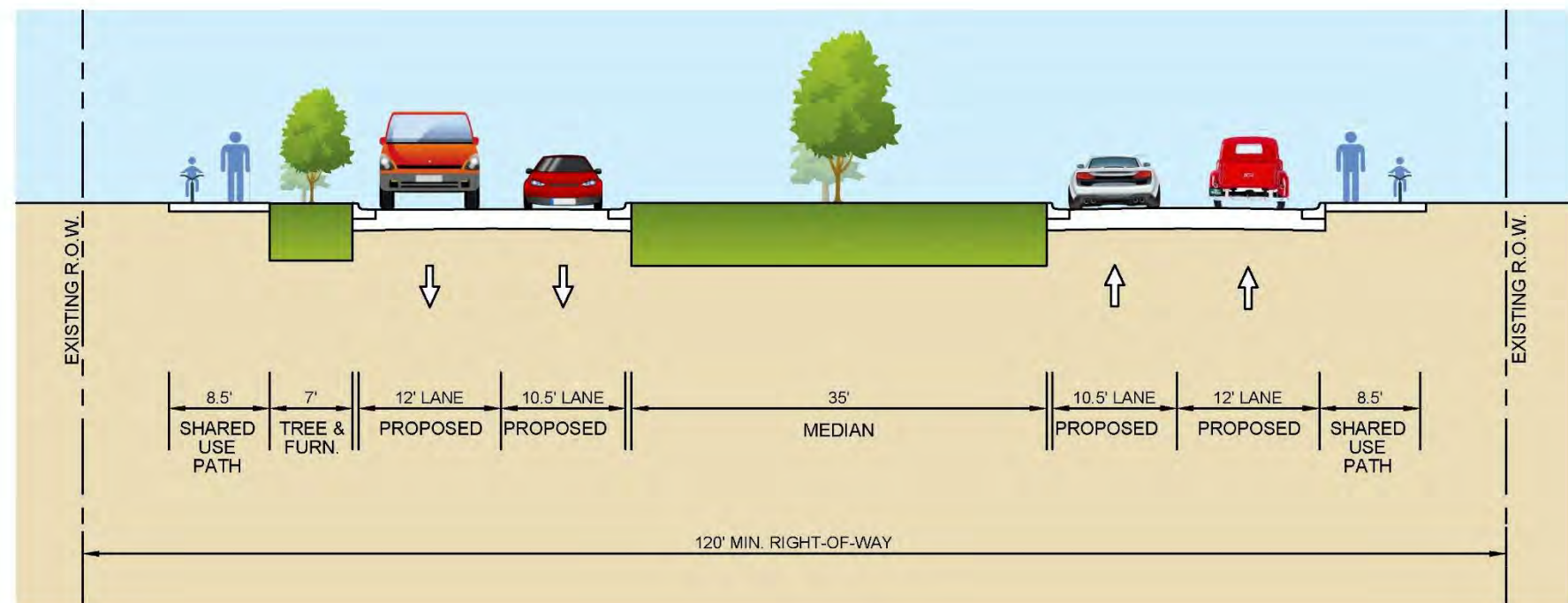
HIGHLIGHTS

- No additional right-of-way needed
- Expand roadway within existing right-of-way to include two vehicular travel lanes in each direction, a shared-use path on both sides of the roadway, center median with landscaping, and a green zone for landscaping on both sides of roadway, where possible

Running Water Drive to Janes Ranch Road



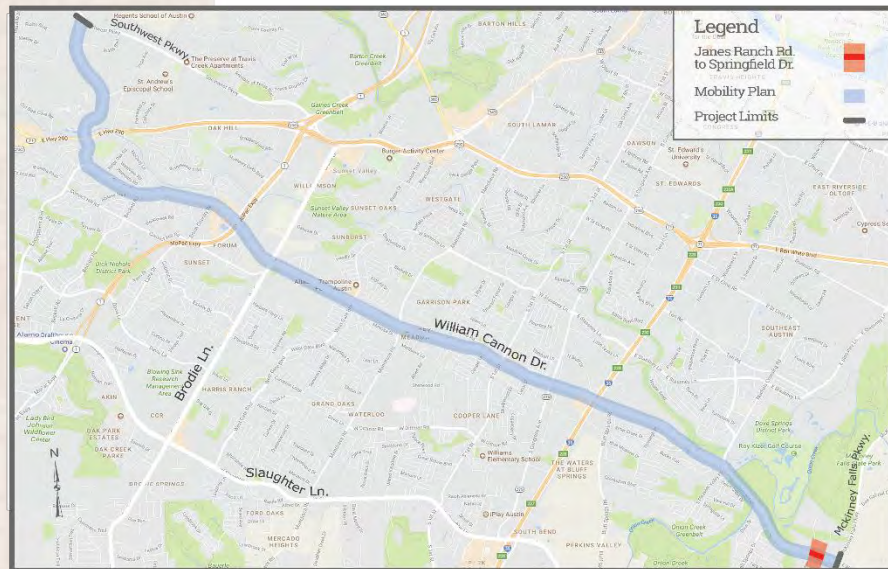
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

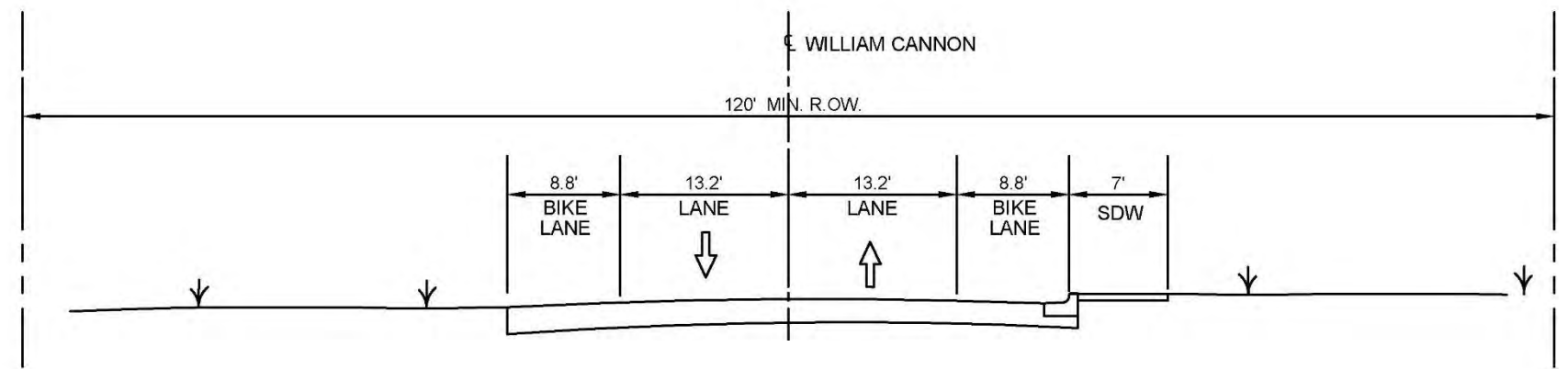
Proposed Improvements



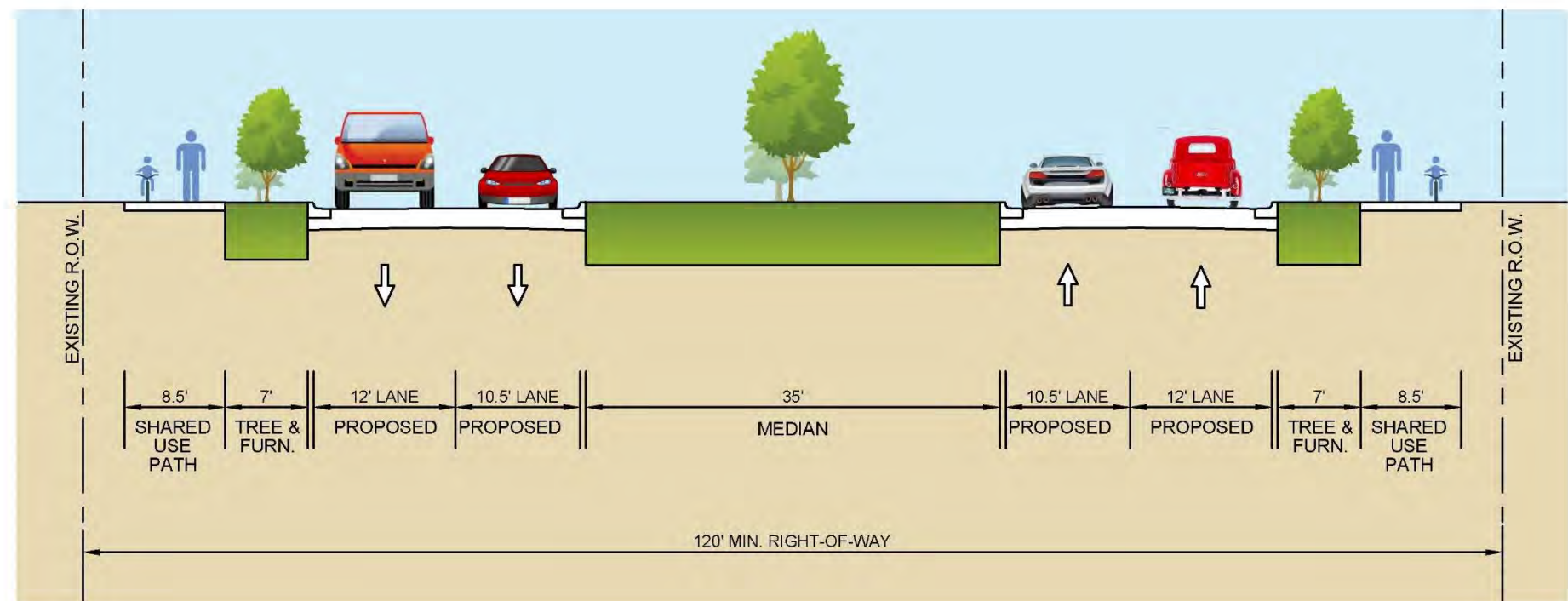
HIGHLIGHTS

- No additional right-of-way needed
- Expand roadway within existing right-of-way to include two vehicular travel lanes in each direction, a shared-use path on both sides of roadway, center median with landscaping, and a green zone for landscaping on both sides of roadway, where possible

Janes Ranch Road to Springfield Drive



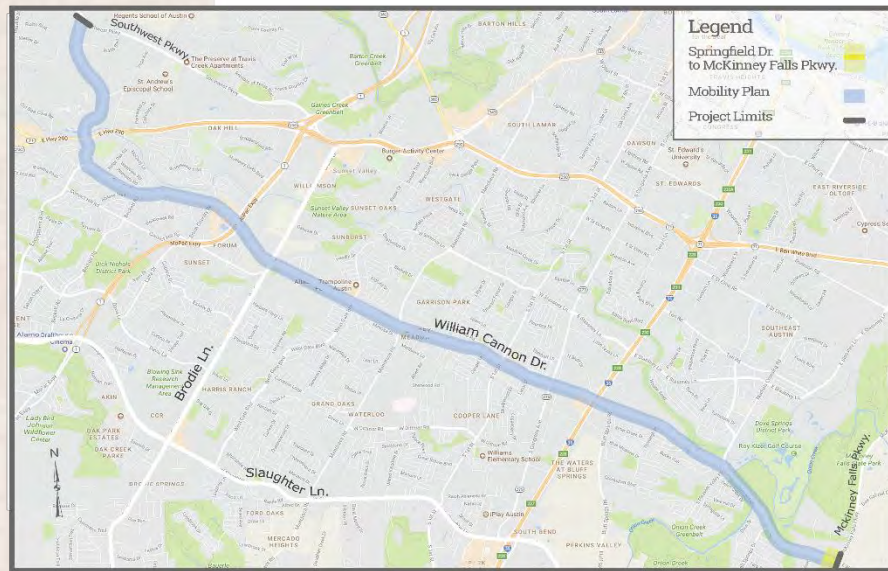
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

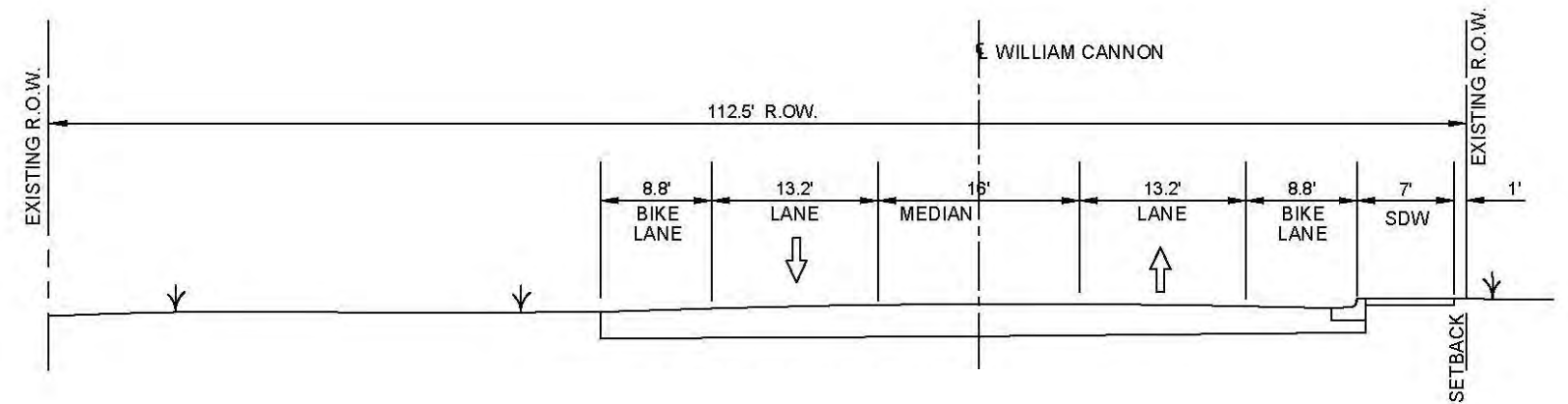
Proposed Improvements



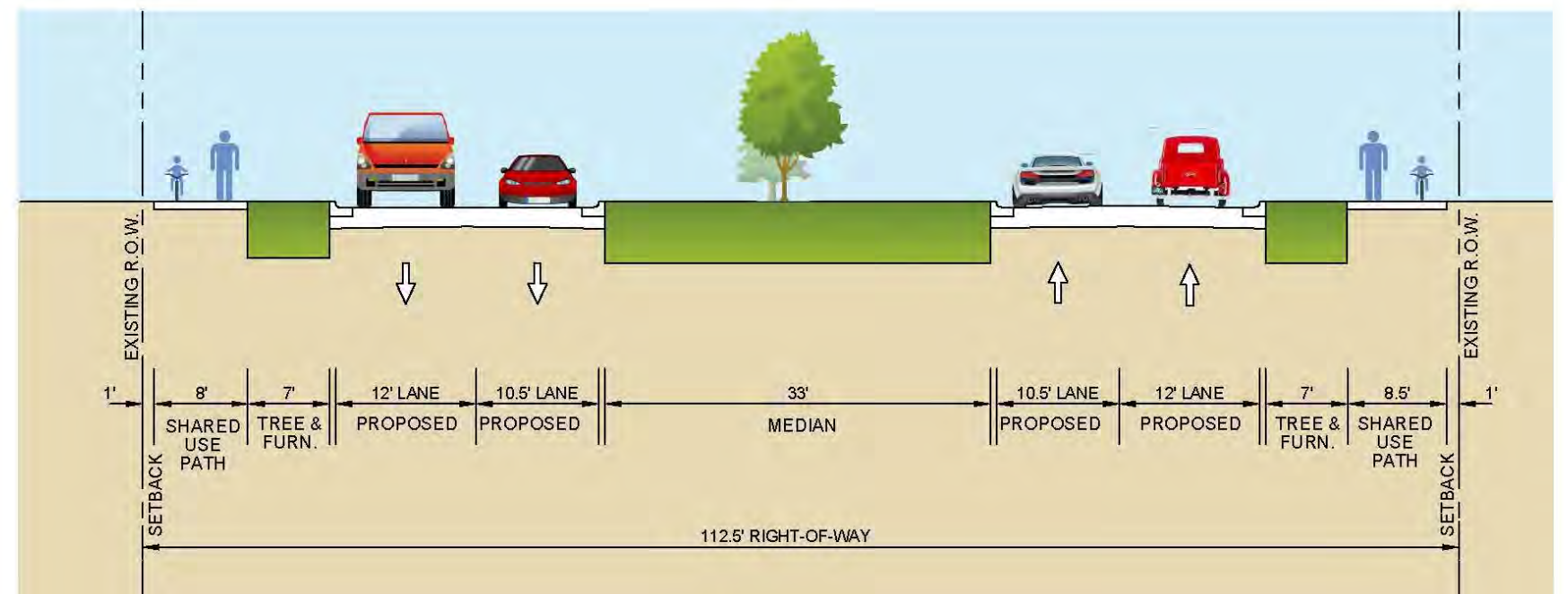
HIGHLIGHTS

- Additional right-of-way may be required for short-term improvements
- Expand roadway to include two vehicular travel lanes in each direction, a shared-use path on both sides of roadway, center median with landscaping, and a green zone for landscaping on both sides of roadway, where possible

Springfield Drive to McKinney Falls Parkway (Short-Term)



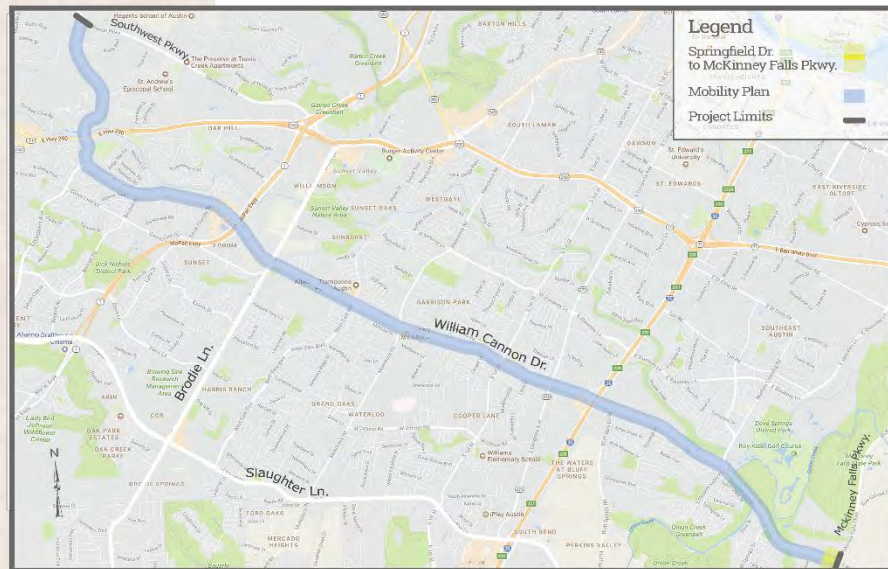
Existing Configuration



Proposed Configuration

WILLIAM CANNON DRIVE

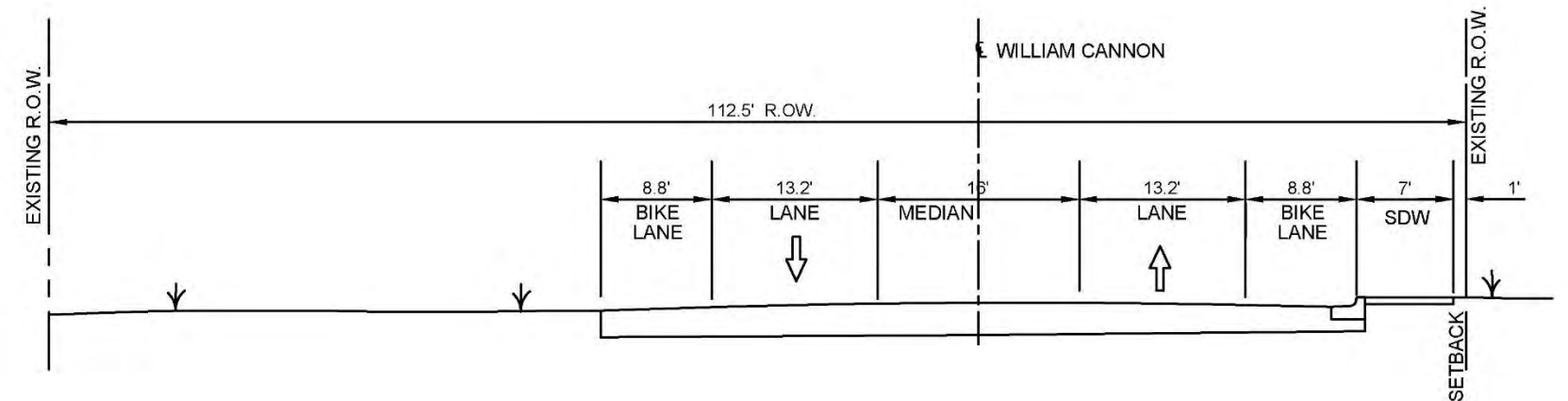
Proposed Improvements



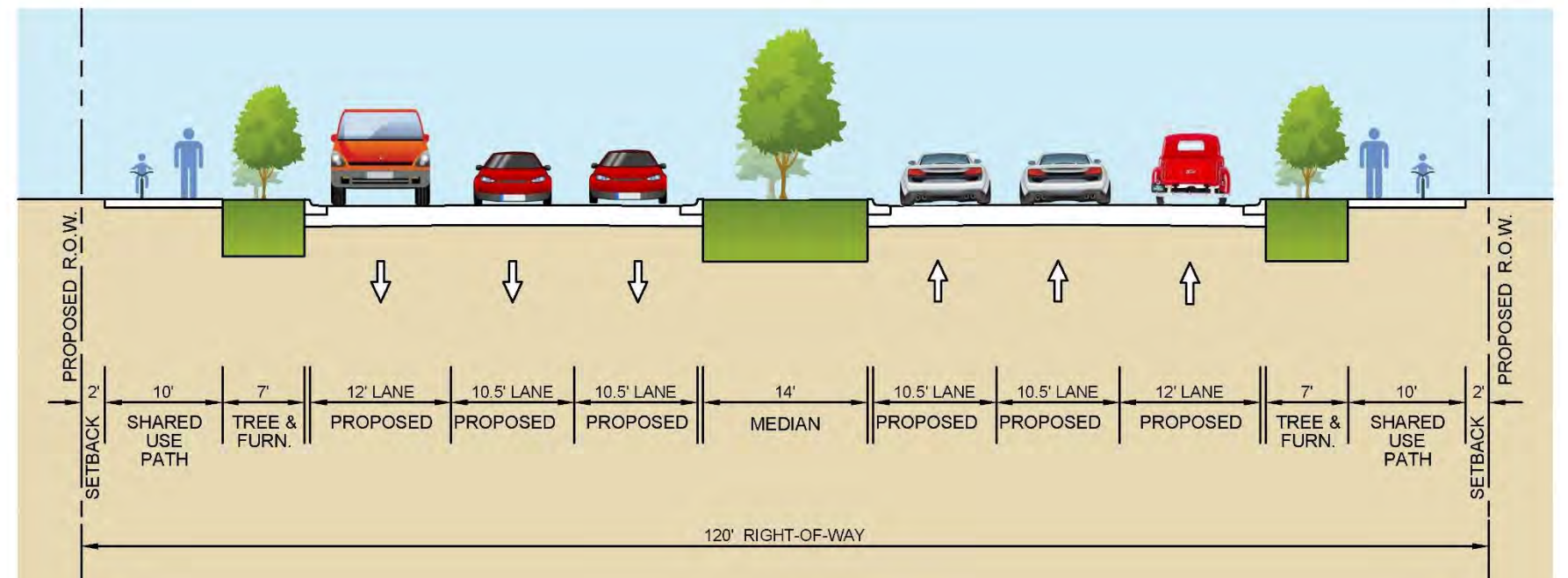
HIGHLIGHTS

- Additional right-of-way may be required for long-term improvements
- Addition of third vehicular travel lane in each direction
- Expand shared-use path to 10-feet on both sides of roadway
- Add trees to the green zones on both sides of roadway

Springfield Drive to McKinney Falls Parkway (Long-Term)



Existing Configuration

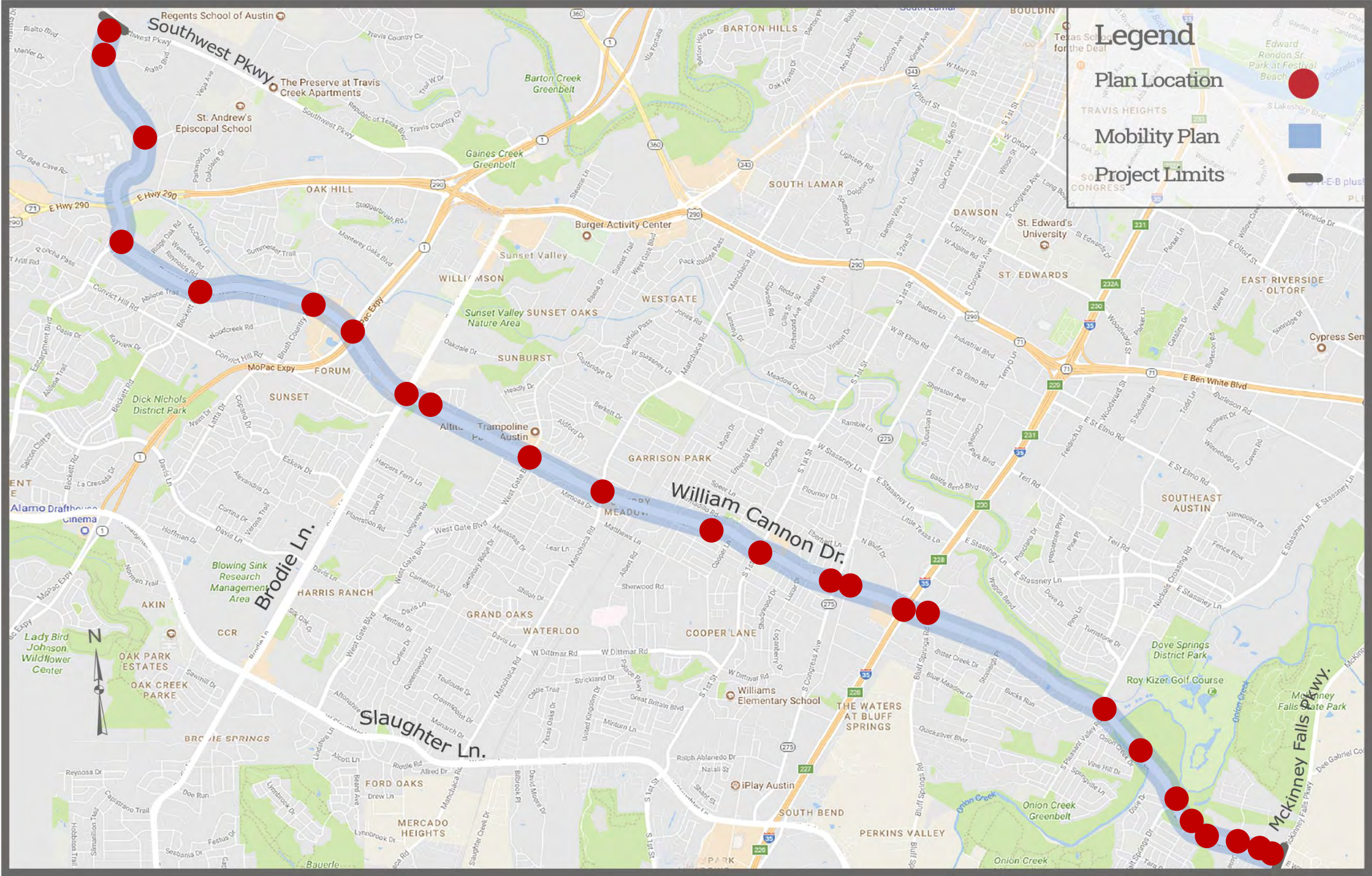


Proposed Configuration

NOTE: City of Austin to acquire future right-of-way to build typical 120-foot section.

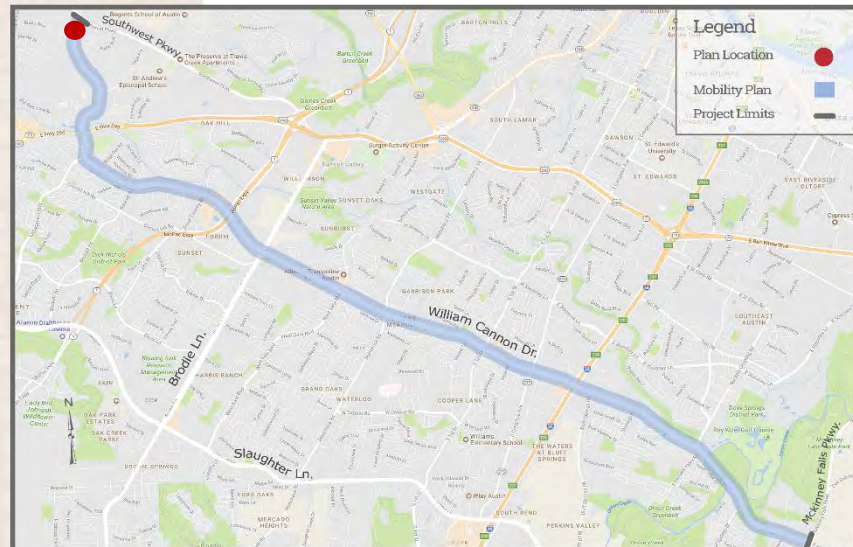
WILLIAM CANNON DRIVE

Plan Exhibit Location Map



WILLIAM CANNON DRIVE

Proposed Improvements



At Southwest Parkway

“The road needs better turn lanes”

“Need bike improvements”

“William Cannon needs a protected bike lane”

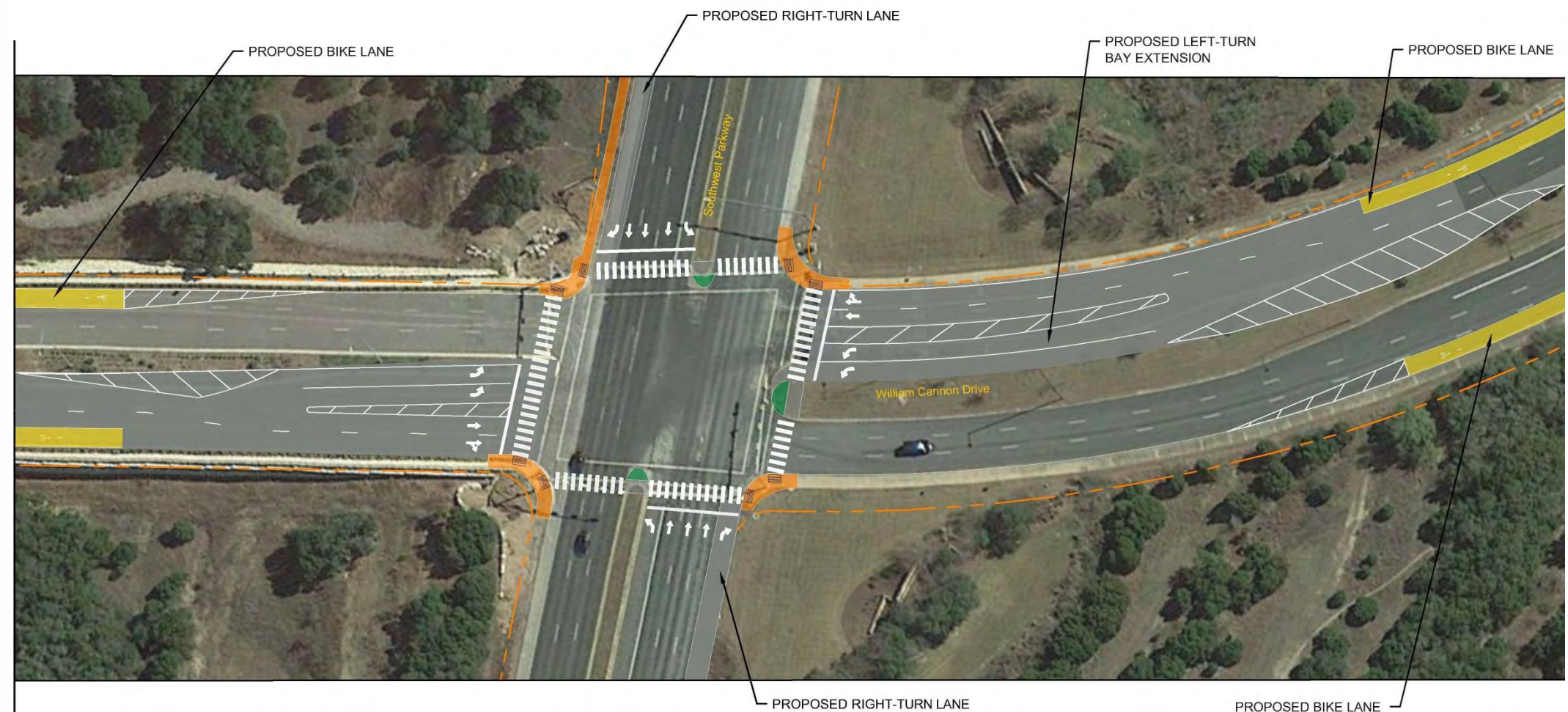
- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

HIGHLIGHTS

- Restripe eastbound and westbound William Cannon Drive approach to intersection to provide one left-turn lane, two vehicular through-lanes, and one right-turn lane
- Add northbound and southbound right-turn lanes on Southwest Parkway
- Addition of protected bike lanes
- Upgrade pedestrian accommodations

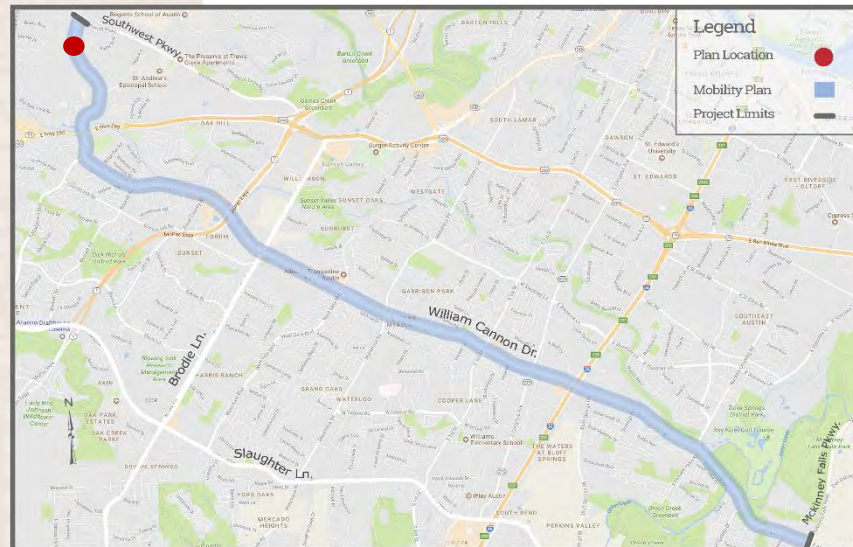
LONG-TERM

- Install proposed shared-use path outside of existing pavement to maintain or re-establish existing six-lane divided roadway (additional right-of-way may be required)
- Acquire right-of-way westbound for a future YBC Trail connection



WILLIAM CANNON DRIVE

Proposed Improvements



At Rialto Boulevard

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

“Road diet - convert outside lane to buffered bike lane”

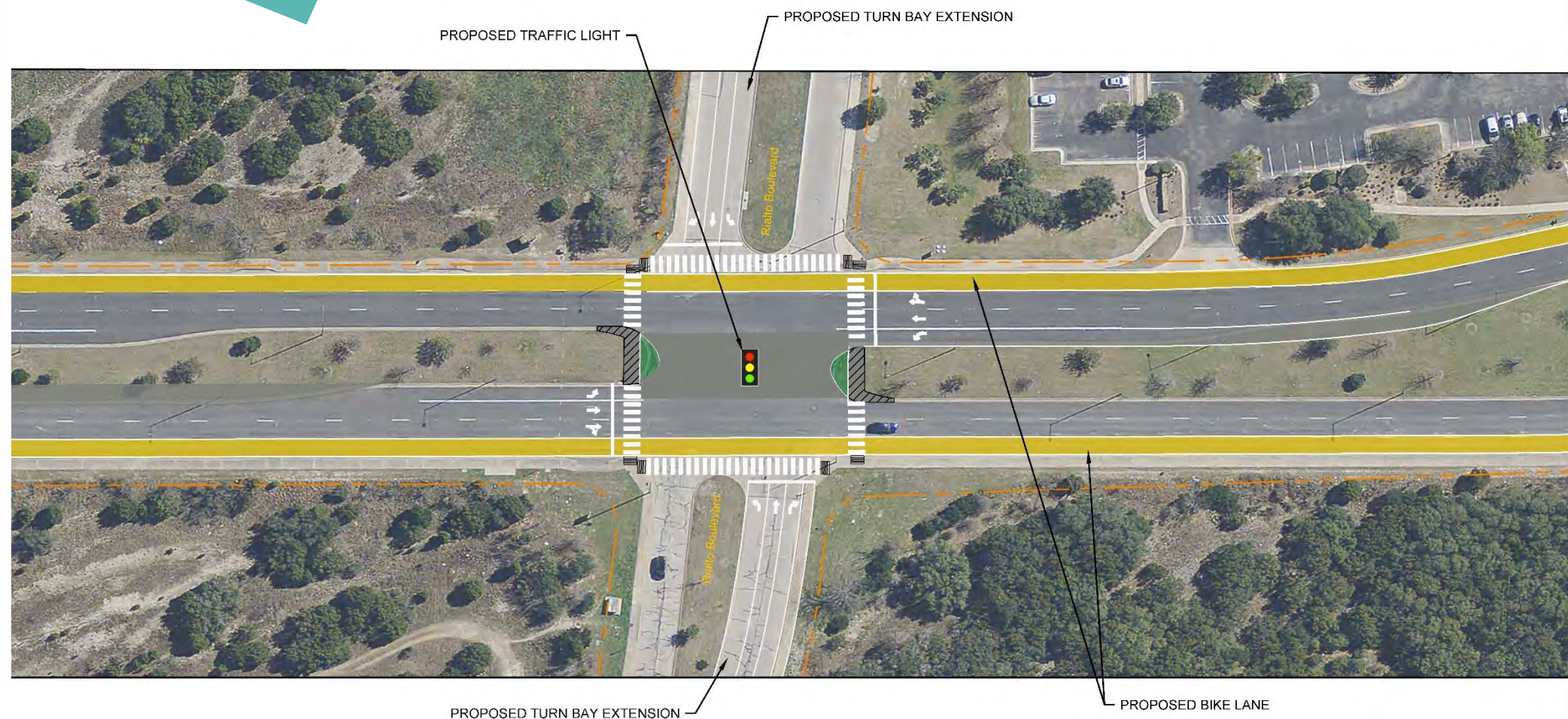
“I would LOVE to ride a bus to UT, but currently, doing so takes me almost 2 hours door to door. Please help me be the transit user I want to be!”

HIGHLIGHTS

- Install new traffic signal
- Restripe eastbound and westbound William Cannon Drive approach to intersection to provide one left-turn lane, two vehicular through-lanes, and one right-turn lane
- Shift existing bus stop to east side of intersection

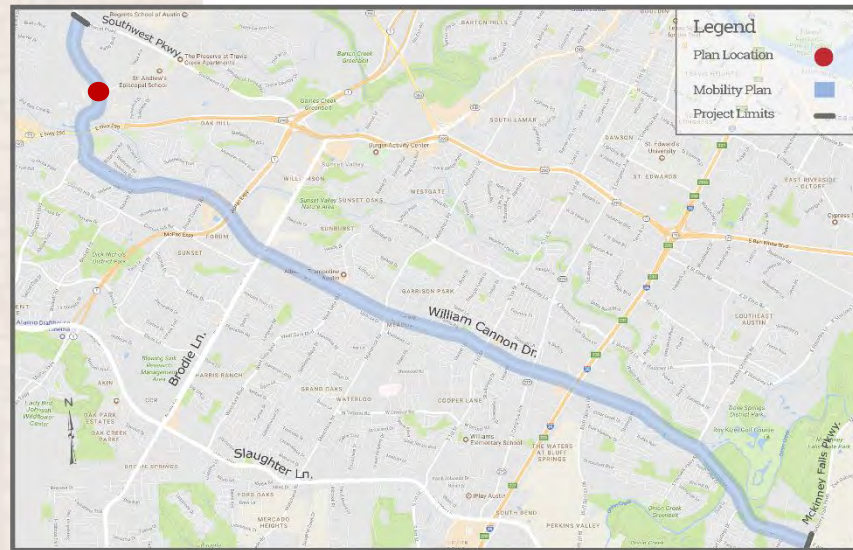
LONG-TERM

- Addition of westbound and eastbound vehicular travel lanes to convert the four-lane roadway to a six-lane roadway with a bike lane between Southwest Parkway and US 290 (additional right-of-way may be required)



WILLIAM CANNON DRIVE

Proposed Improvements



At Vega Avenue

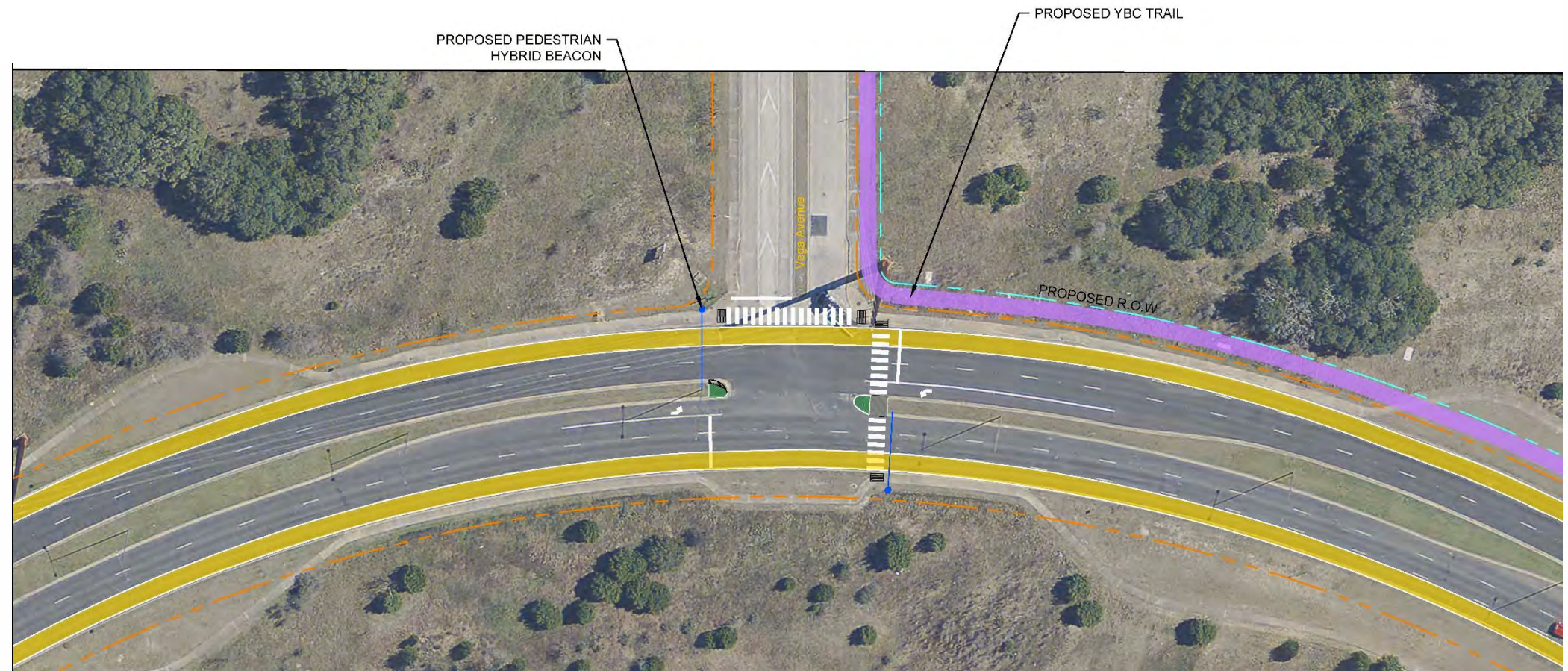
“Cantilever sidewalk at Williamson Creek”

“Add Pedestrian Crossing Signal at the Vega/William Cannon intersection”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

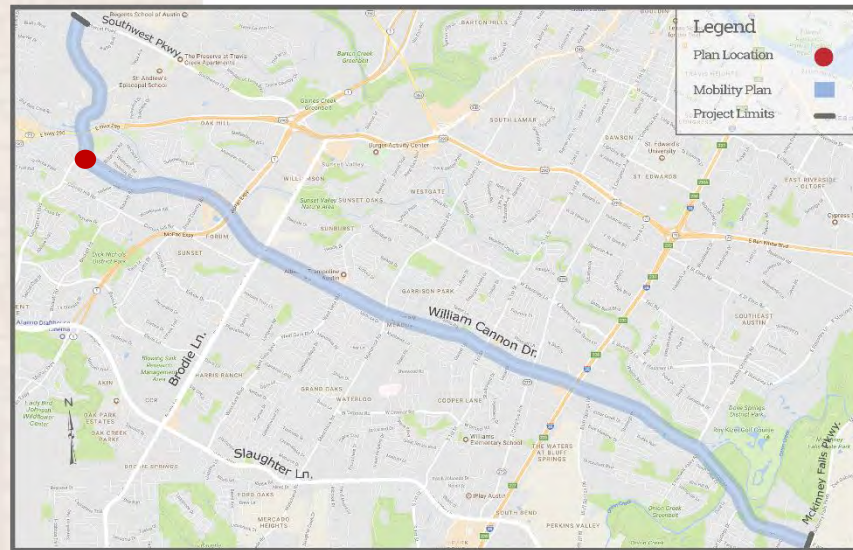
HIGHLIGHTS

- Addition of protected bike lanes
- Addition of Pedestrian Hybrid Beacon
- Addition of YBC Trail to fill in gaps in trail system (additional right-of-way may be required)
- Install proposed shared-use path outside of existing pavement to maintain or re-establish existing six-lane divided roadway (additional right-of-way may be required)



WILLIAM CANNON DRIVE

Proposed Improvements



At Escarpment Boulevard

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

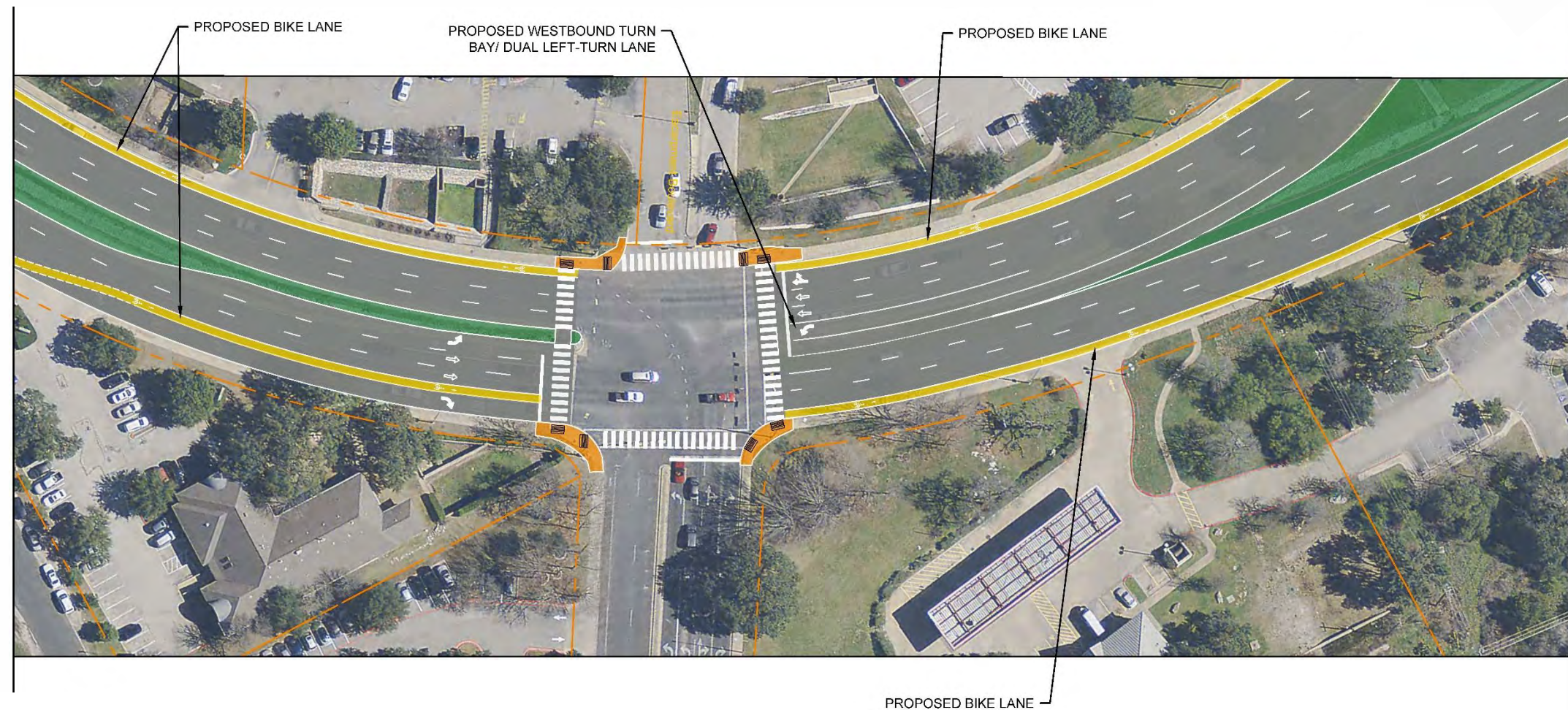
“Need more transit access into the neighborhoods on the west end of William Cannon”

“Separated and/or protected bike lanes”

“Allow for dual left-turns”

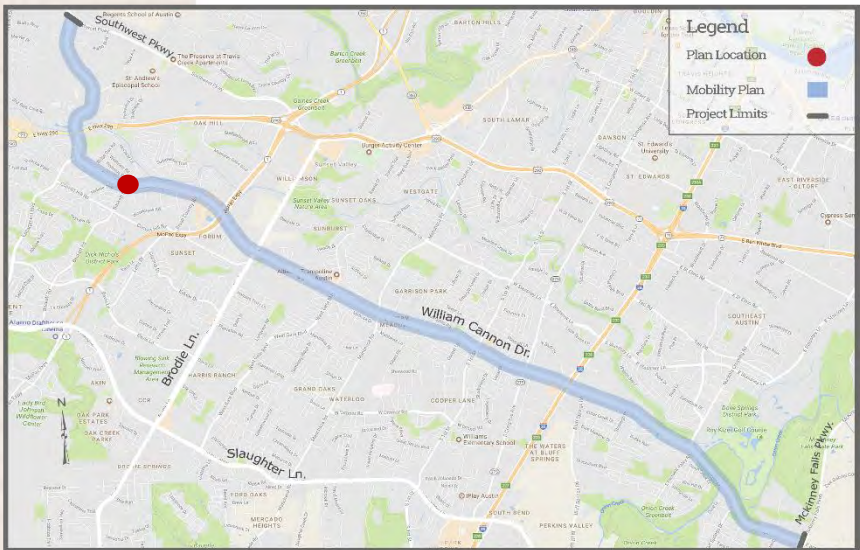
HIGHLIGHTS

- Add a westbound left-turn lane to create dual left-turn lanes
- Addition of protected bike lanes
- Upgrade pedestrian accommodations



WILLIAM CANNON DRIVE

Proposed Improvements



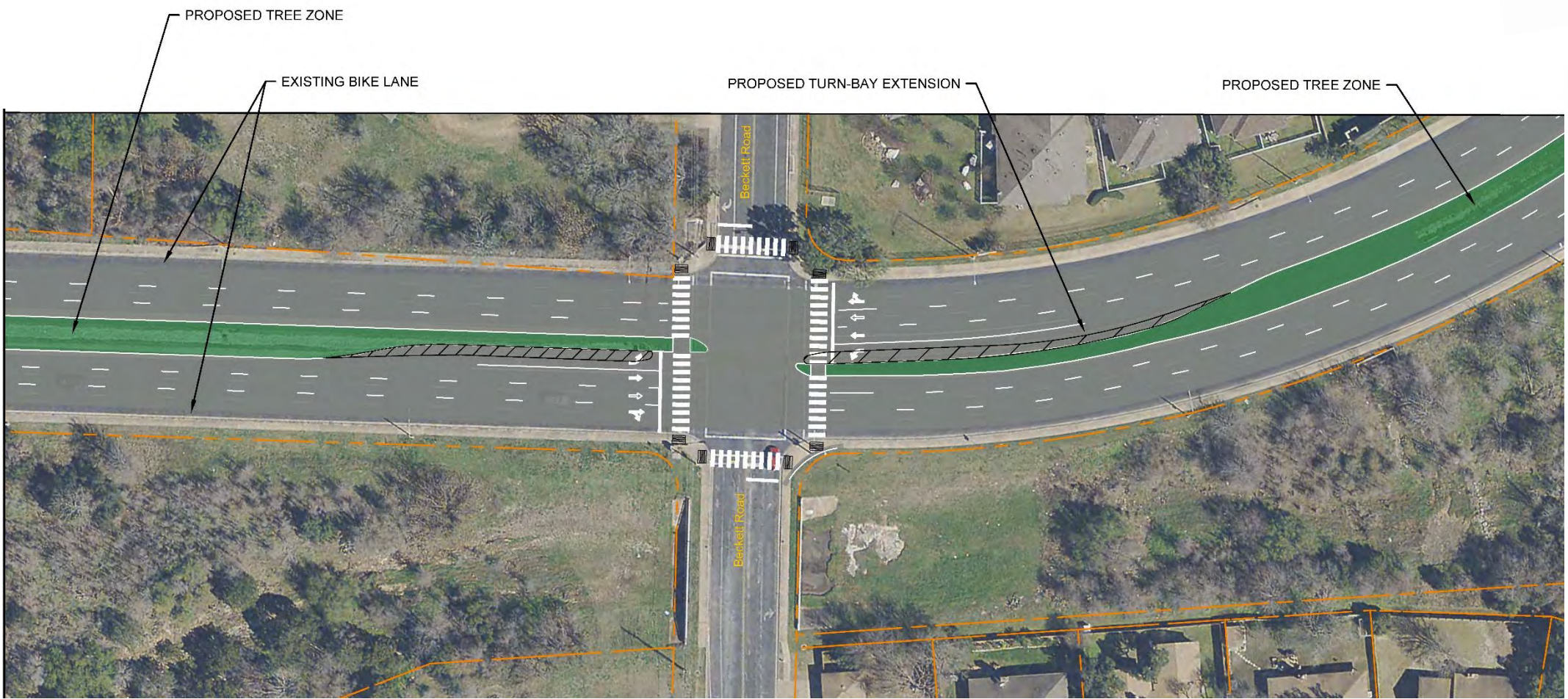
At Beckett Road

“The narrow road is a hazard to motorists and cyclists”

“The turn lanes need to be longer”

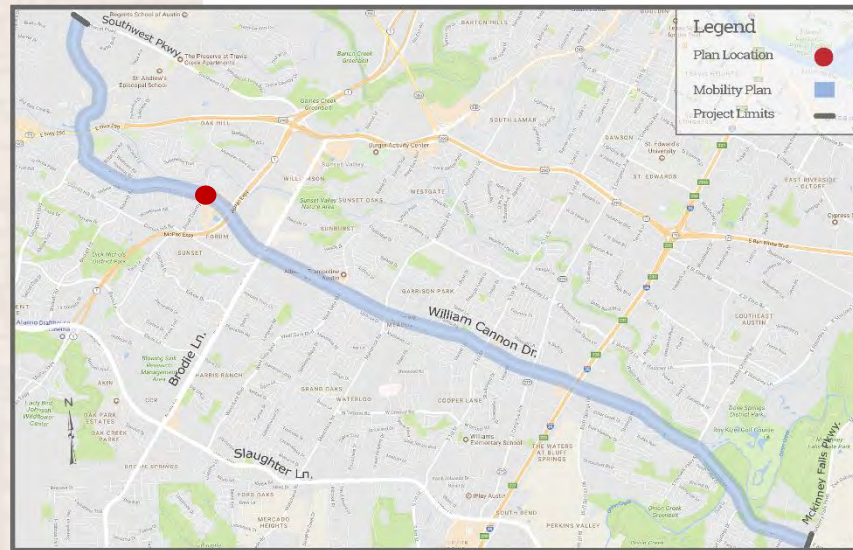
HIGHLIGHTS

- Extend the westbound and eastbound left-turn lanes



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Extend the southbound and westbound left-turn lanes on William Cannon Drive and Brush Country Road
- Add a bus turn-out lane eastbound after Brush Country Road
- Upgrade pedestrian accommodations

At Brush Country Road

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

"There should be turn lanes at every cross street"

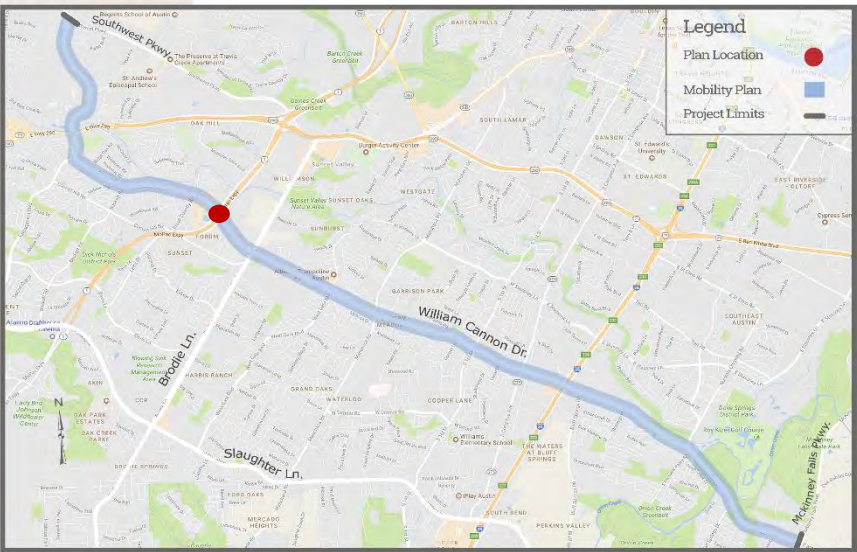
"Plant trees in median in between Brush Country Road and Beckett Road to make it look nice"

"Please make a flashing left-turn arrow so you can turn when traffic allows"



WILLIAM CANNON DRIVE

Proposed Improvements



At MoPac

“This intersection is very dangerous for biking and walking. It is important that the Violet Crown Trail has a safe interface with William Cannon”

“Add through-lane to outside double left-turn lane heading east onto northbound MoPac frontage road”

“Signal timing needs to be improved”

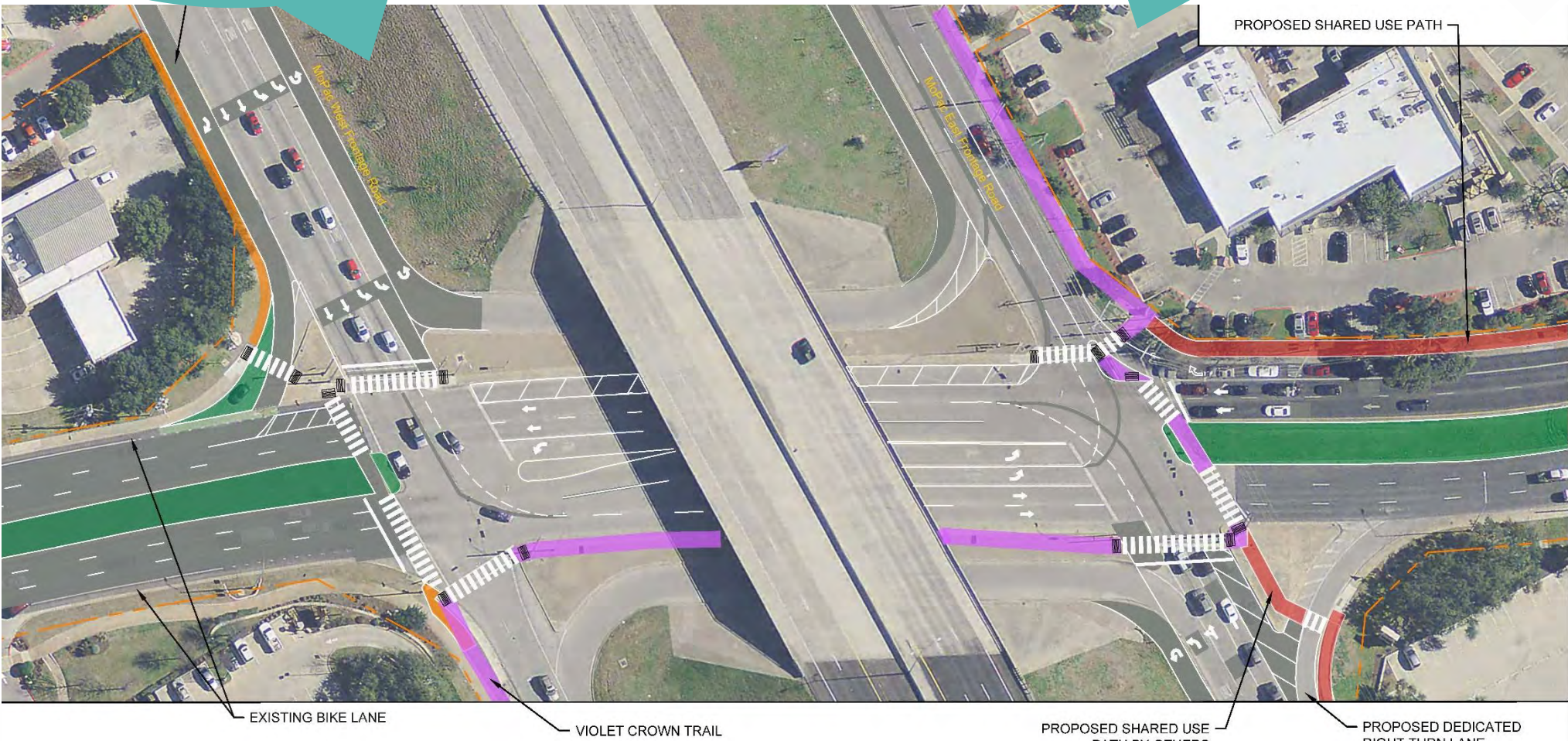
- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

HIGHLIGHTS

- Addition of free-flowing right-turn lanes from southbound MoPac frontage road to westbound William Cannon Drive, and from westbound William Cannon Drive to northbound MoPac frontage road
- Add left-turn lane to create dual left-turn lanes from southbound MoPac frontage road to eastbound William Cannon Drive
- Existing southbound left-turn/through-lane converted to exclusive vehicular through-lane
- Existing westbound right-turn/through-lane converted to exclusive vehicular through-lane
- Upgrade pedestrian accommodations
- Add safety refuge areas on the William Cannon median and Violet Crown Trail crossing

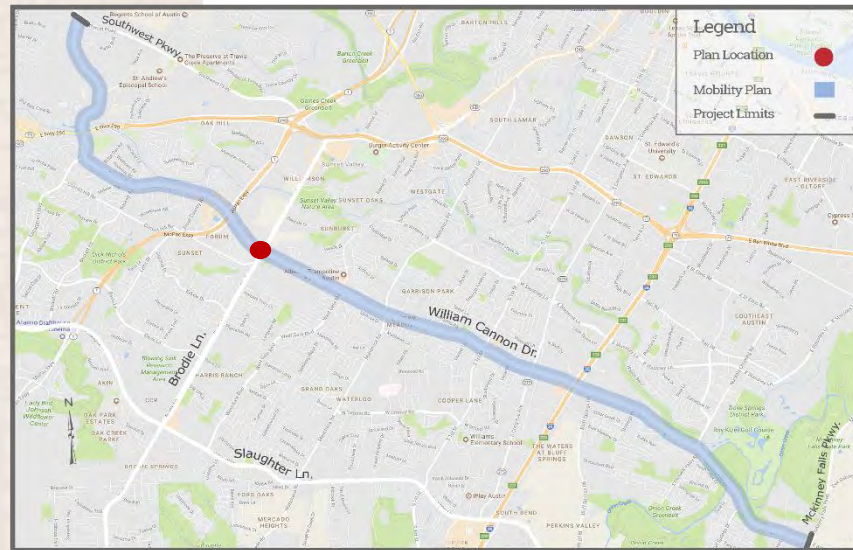
LONG-TERM

- Additional right-of-way required north of William Cannon Drive, west of the southbound MoPac frontage road and east of the northbound MoPac frontage road
- Construct additional westbound vehicular through-lane to provide three westbound vehicular travel lanes through the MoPac intersection
- Maintain existing westbound right-turn lane with a turn bay
- Construct vehicular acceleration lane for the southbound right-turn lane



WILLIAM CANNON DRIVE

Proposed Improvements



At Brodie Lane

"Need more traffic lights, stop signs, or calming devices"

"Intelligent traffic controllers are needed throughout corridor"

"Expand bus stop so bus doesn't stop traffic"

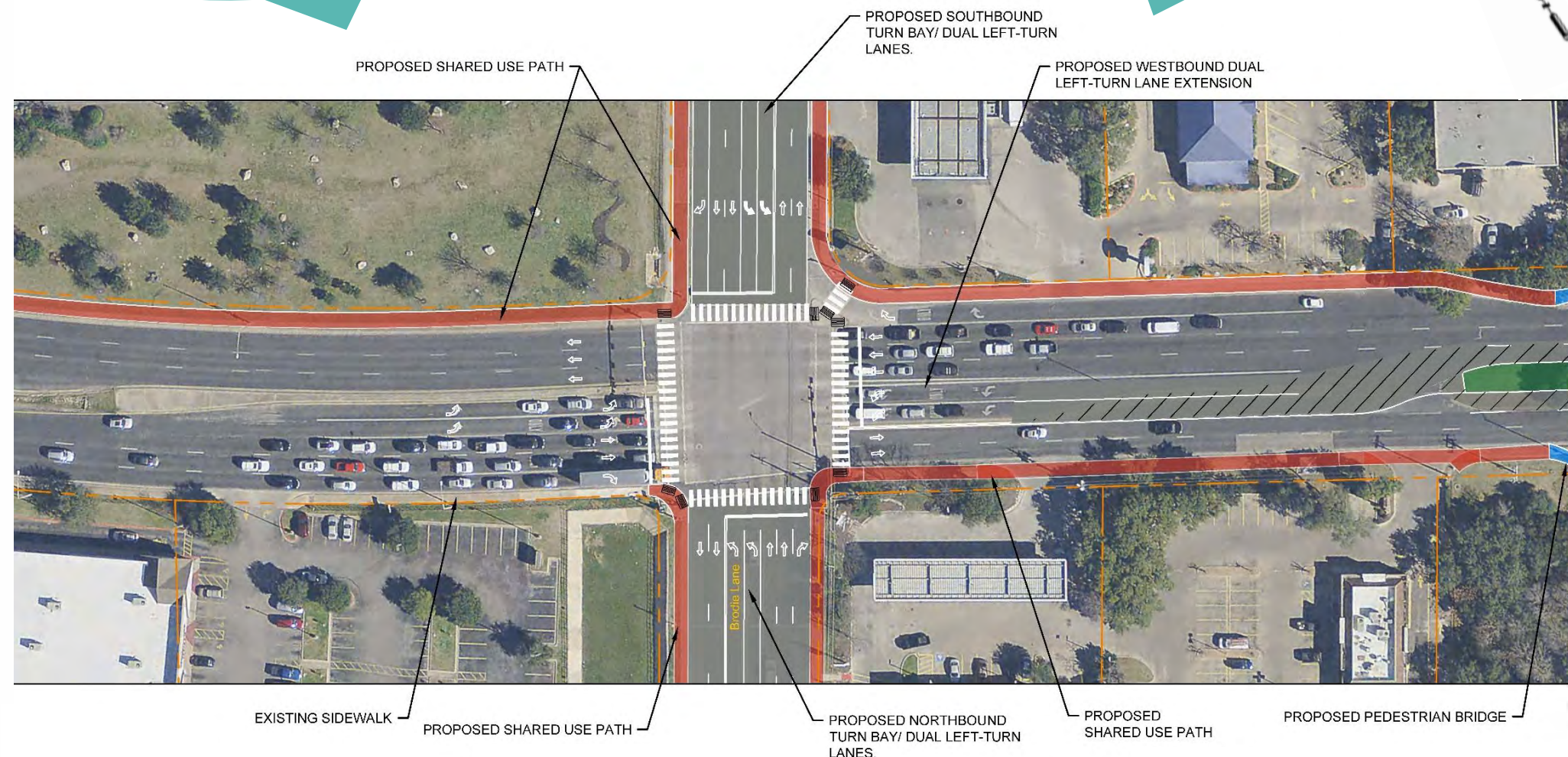
HIGHLIGHTS

- Add left-turn lanes on Brodie Lane to create dual left-turn lanes in each direction
- Upgrade pedestrian and bike accommodations

LONG-TERM

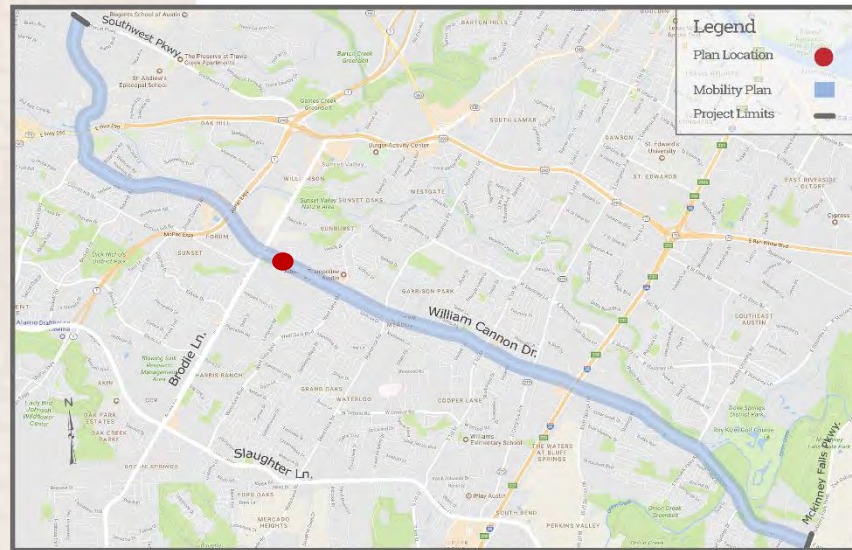
- Add eastbound and westbound right-turn lane
- Acquire right-of-way on west side to realign vehicular travel lanes north and south of William Cannon

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



At Lost Valley

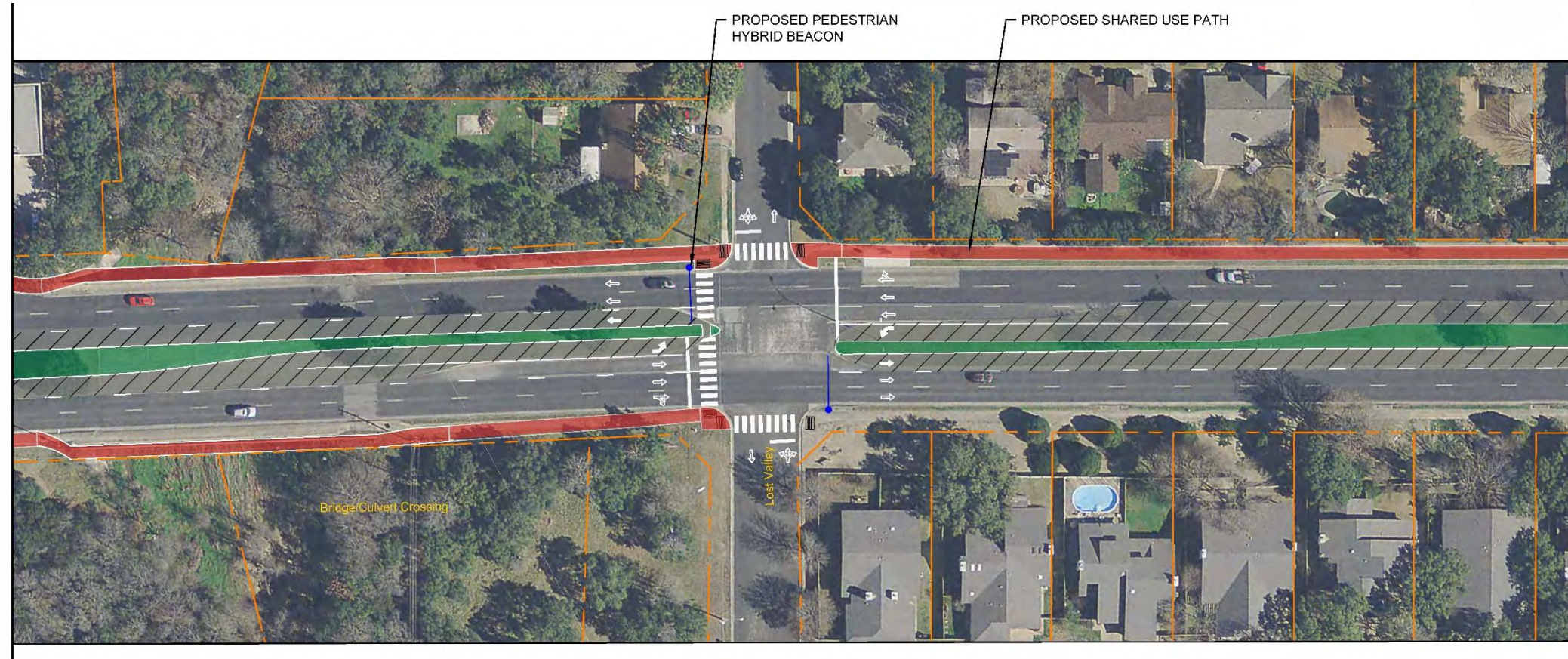
“Traffic is terrible.
We need relief!”

“Turning traffic is
unfettered and
endangers pedestrians
or cyclists”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

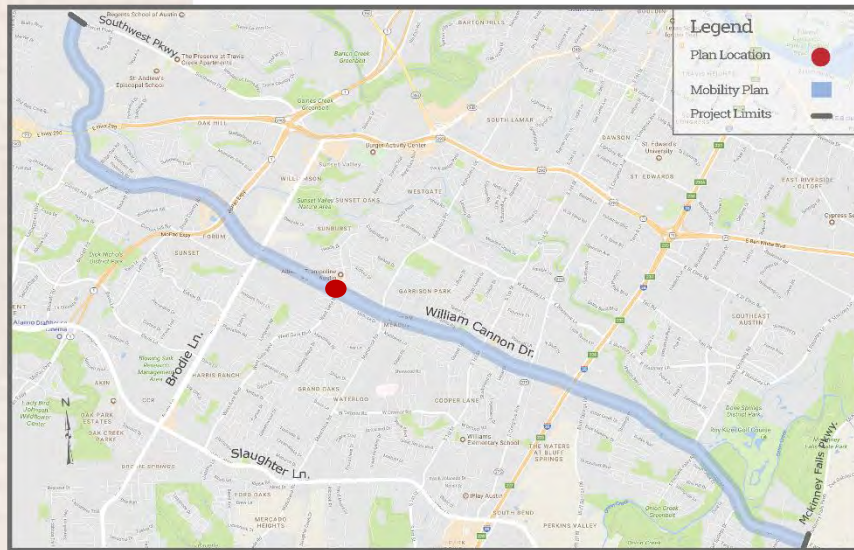
HIGHLIGHTS

- Convert four-lane roadway to a six-lane roadway from Lost Valley to Brodie Lane
- Add pedestrian safety refuge areas in medians
- Addition of shared-use path on north side of roadway to MoPac



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Convert four-lane roadway to a six-lane roadway from West Gate Boulevard to Brodie Lane
- Addition of shared-use path on north side of roadway to MoPac
- Add pedestrian safety refuge areas in medians

LONG-TERM

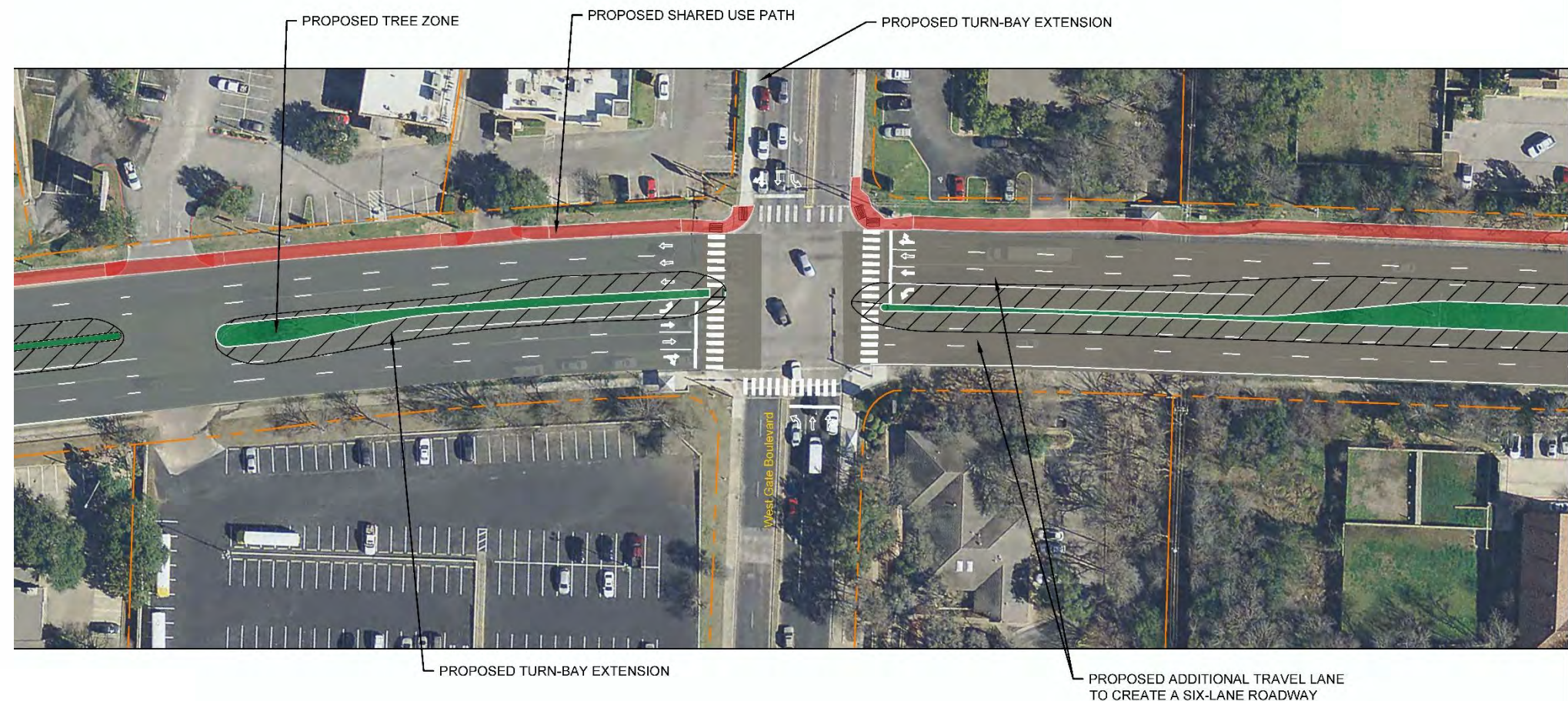
- Add westbound right-turn lane at intersection
- Additional right-of-way may be required for long-term improvements

At West Gate Boulevard

“The transit options connecting people on William Cannon are missing on West Gate. That is a big connection opportunity for transit riders”

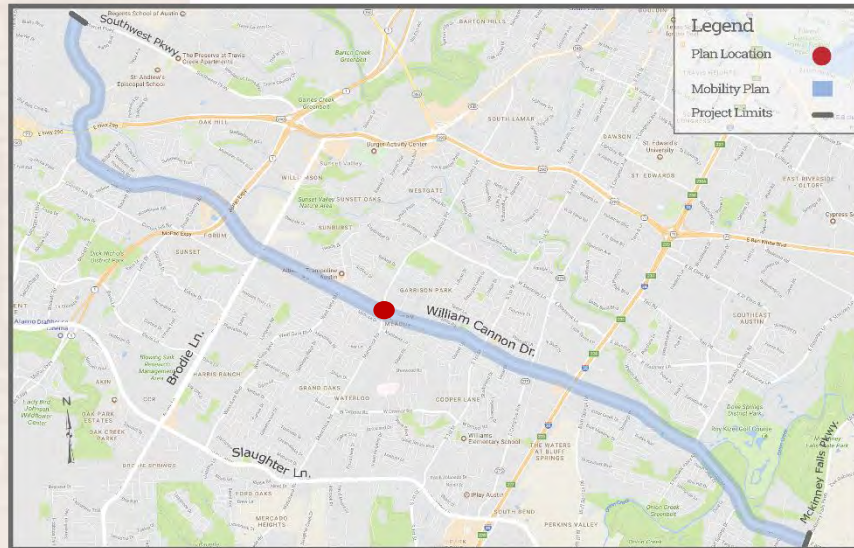
“Very hard to turn left”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Convert four-lane roadway to a six-lane roadway from Manchaca Road to Brodie Lane
- Add westbound dedicated right-turn lane
- Add northbound left-turn lane to create dual left-turn lanes
- Addition of shared-use path on north side of roadway to MoPac

LONG-TERM

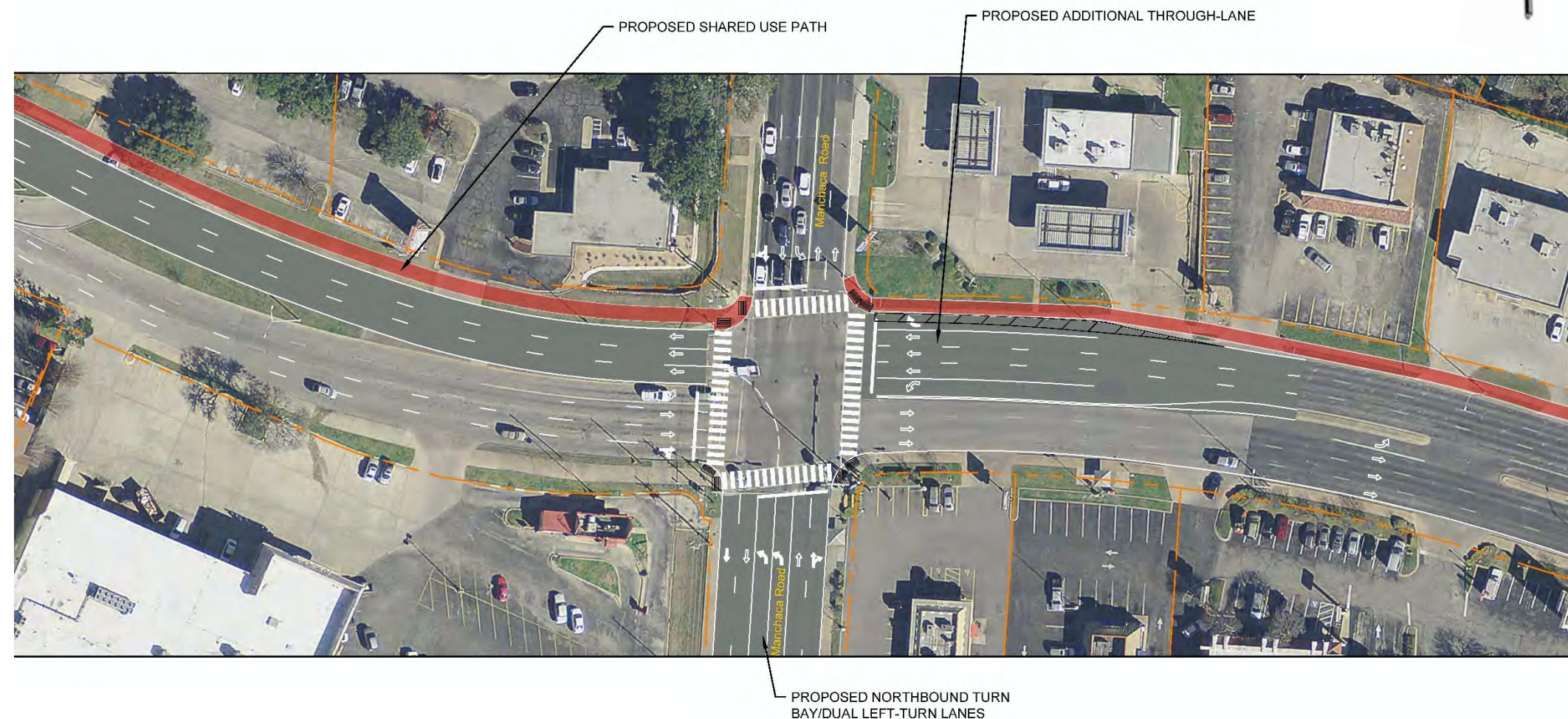
- Add eastbound right-turn lane
- Additional right-of-way may be required for long-term improvements

At Manchaca Road

“There is no bike lane east of MoPac making it very hazardous for cyclists”

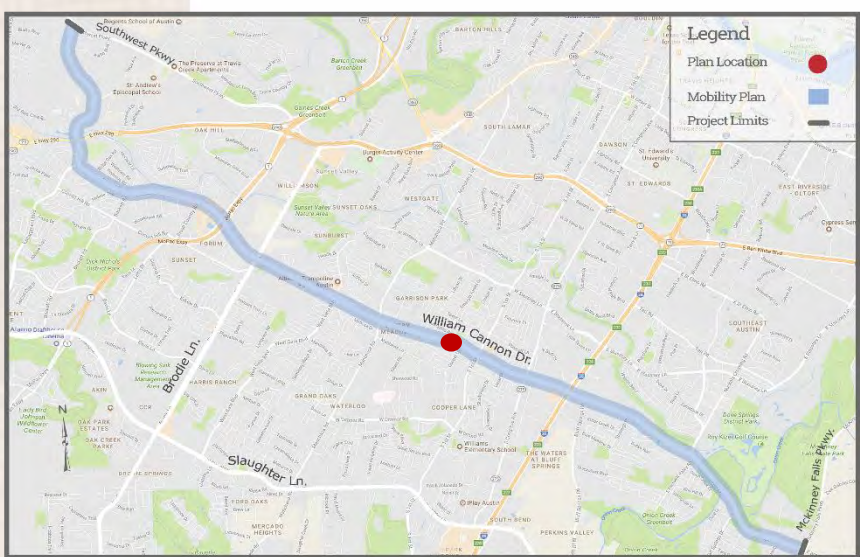
“Need protected bike lanes”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



At Emerald Forest Drive

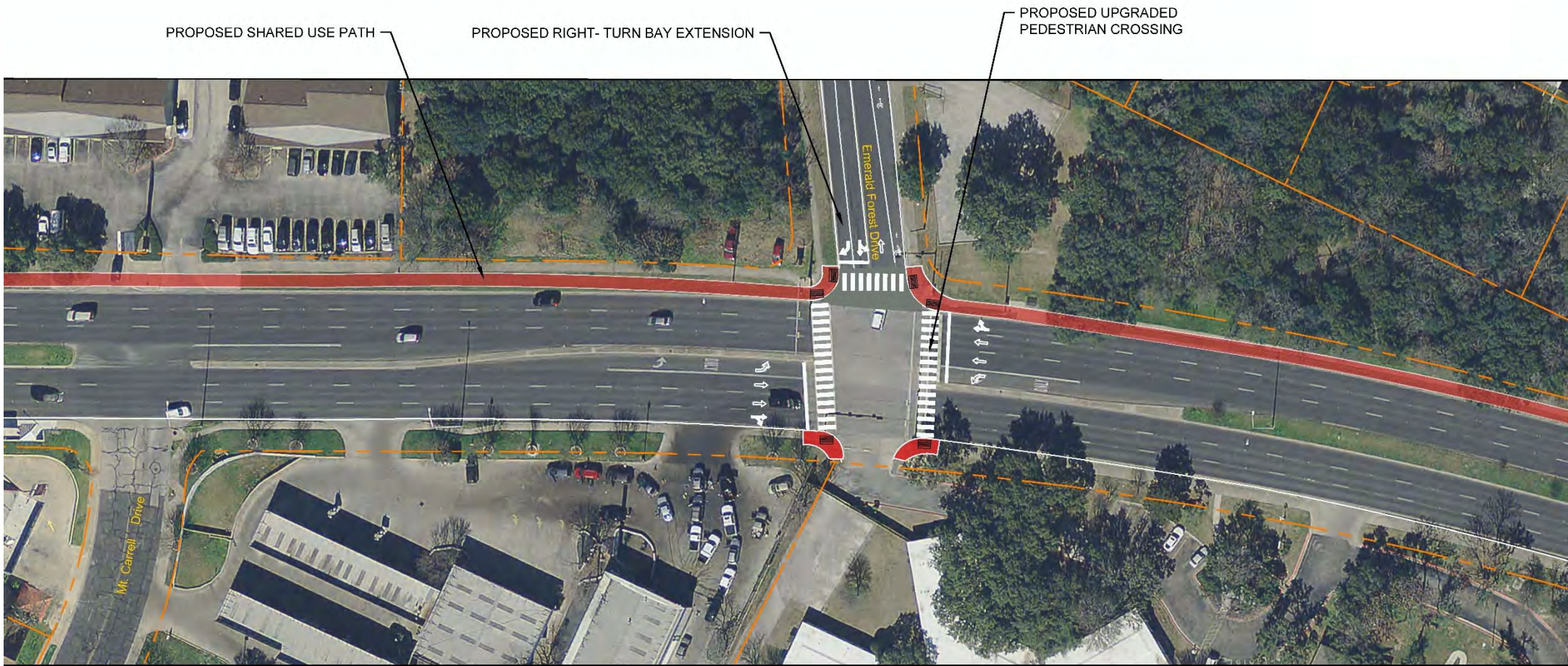
- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

“Biking accommodations”

“Please make it safer”

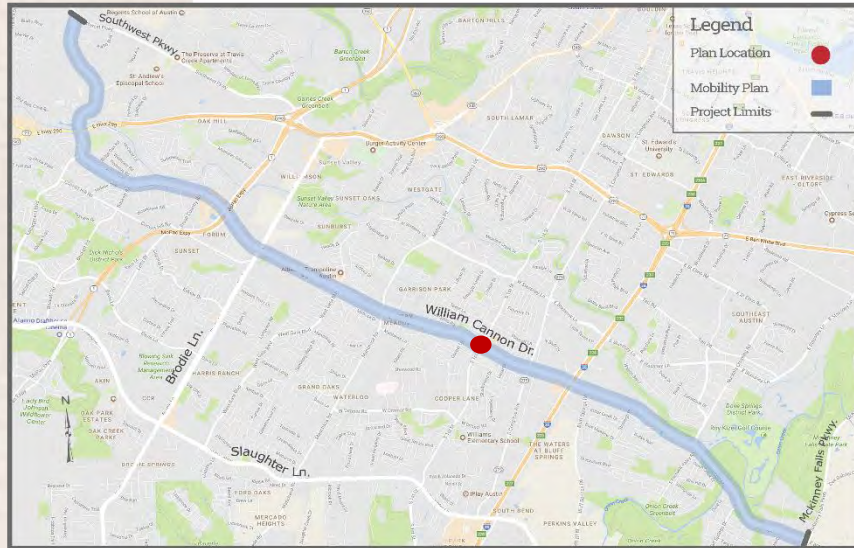
HIGHLIGHTS

- Addition of shared-use path on north side of roadway
- Upgrade pedestrian and bike accommodations at intersection



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Shift existing bus stop eastbound past intersection
- Addition of shared-use path on north side of roadway to MoPac
- Upgrade pedestrian and bike accommodations at intersection

LONG-TERM

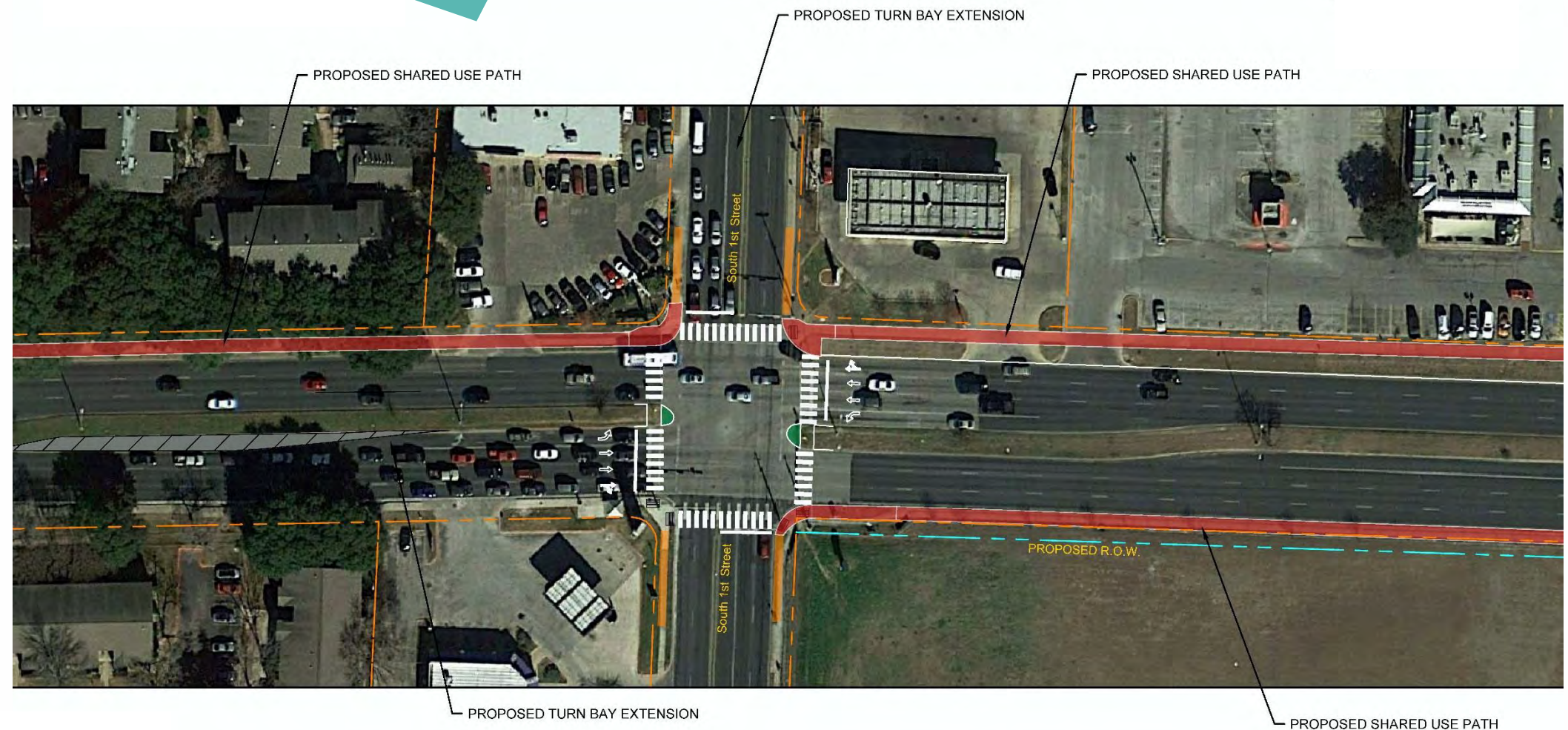
- Additional right-of-way may be required from AISD (Bedichek Middle School) for shared-use path and green zone on south side of roadway

At South 1st Street

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

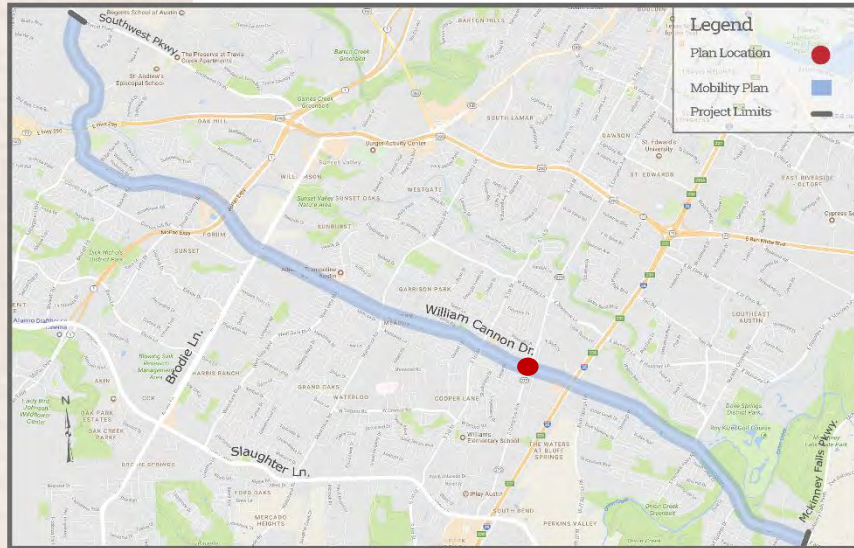
“Turn signal is too short—only 3-4 cars make the light”

“Extend turn lane and fix signal timing”



WILLIAM CANNON DRIVE

Proposed Improvements



At Congress Avenue

"Pedestrian improvements needed"

"Make bike lanes continuous"

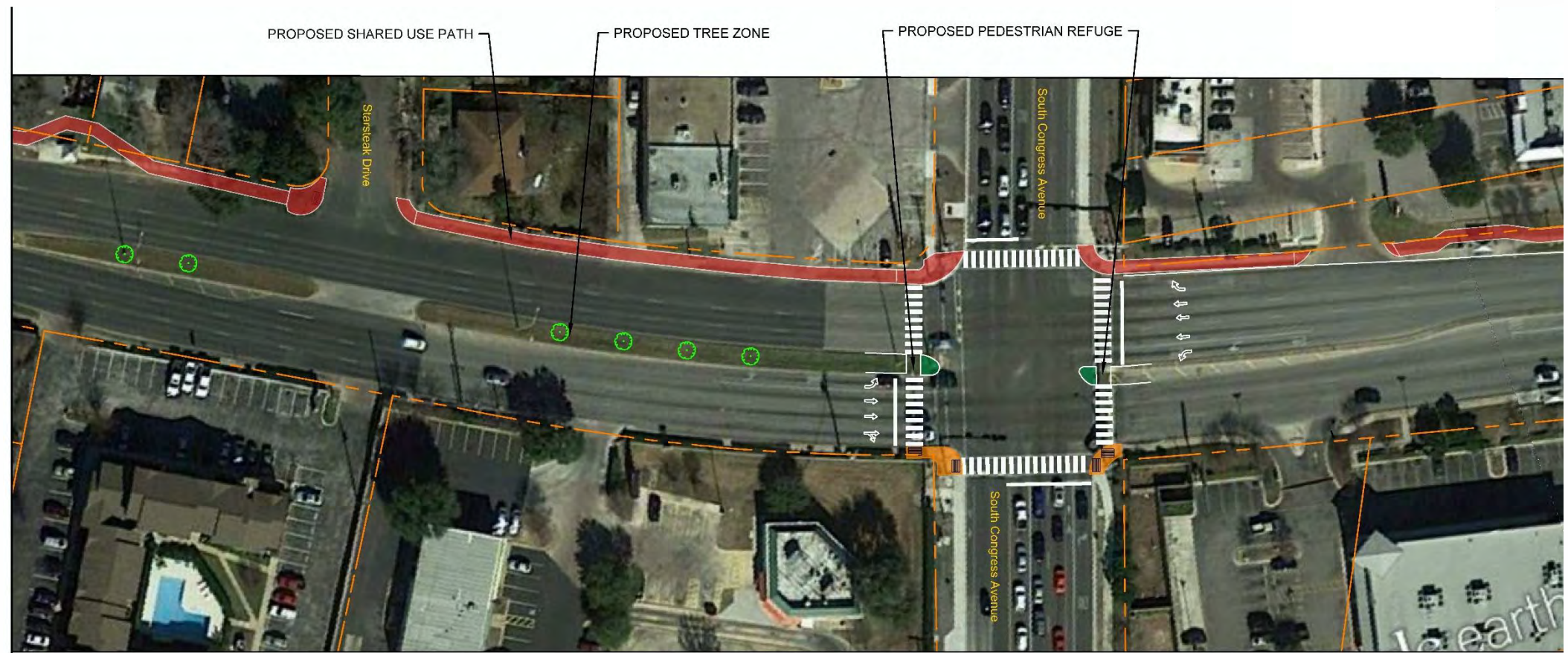
- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

HIGHLIGHTS

- Addition of shared-use path on north side of roadway
- Upgrade pedestrian and bike accommodations at intersection

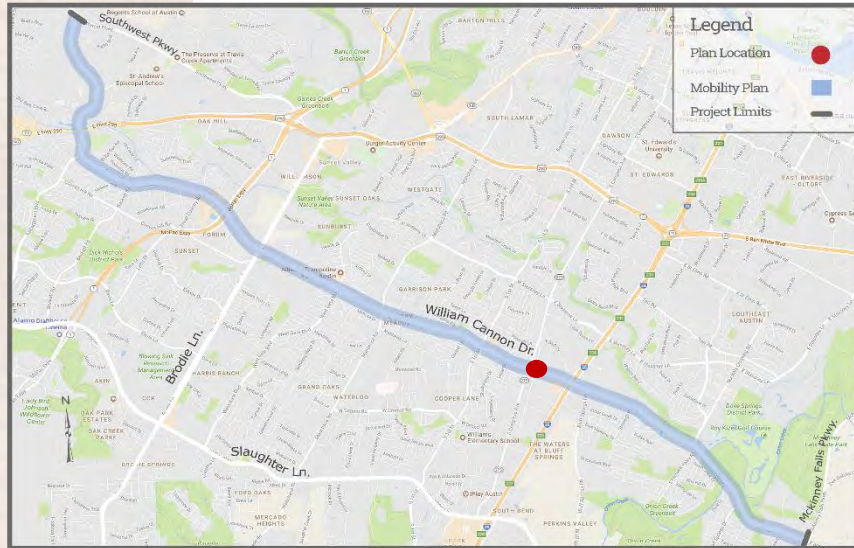
LONG-TERM

- Add eastbound left-turn lane to create dual left-turn lanes
- Additional right-of-way may be required for long-term improvements



WILLIAM CANNON DRIVE

Proposed Improvements



At Circle S Road

"I'd love to bike downtown, but crossing William Cannon can be quite difficult"

"Relocate mid-block bus stops to crosswalk-enabled intersections"

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

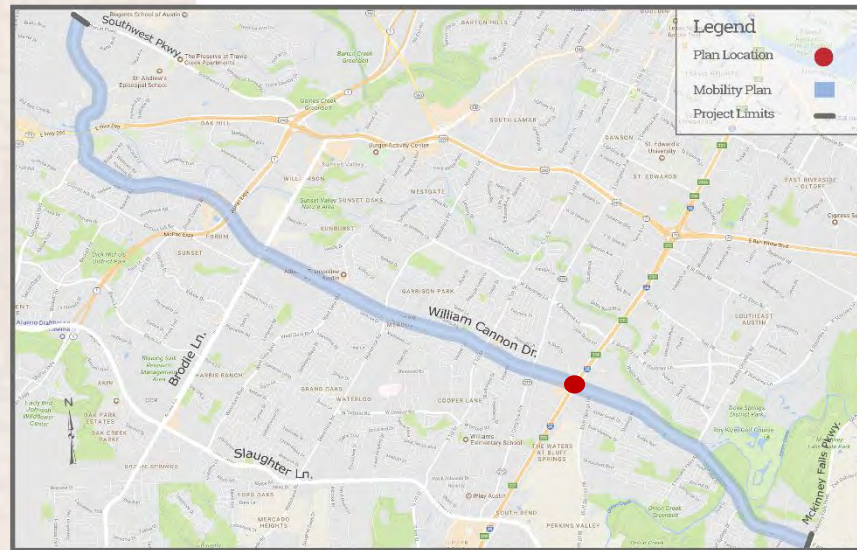
HIGHLIGHTS

- Reconstruct Circle S roadway south of intersection for better traffic functionality and to meet ADA requirements
- Add northbound right-turn lane on Circle S
- Addition of shared-use path on north side of roadway to MoPac
- Upgrade pedestrian and bike accommodations at intersection



WILLIAM CANNON DRIVE

Proposed Improvements



At I-35

“There is SO much potential for people on foot, on a bike and on a bus! Rolling hills, medians with trees... Please give the people a beautiful and safe crossing over I-35”

“Left-turn signal from northbound I-35 frontage road to turn westbound on William Cannon is very backed up”

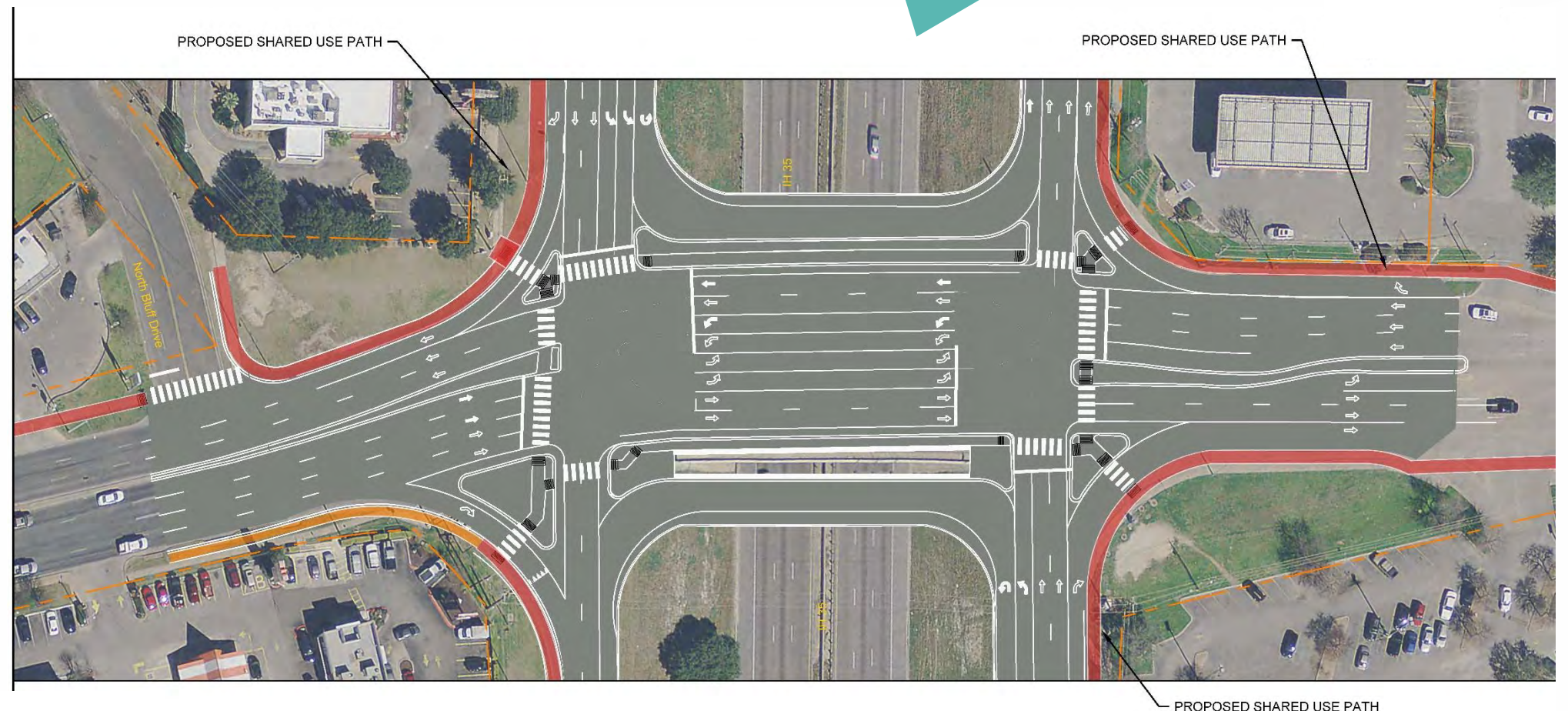
HIGHLIGHTS

- Addition of northbound and southbound U-turn lane by TxDOT
- Addition of northbound dedicated right-turn lane by TxDOT
- Addition of southbound left-turn lane by TxDOT to create dual left-turn lanes
- Addition of shared-use path on north side of roadway to MoPac
- Upgrade pedestrian and bike accommodations at intersection

LONG-TERM

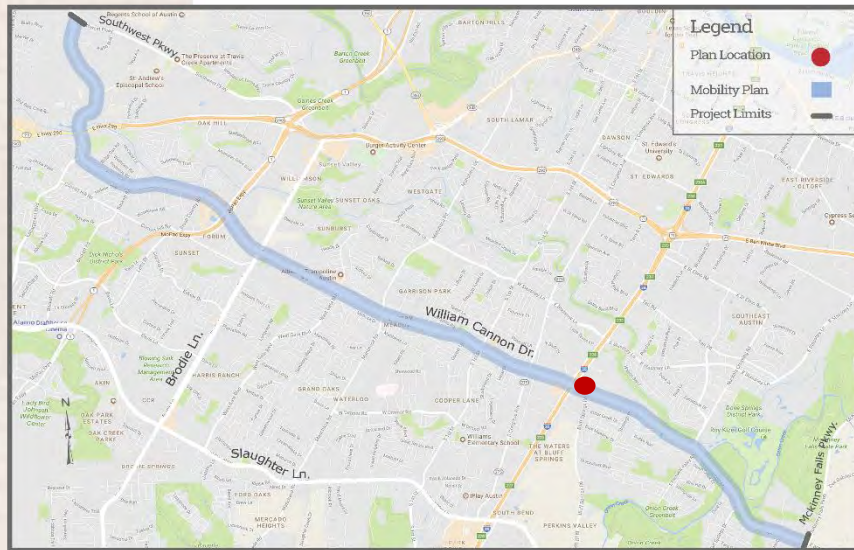
- Add eastbound right-turn lane

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Addition of shared-use path west of Bluff Springs Road to I-35
- Shift Capital Metro bus transfer center on Bluff Springs Road away from intersection to allow usage of southbound right-turn lane
- Upgrade pedestrian accommodations at intersection

LONG-TERM

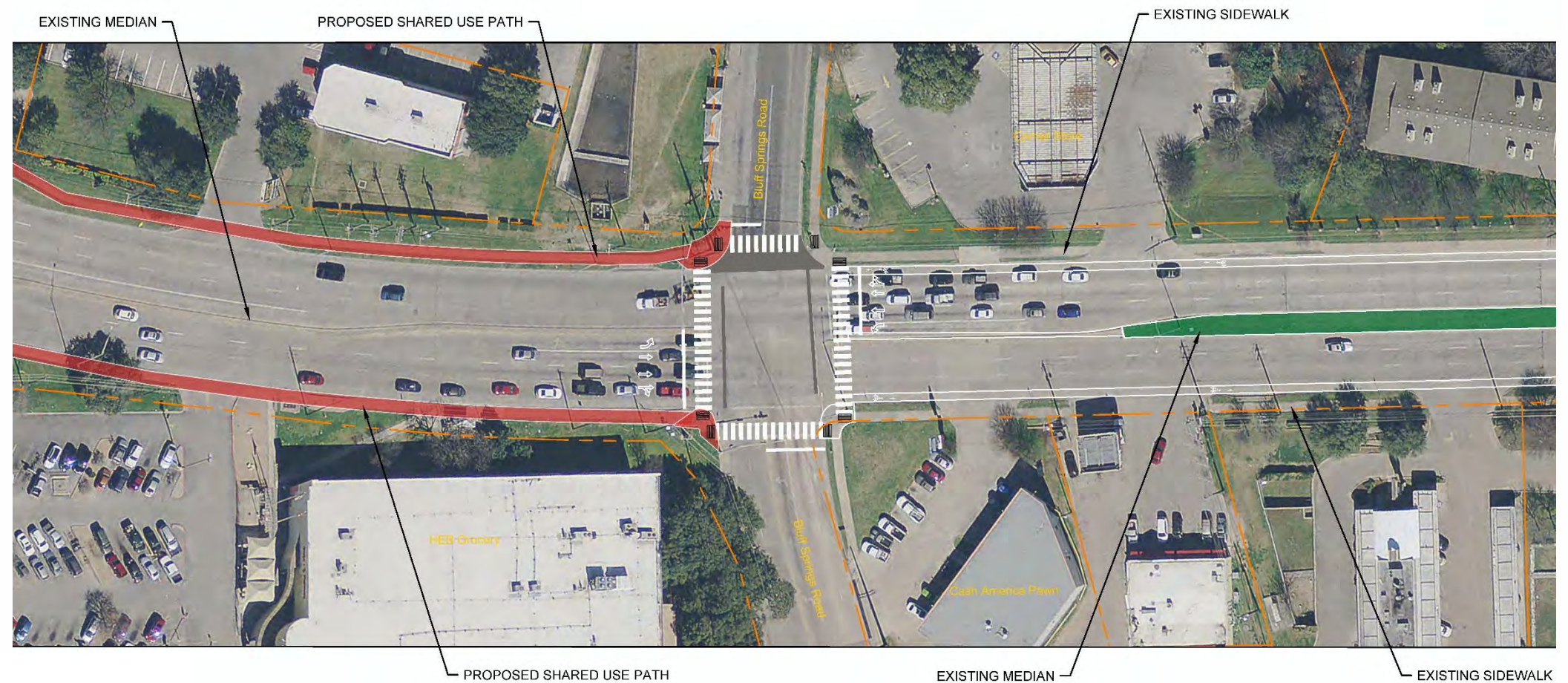
- Add eastbound right-turn lane

At Bluff Springs Road

“Need separation/protection for bike lanes”

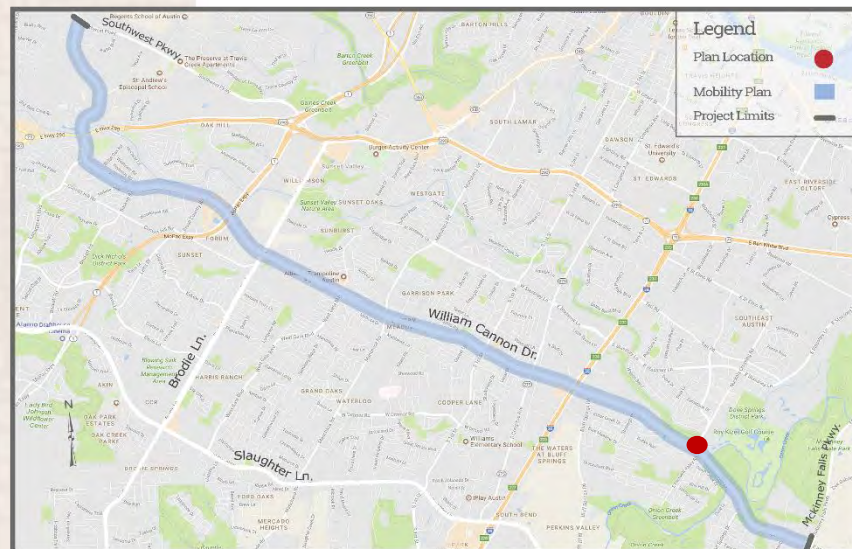
“Buses sit and queue at eastbound William Cannon; outside lane is always backed up”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Upgrades to turn lanes in all directions
- Add raised channelization islands for pedestrian safety
- Add pedestrian safety refuge area in medians

LONG-TERM

- Additional right-of-way may be needed for long-term improvements
- Addition of eastbound dedicated right-turn lane
- Addition of southbound and eastbound left-turn lanes to create dual left-turn lanes
- Convert dedicated right-turn lane to a shared through-lane/right-turn lane to add an additional vehicular travel lane
- Bike lanes converted to shared-use path westbound with green zones for landscaping to I-35
- Realign South Pleasant Valley Road south of William Cannon Drive to reduce skew at intersection

At South Pleasant Valley Road

“Congested and takes a long time to get through intersection”

“Visibility is so horrible that cars poke out onto William Cannon for both right and left-turns”

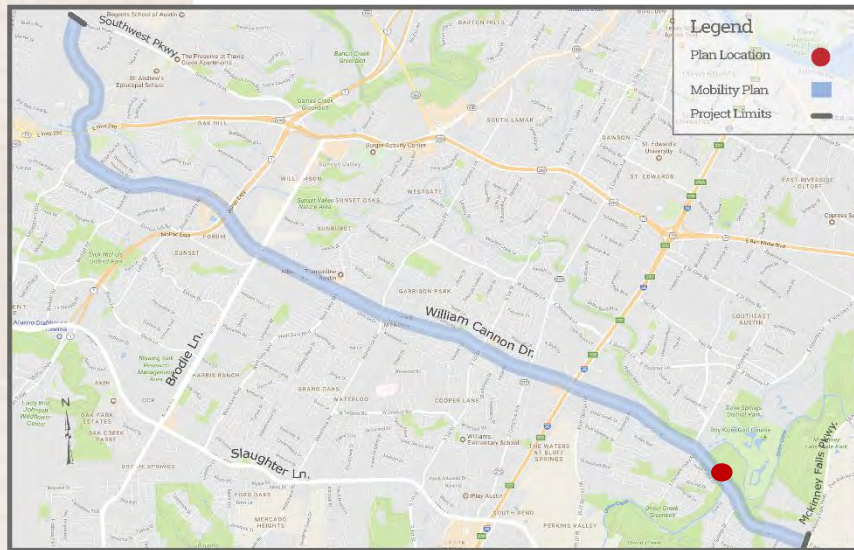
“Poor visibility”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



At Onion Creek Soccer Complex

"I would love to see more pedestrian crossings"

"People in wheelchairs have difficulty using this area"

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

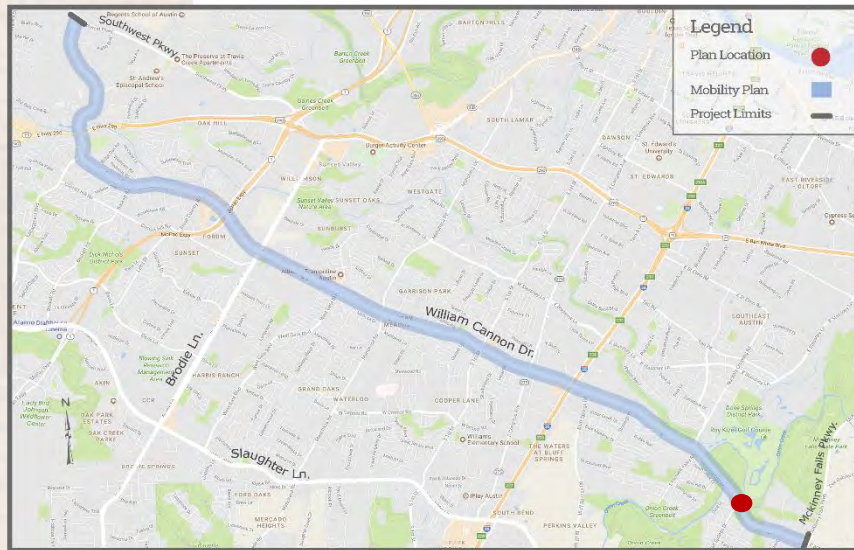
HIGHLIGHTS

- Add Pedestrian Hybrid Beacon at main entrance to Onion Creek Soccer Complex
- Sidewalk improvements at crossing



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Add dedicated eastbound right-turn lane
- Sidewalk and green zone for landscaping on south side of roadway, starting east of Salt Springs Drive
- Upgrade pedestrian accommodations at intersection

LONG-TERM

- Addition of westbound and eastbound vehicular travel lanes to convert the four-lane roadway to a six-lane roadway between McKinney Falls Parkway and Salt Springs Drive (additional right-of-way may be required)

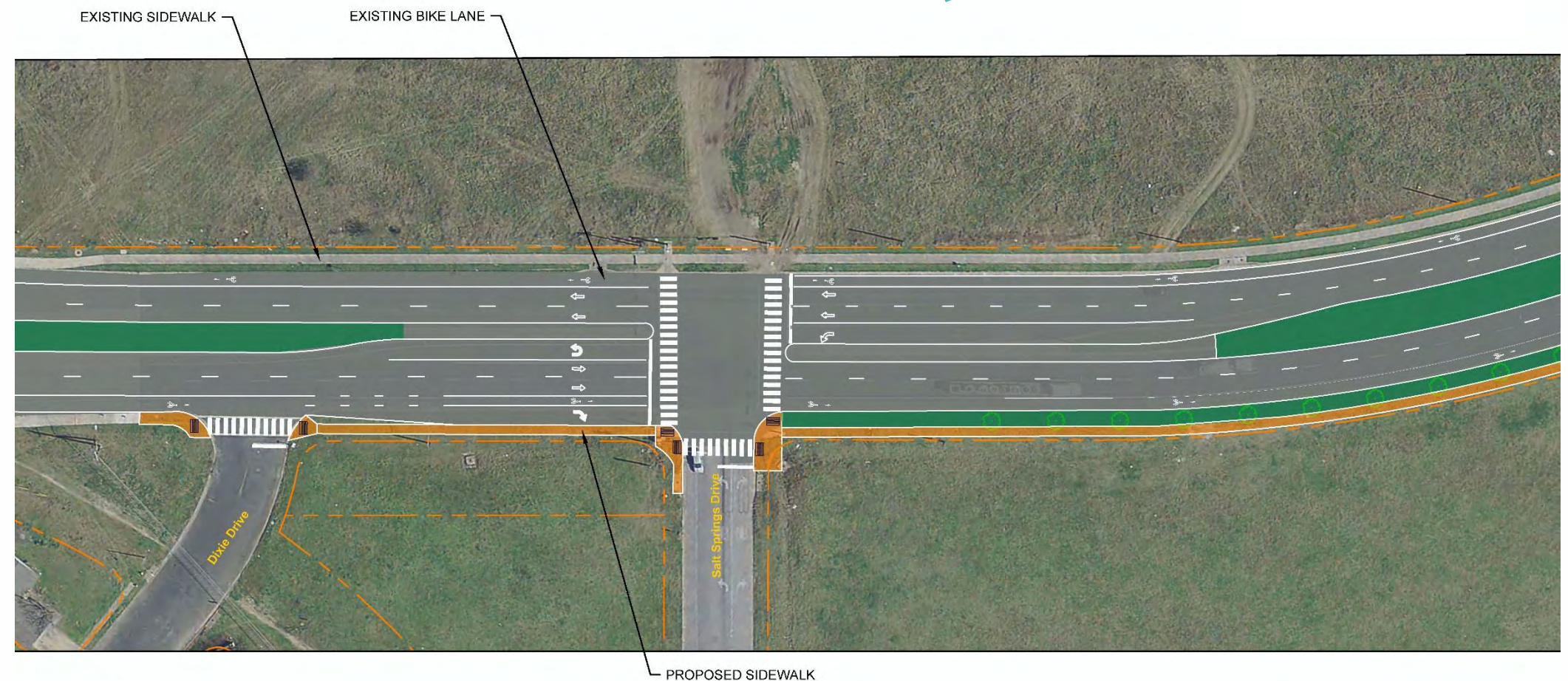
At Salt Springs Drive

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

“Turning lane needed from eastbound Thaxton to northbound Salt Springs Drive”

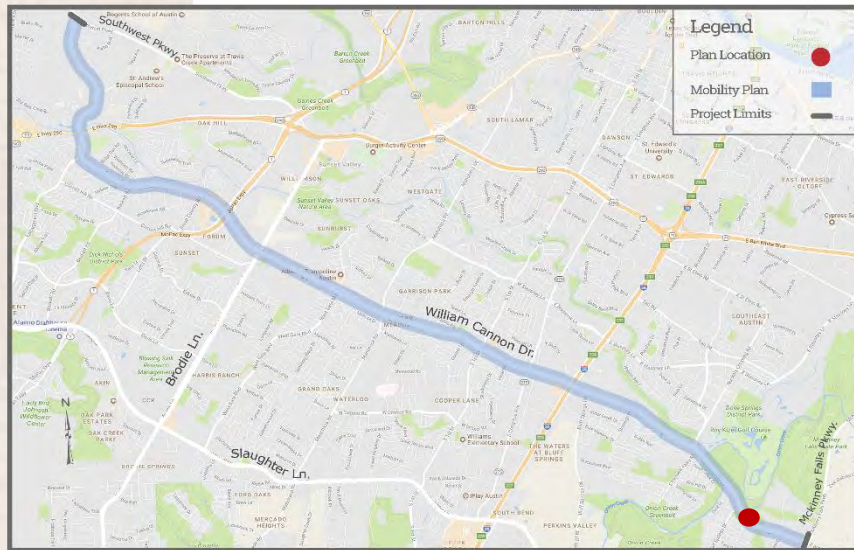
“Left-turn lanes would help tremendously”

“There are lots of broken sidewalks and un-level sidewalks along William Cannon”



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

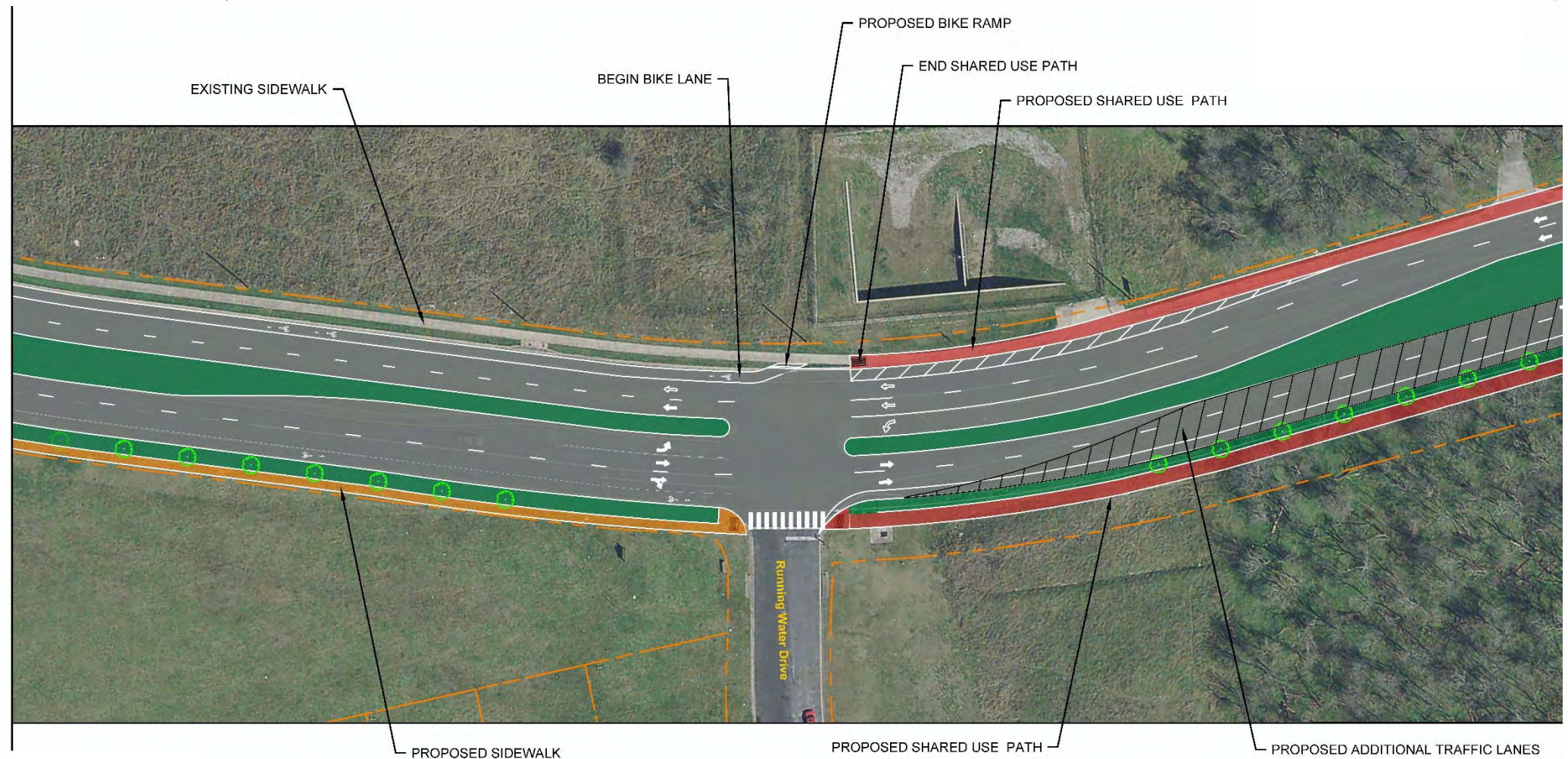
- Upgrade pedestrian and bike accommodations
- Expand roadway within existing right-of-way east of Running Water Drive to include two vehicular travel lanes in each direction, dedicated turn lanes, a shared-use path on both sides of roadway, center median with landscaping, and green zone for landscaping on both sides of roadway

At Running Water Drive

“Safety hazard with many cars and school buses waiting to turn left onto William Cannon during morning traffic”

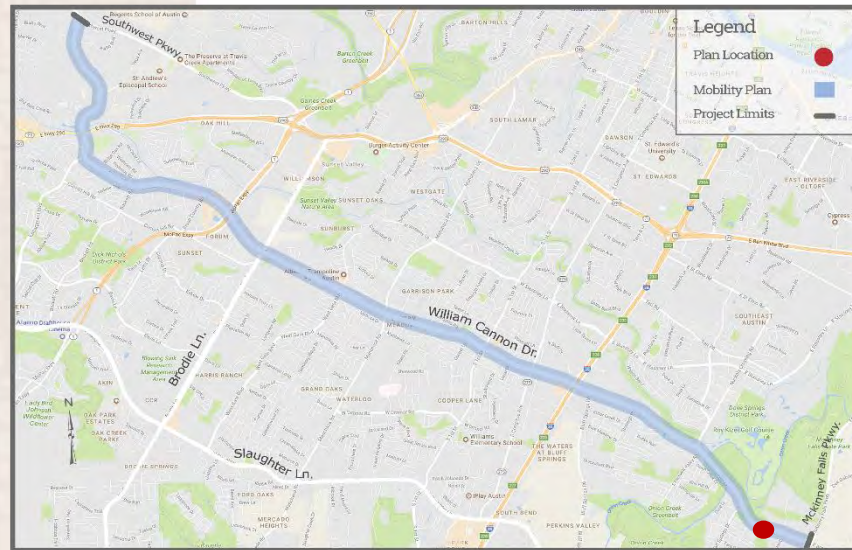
“Scary intersection, but few other options to leave the neighborhood”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Expand roadway and construct an additional bridge within existing right-of-way to include two vehicular travel lanes in each direction, a shared-use path on both sides of roadway, center median with landscaping, and green zone for landscaping on both sides of roadway

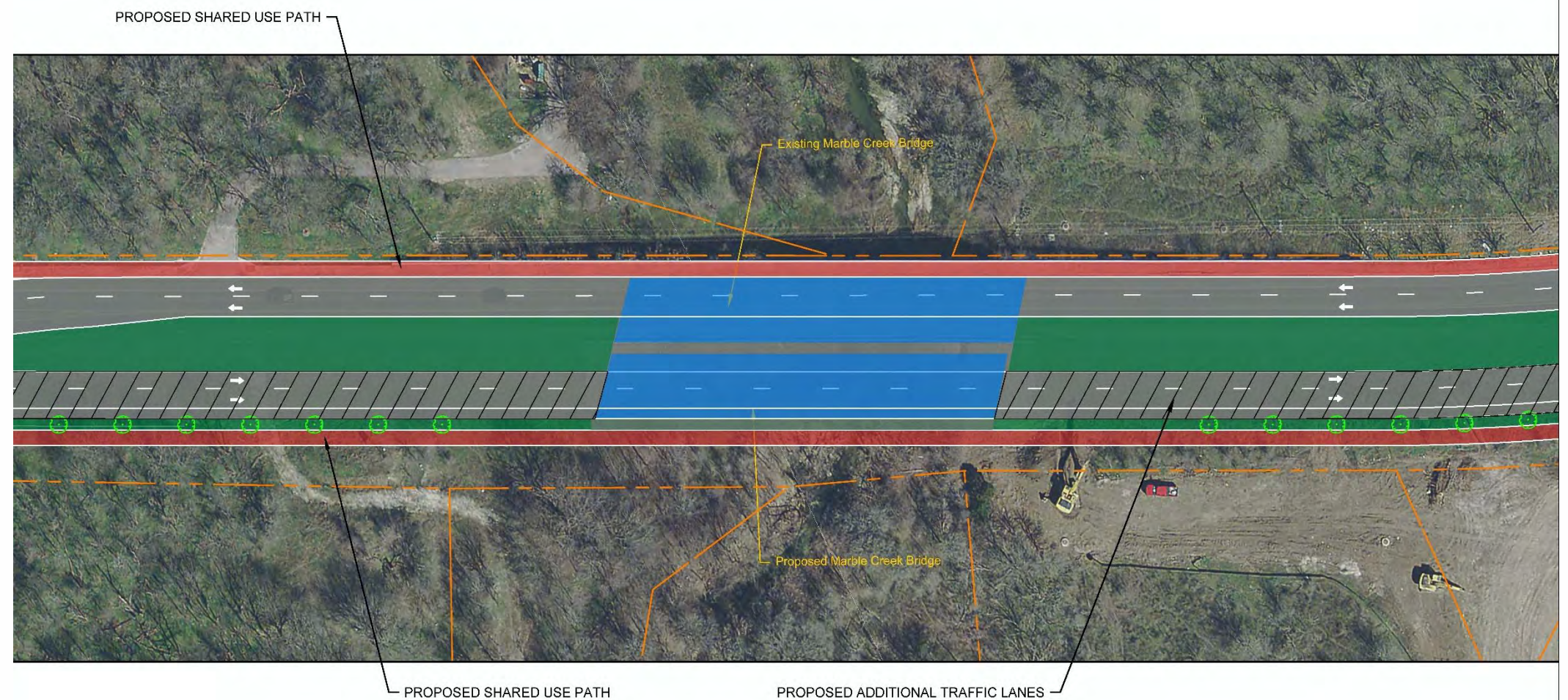
LONG-TERM

- Addition of westbound and eastbound vehicular travel lanes to convert the four-lane roadway to a six-lane roadway
- Sidewalk and bike lane converted to a shared-use path on both sides of bridge

At Marble Creek Bridge

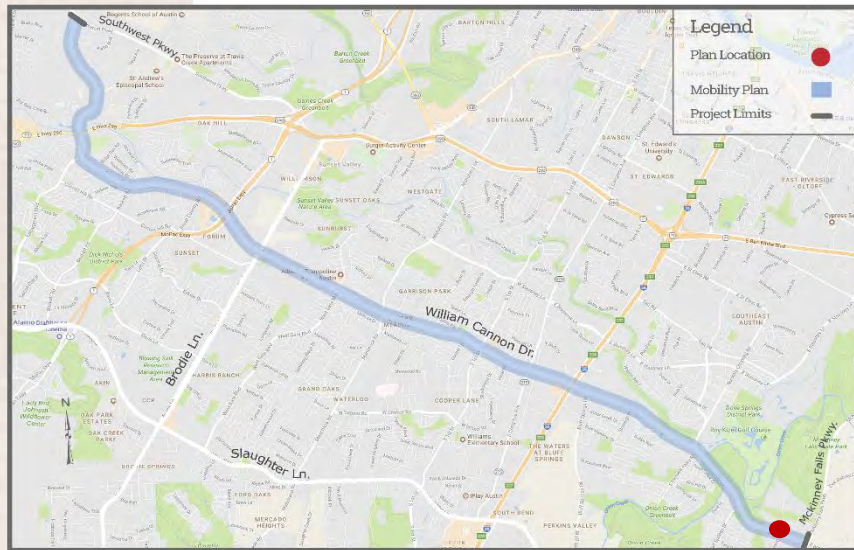
“Congested area”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way



WILLIAM CANNON DRIVE

Proposed Improvements



HIGHLIGHTS

- Expand roadway within existing right-of-way to include two vehicular travel lanes in each direction, dedicated turn lanes, a shared-use path on both sides of roadway, center median with landscaping, and green zone for landscaping on both sides of roadway

LONG-TERM

- Addition of westbound and eastbound vehicular travel lanes to convert the four-lane roadway to a six-lane roadway between McKinney Falls Parkway and Salt Springs Drive (additional right-of-way may be required)

At Janes Ranch Road

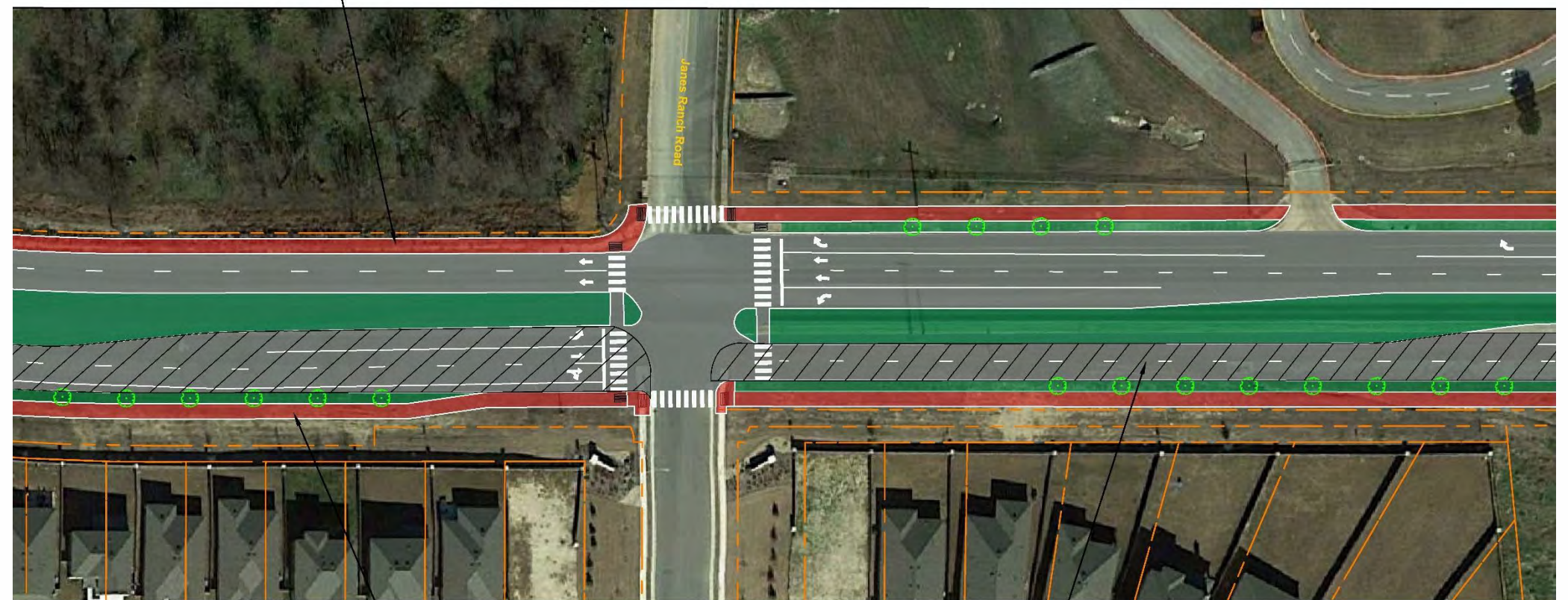
- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

"Improved turning options needed"

"Sidewalks please"

"Improvements should meet the needs of commuters"

PROPOSED SHARED USE PATH

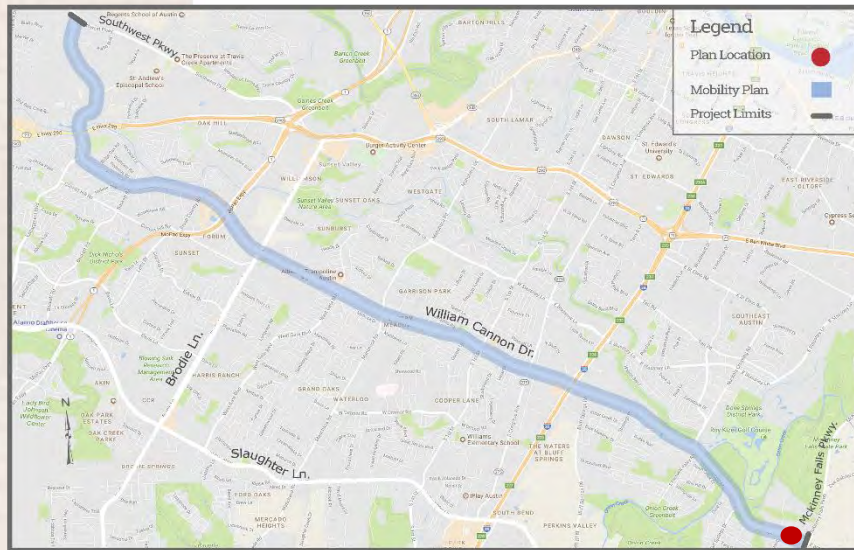


PROPOSED SHARED USE PATH

PROPOSED ADDITIONAL TRAFFIC LANES

WILLIAM CANNON DRIVE

Proposed Improvements



At Springfield Drive

"We need more lanes"

"It'd be nice to see improved signal timing while driving on William Cannon"

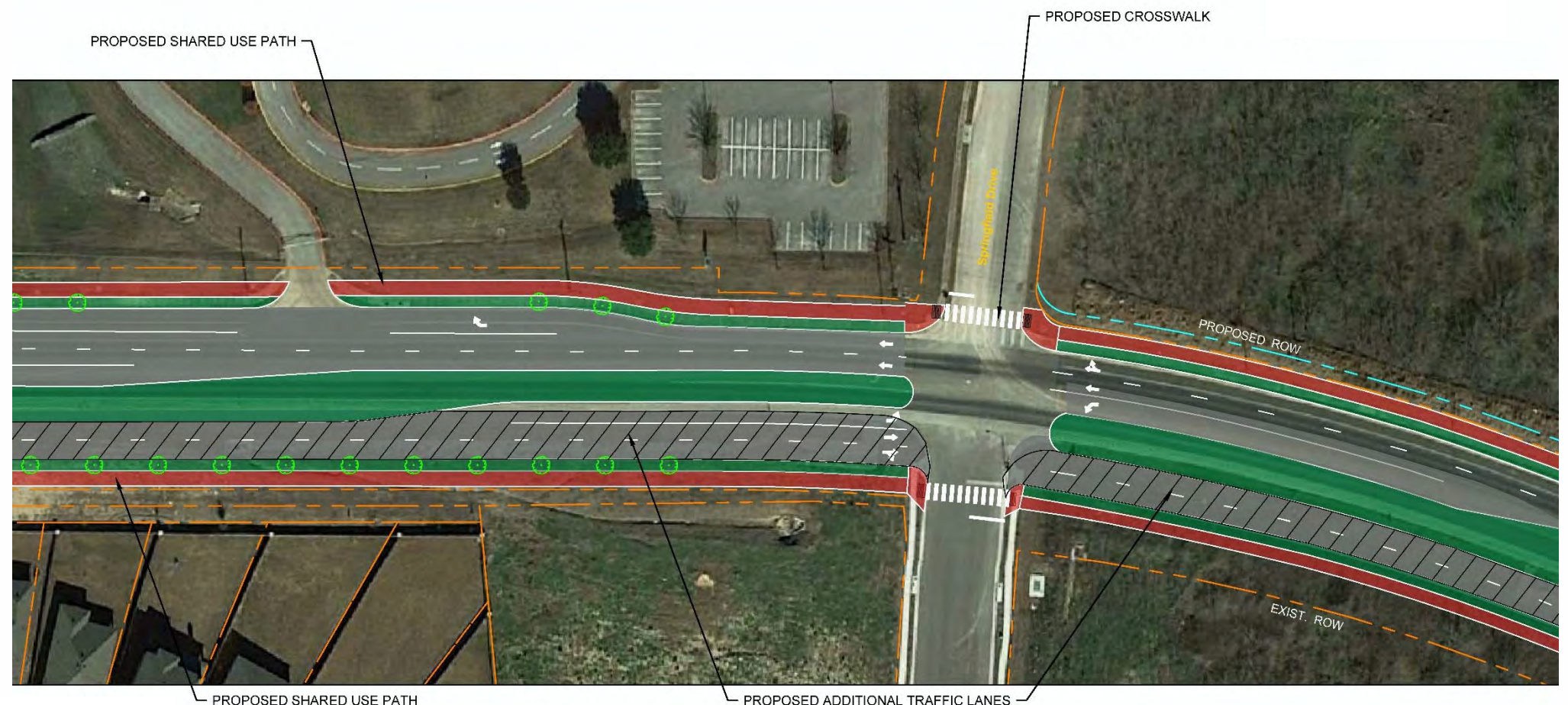
- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

HIGHLIGHTS

- Expand roadway within existing right-of-way to include two vehicular travel lanes in each direction, dedicated turn lanes, a shared-use path on both sides of roadway, center median with landscaping, and green zone for landscaping on both sides of roadway

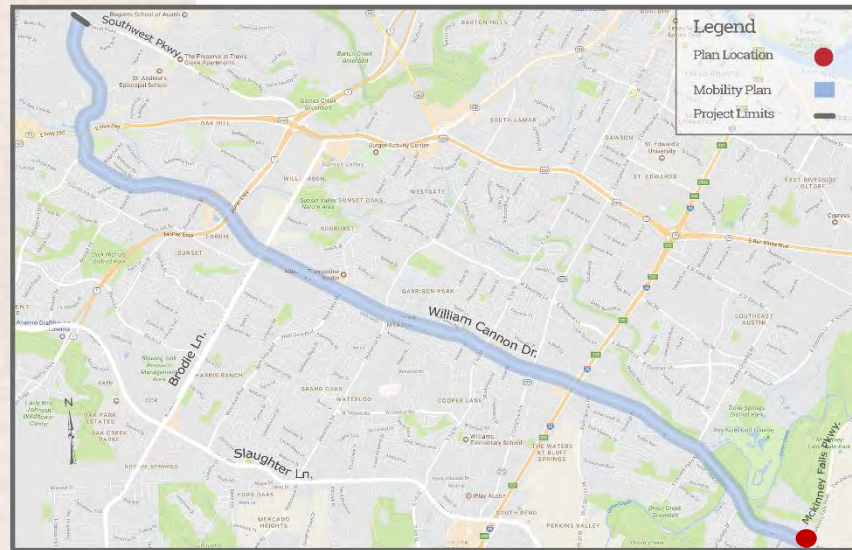
LONG-TERM

- Addition of westbound and eastbound vehicular travel lanes to convert the four-lane roadway to a six-lane roadway between McKinney Falls Parkway and Salt Springs Drive (additional right-of-way may be required)



WILLIAM CANNON DRIVE

Proposed Improvements



At McKinney Falls Parkway

“Wider road”

“The road narrows and dips in certain areas; repairing those issues would create a safer environment for everyone”

- Shared-Use Path
- Landscaping
- Bike Lane
- Sidewalk
- Trail
- New Pavement
- Right-of-Way

HIGHLIGHTS

- Expand roadway within existing right-of-way to include two vehicular travel lanes in each direction, dedicated turn lanes, a shared-use path on both sides of roadway, center median with landscaping, and green zone for landscaping on both sides of roadway (additional right-of-way may be required)

LONG-TERM

- Addition of westbound and eastbound vehicular travel lanes to convert the four-lane roadway to a six-lane roadway between McKinney Falls Parkway and Salt Springs Drive
- Add a northbound left-turn lane to create dual left-turn lanes
- Additional right-of-way may be required for long-term improvements

