

## INTRODUCTION

The City of Austin is evaluating Davis Lane as a part of the 2016 Mobility Bond for substandard streets. The project is evaluating existing road conditions, such as missing sidewalks, curbs, and drainage elements to develop recommendations to enhance safety and mobility for all road users for two segments of Davis Lane:



- Segment 1: Brodie Lane to West Gate Boulevard
- Segment 2: Leo Street to Manchaca Road

This project also includes a review of traffic counts, crash data, and traffic operations, as well as a review of constraints, such as right-of-way and utilities, and coordination with the City's adopted transportation plans and policies. No construction funding is currently identified.

Community input collected in early 2018 informed the draft recommendations developed by the project team.

Feedback on these draft recommendations was collected from the community during a second public meeting and comment period in fall 2018.

## WE ASKED THE COMMUNITY TO GET INVOLVED

The Davis Lane project team hosted an initial public meeting on February 13, 2018 to collect feedback on existing conditions. The feedback that was gathered at this public meeting and during an initial public comment period, informed the draft recommendations presented at the second public meeting on September 26, 2018. During the second public meeting, the community was asked to provide feedback on these draft recommendations.

## THE DRAFT RECOMMENDATIONS

Following public feedback and engineering analysis, draft recommendations were proposed:

- Maintain a two-lane undivided roadway
- Widen pavement to minimum 25' width
- Add curb and gutter with storm drains
- Add left-turn lanes at Cameron Loop
- Add an eastbound right-turn lane at Manchaca Road
- Add 8' shared-use path on both sides of Davis Lane
- Provide raised pedestrian crosswalks on minor streets
- Provide three mid-block pedestrian crossings
- Provide rain gardens for water quality
- Add street lighting

## WHAT WE HEARD

A survey was developed to collect feedback from the community about the draft recommendations. The survey was available on the project website from September 26, 2018 through October 11, 2018 and available at the public meeting. **Sixty-four survey responses were collected during the input period.** Key results are identified below:

When asked how survey takers use Davis Lane in their daily travel, 86% of respondents stated they used it as a connection to home, 67% said they used it as a connection to MoPac, and 48% said they used it as a connection to work. 100% of respondents said they drove a personal vehicle on Davis Lane, followed by 31% of respondents who walked on Davis Lane.

When asked how many days per week the survey takers used a specific mode of transportation on Davis Lane, 49% of respondents, who drove a personal vehicle, drove it seven days a week.

The survey asked if the proposed improvements were built, would respondents think the improvements would:

- Save time driving
- Walk or bike more
- Take transit more often
- Feel safer while driving
- Feel safer while walking or cycling
- Have more access to community resources (parks and recreation areas, health services, school, etc.)
- Other (please specify)

Respondents selected these top three options:

- Feel safer while driving
- Feel safer while walking or cycling
- Walk or bike more

Respondents positively responded to the recommendations across all modes of transportation: driving, walking, and biking. After reviewing the proposed recommendations, respondents evaluated whether or not “we got it right”:

- 66% thought we got it right for driving
- 73% thought we got it right for walking
- 76% thought we got it right for bicycling
- 78% thought we got it right for safety

Survey takers were asked to rate their support for the recommended improvements on a scale of one to five, with one being the lowest and five the highest. The average rating was four.

Respondents were given space to leave a general comment at the end of the survey. 45 out of the 64 survey takers left comments. Recurring themes included:

- 14 respondents expressed positive feedback about the overall recommendations and the

process

- Six respondents stated their disappointment that the recommendations didn't include two lanes in each direction
- Nine respondents indicated concern that too much vegetation and too many trees were being removed and not replaced, four respondents specified that their concern was along the Grand Oaks Trail
- Four respondents stated a desire for bike lanes instead of a shared use path
- Several respondents noted that the pedestrian amenities were redundant due to the existing ones in the Grand Oaks neighborhood

Comments were also written directly on plan view roll plots of the area at the public meeting. Forty-four comments were written by attendees, which addressed the following topics:

- Road Enhancement (8)
- Safety (6)
- Pedestrian (4)
- Trails (2)
- Vehicle Congestion (9)
- Signage (1)
- Bicycle (1)
- Shared Use Path (6)
- Trees (5)
- Speed (1)
- Drainage (1)

# APPENDIX

# MEETING PROMOTION

## Post Card



### DAVIS LANE SUBSTANDARD STREETS PROJECT

The City of Austin studied Davis Lane as part of the 2016 Mobility Bond for substandard streets. The project evaluated existing road conditions, such as missing sidewalks, curbs and drainage elements to develop recommendations to enhance safety and mobility for all road users. Join us at the public meeting to learn about the recommendations and give your feedback.

### ATTEND A PUBLIC MEETING

Wednesday, September 26

Cowan Elementary School Gym

2817 Kentish Drive, Austin, TX 78748

Join us any  
time between

4:30 - 6:30 p.m.

LEARN MORE

[www.AustinTexas.gov/DavisLane](http://www.AustinTexas.gov/DavisLane)



Austin Transportation Department  
Attention: Emily Tuttle  
P.O. Box 1088  
Austin, TX 78767

[www.AustinTexas.gov/DavisLane](http://www.AustinTexas.gov/DavisLane)

[2016Bond@AustinTexas.gov](mailto:2016Bond@AustinTexas.gov)

# Flyer

## DAVIS LANE SUBSTANDARD STREET PROJECT

The City of Austin studied Davis Lane as a part of the 2016 Mobility Bond for substandard streets. The project evaluated existing road conditions, such as missing sidewalks, curbs and drainage elements to develop recommendations to enhance safety and mobility for all road users. Join us at the public meeting to learn about the recommendations and give your feedback.



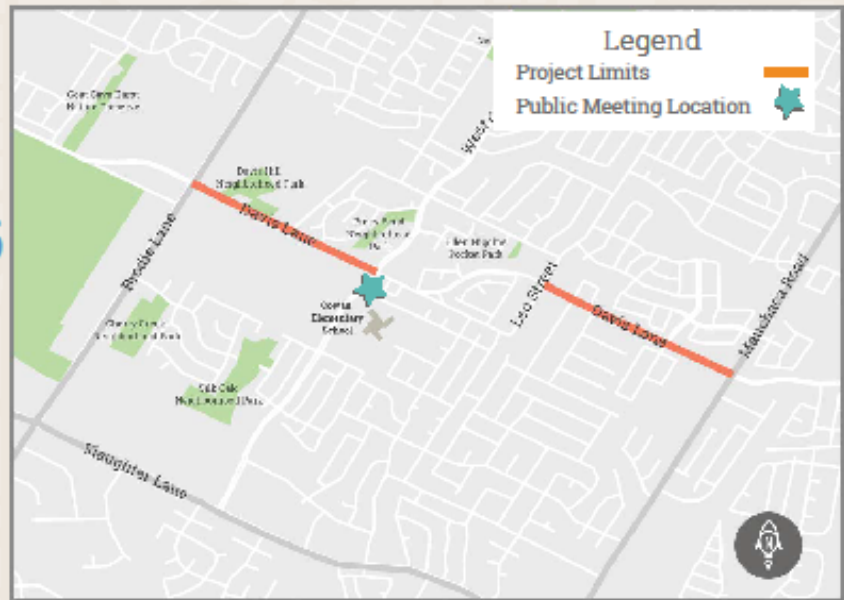
### Attend a Public Meeting

The meeting is an open house format, so join us any time between:

**4:30-6:30 p.m.**

**WEDNESDAY, SEPT. 26**

**Cowan Elementary School Gym**  
2817 Kentish Drive  
Austin, TX 78748



[LEARN MORE](#)

[www.AustinTexas.gov/DavisLane](http://www.AustinTexas.gov/DavisLane)



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[AustinTexas.gov/Davis](http://AustinTexas.gov/Davis)  
[2016Bond@AustinTexas.gov](mailto:2016Bond@AustinTexas.gov)

#2016Bond

- @austinmobility
- /ATXTransportation
- @austintexasgov

## Social Media Posts

**Austin Transportation Department, City of Austin** shared an event. \*\*\*  
 September 26 at 11:00 AM · 🌐

Join us tonight! Davis Lane is a substandard street in need of some safety and mobility improvements. Stop by our public meeting anytime between 4:30-6:30 p.m. to see our proposed recommendations to Davis Lane. Can't make the meeting? After the meeting we'll post the recommendations on our website along with a survey: [AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

DAVIS LANE PUBLIC MEETING!

**Cowan Elementary School Gym**  
 2817 Kentish Drive  
 Austin, TX 78748

4:30 - 6:30 p.m.  
 (Wednesday, September 26)

[AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

**WED, SEP 26**  
**Davis Lane Public Meeting**  
 Cowan Elementary School (2817 Kentish Drive,...) ★ Interested

You like Austin Transportation Department, City of Austin

👍 Like    💬 Comment    👤

**Austin Transportation Department, City of Austin** shared an event. \*\*\*  
 September 24 at 4:30 PM · 🌐

This Wednesday, 9/26! 📢 You're invited to a public meeting to review potential safety and mobility improvements along Davis Lane. There will be a survey available at the meeting to leave feedback. The meeting is an open house format, so stop by at your convenience! Learn more about this #2016Bond project here: <http://bit.ly/2pwTQLb>

DAVIS LANE PUBLIC MEETING!

**Cowan Elementary School Gym**  
 2817 Kentish Drive  
 Austin, TX 78748

4:30 - 6:30 p.m.  
 (Wednesday, September 26)

[AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

**WED, SEP 26**  
**Davis Lane Public Meeting**  
 Cowan Elementary School (2817 Kentish Drive,...) ★ Interested

You like Austin Transportation Department, City of Austin

👍 Like    💬 Comment    👤

**Austin Transportation Department, City of Austin** shared an event. \*\*\*  
 September 20 at 3:32 PM · 🌐

We're hosting a public meeting at Cowan Elementary School to review potential safety and mobility improvements along Davis Lane! You're invited to stop by anytime between 5 -7 pm on September 26 to share input on these recommendations. Learn more about this #2016Bond project here: <http://bit.ly/2pwTQLb>

DAVIS LANE PUBLIC MEETING!

**Cowan Elementary School Gym**  
 2817 Kentish Drive  
 Austin, TX 78748

4:30 - 6:30 p.m.  
 (Wednesday, September 26)

[AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

**WED, SEP 26**  
**Davis Lane Public Meeting**  
 Cowan Elementary School (2817 Kentish Drive,...) ★ Interested

You like Austin Transportation Department, City of Austin

👍 Like    💬 Comment    👤

**Austin Transportation Department, City of Austin** added an event. \*\*\*  
 September 19 at 1:24 PM · 🌐

You're invited! As part of the 2016 Mobility Bond, the City of Austin is evaluating two segments of Davis Lane, Brodie Lane to West Gate Boulevard and Leo Street to Manchaca Road. The proposed safety and mobility improvements along Davis Lane are expected to improve the comfort and safety of people walking, biking and driving. Join us Wednesday, September 26 anytime between 4:30-6:30 p.m. at Cowan Elementary School in the gym. See you there!

DAVIS LANE PUBLIC MEETING!

**Cowan Elementary School Gym**  
 2817 Kentish Drive  
 Austin, TX 78748

4:30 - 6:30 p.m.  
 (Wednesday, September 26)

[AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

**WED, SEP 26**  
**Davis Lane Public Meeting**  
 Cowan Elementary School (2817 Kentish Drive,...) ★ Interested

You like Austin Transportation Department, City of Austin

👍 Like    💬 Comment    👤



**ATX Transportation** @austinmobility · Sep 26

Tonight! Join us anytime between 4:30-6:30 p.m. at Cowan Elementary to share input on potential improvements along Davis Lane. Can't make it? After the meeting we'll post the recommendations on our website along with a survey for this #2016Bond project: [bit.ly/2pwTQLb](http://bit.ly/2pwTQLb)

**DAVIS LANE PUBLIC MEETING!**

**Cowan Elementary School Gym**  
2817 Kentish Drive  
Austin, TX 78748

4:30 - 6:30 p.m.  
**(Wednesday, September 26)**

[AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

CITY OF AUSTIN  
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**MOTION**  
2016 MOBILITY BOND

👍 3



**ATX Transportation** @austinmobility · Sep 24

Join the Davis Lane team this Wed., 9/26 for a public meeting to review draft recommendations for safety and mobility improvements. Stop by anytime between 4:30-6:30 pm to share input. Learn more about this #2016Bond project here: [bit.ly/2pwTQLb](http://bit.ly/2pwTQLb)

**DAVIS LANE PUBLIC MEETING!**

**Cowan Elementary School Gym**  
2817 Kentish Drive  
Austin, TX 78748

4:30 - 6:30 p.m.  
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[AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

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**austin**  
**MOTION**  
2016 MOBILITY BOND

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**ATX Transportation** @austinmobility · Sep 20

We heard what the community had to say about Davis Lane. Now, we want your feedback on potential improvements through the #2016Bond! Join us Wednesday, September 26 for a public meeting at Cowan Elementary School on Kentish Dr: [bit.ly/2pwTQLb](http://bit.ly/2pwTQLb) 😊

**DAVIS LANE PUBLIC MEETING!**

**Cowan Elementary School Gym**  
2817 Kentish Drive  
Austin, TX 78748

4:30 - 6:30 p.m.  
**(Wednesday, September 26)**

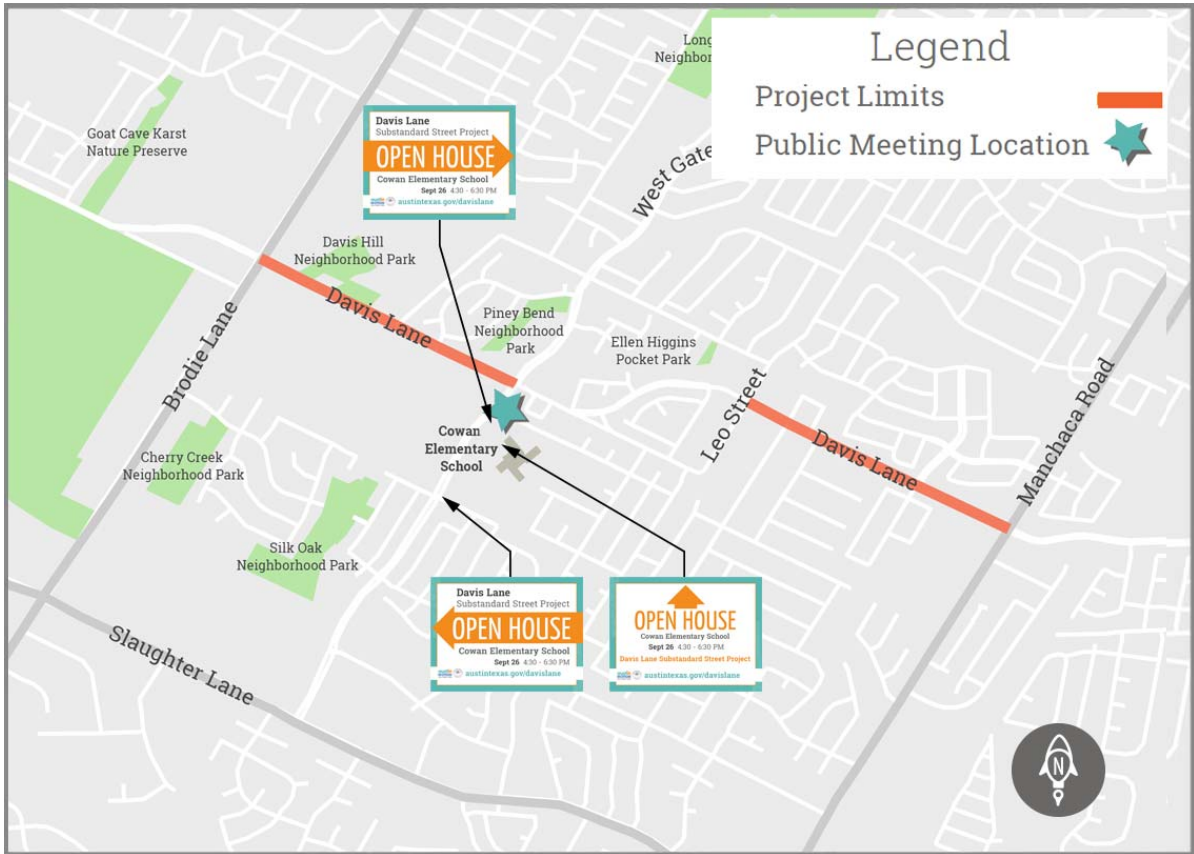
[AustinTexas.gov/DavisLane](http://AustinTexas.gov/DavisLane)

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**MOTION**  
2016 MOBILITY BOND

👍



## Sign and Sign Placements



# MEETING MATERIALS

## Exhibit Boards

### 2016 MOBILITY BOND



In No. 1 the City voters a mobility pack including for Local project Regional project

### WHAT IS A SUBSTANDARD STREET?

Substandard streets are publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin design requirements.

To meet current City standards roadways should:



Provide minimum 24-foot pavement widths

Maintain curb and gutter and provide for drainage

Include facilities for pedestrians and cyclists

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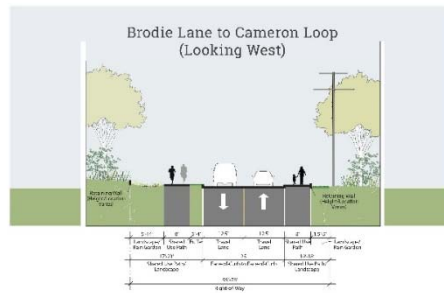
### PROJE

### PROPOSED CROSS SECTIONS

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Davis Lane is proposed as a two-lane roadway with a minimum 25' pavement width with curb and gutter.

Shared use paths are proposed on both sides of Davis Lane.



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Emily Tuttle, Austin Transportation Department, Communications and Engagement, emily.tuttle@austintexas.gov

## WHY AM I HERE?

While you are here tonight you can learn about recommendations for Davis Lane and provide feedback.



Recommendations along Davis Lane address mobility and safety concerns and provide for all modes of transportation.

Tell us what you think! Leave comments or take our survey.



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AUSTINMOTION



AUSTINMOTION

Emily Tuttle, Austin Transportation Department, Communications and Engagement, [emily.tuttle@austintexas.gov](mailto:emily.tuttle@austintexas.gov)

## PRELIMINARY COST ESTIMATE AND FUNDING

Costs and funding for improvements to Davis Lane are subject to change.

Construction Cost Estimate and Utility Relocation	\$9,900,000
Soft Costs (including engineering, project management, construction services/testing)	\$2,200,000
Construction Easements and Right of Way	\$100,000
Estimated Project Sub-Total	\$12,200,000
Project Contingency	\$2,650,000
<b>Estimated Grand Total</b>	<b>\$14,850,000</b>

There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly if funding is identified.



LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:

[www.austintexas.gov/davislane](http://www.austintexas.gov/davislane)

## MID-BLOCK PEDESTRIAN CROSSING



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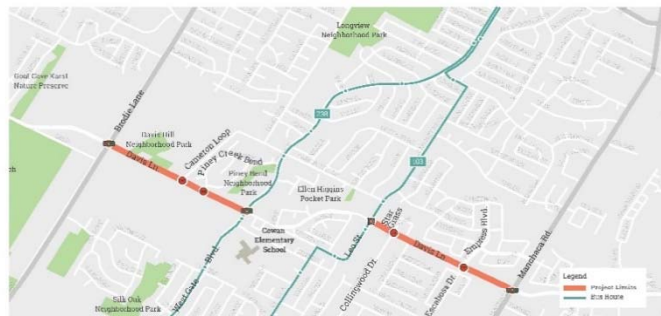
## 2035 INTERSECTION OPERATIONS

Intersection Level-of-Service (LOS) is generally expressed using a letter designation from A to F.

LOS A represents little to no congestion and LOS F represents heavy congestion.

Delay at signalized intersections is measured differently than delay at stop-controlled intersections. Roundabout configurations are measured as stop-controlled.

Type of Traffic Control	Seconds of Delay per Vehicle						
	0-10	>10-20	>20-35	>35-55	>55-80	>80	>90
Signalized	A	B	C	D	E	F	
Stop-controlled	A	B	C	D	E	F	



### Intersection Level-of-Service

2035 No Build



2035 Build

Source: Traffic impact analysis by Inroad September and October 2017 by (BA) Traffic Solutions, Inc. LOS calculated using Synchro 9.1.



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Emily Tuttle, Austin Transportation Department, Communications and Engagement, [emily.tuttle@austintexas.gov](mailto:emily.tuttle@austintexas.gov)

## PUBLIC FEEDBACK

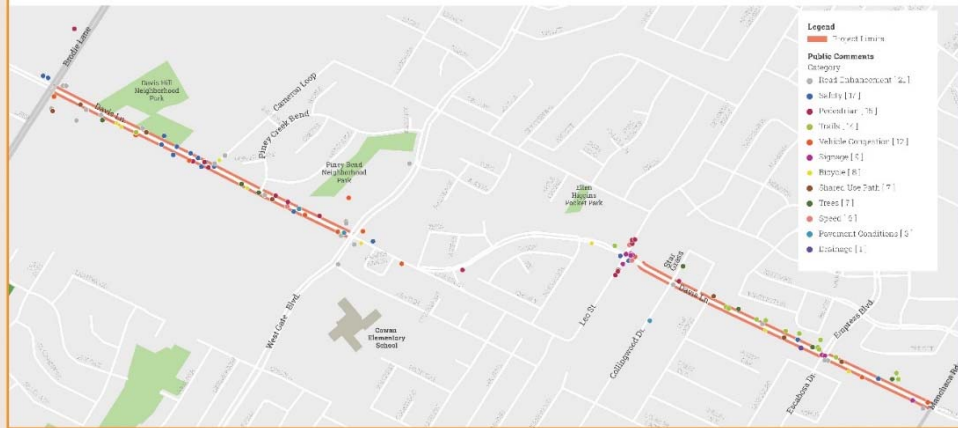
### Top priorities from respondents:

Improved safety, reduced congestion, and improved intersection operations

### Most desired features for Davis Lane:

Connectivity to parks, improved lighting

Respondents also observed speeding in the area and described safety concerns at Brodie Lane and West Gate Blvd.



Emily Tuttle, Austin Transportation Department, Communications and Engagement, emily.tuttle@austintexas.gov

## DAVIS LANE MOBILITY CONDITIONS

### CURRENT TRAFFIC VOLUMES\*

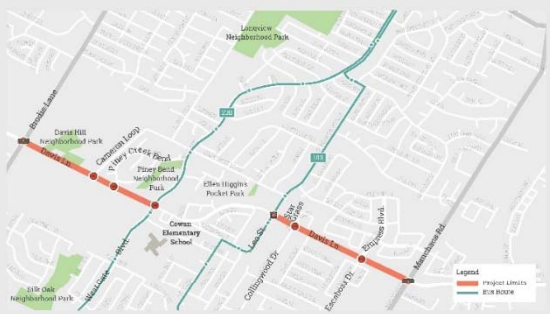
East of Brodie Lane	West of Manchaca Road
<b>12,000</b> DAILY TRIPS	<b>8,380</b> DAILY TRIPS
AM PEAK (7:15-8:15) <b>1,090</b> vph	AM PEAK (7:15-8:15) <b>760</b> vph
PM PEAK (5:00-6:00) <b>1,140</b> vph	PM PEAK (5:00-6:00) <b>820</b> vph

### TOP CRASH LOCATIONS\*\*

2012-2016 Crashes
Brodie Lane..... <b>23</b>
Manchaca Road..... <b>18</b>
Cameron Loop..... <b>6</b>
West Gate Blvd..... <b>4</b>
Piney Creek Bend..... <b>3</b>

### PEDESTRIAN ACTIVITY\*\*

	AM PEAK	PM PEAK
Empress Blvd.....	<b>14</b>	<b>17</b>
West Gate Blvd.....	<b>16</b>	<b>14</b>
Manchaca Road.....	<b>10</b>	<b>12</b>
Star Grass Cir.....	<b>5</b>	<b>14</b>
Brodie Lane.....	<b>4</b>	<b>12</b>
Leo Street.....	<b>3</b>	<b>8</b>



### ROADWAY CLASSIFICATION

2-lane minor arterial (MTR 2) according to the 2008 Austin Metropolitan Area Transportation Plan (AMATP)

### SPEED LIMIT

30 mph

### EXISTING DEFICIENCIES

Narrow roadway ~20'-22'	Limited curb and gutter	Missing sidewalks	Steep vertical curvature ~3% grade
Narrow right-of-way	No shoulders	Limited crosswalks	Missing intersection lighting
Limited sight distance	Insufficient clear zones	Shared auto and bicycle facilities	
	Roadside obstacles		

\*Source: CoMET collected September 2014; October 2017 by CDOT/UT Dallas, Corbett & Co.  
\*\*Source: TPOOT, CoMET Records, METIS (real-time system) 2/18/17



LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:

[www.austintexas.gov/davislane](http://www.austintexas.gov/davislane)

## RECOMMENDATIONS



- ⇒ Maintain a two-lane undivided roadway
- ⇒ Widen pavement to minimum 25' width
- ⇒ Add curb and gutter with storm drains
- ⇒ Add left-turn lanes at Cameron Loop
- ⇒ Add an eastbound right-turn lane at Manchaca Road
- ⇒ Add 8' shared-use paths on both sides of Davis Lane
- ⇒ Provide raised pedestrian crosswalks on minor streets
- ⇒ Provide three mid-block pedestrian crossings
- ⇒ Provide rain gardens for water quality
- ⇒ Add street lighting



LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:

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## WHERE DO WE GO FROM HERE?

## NEXT STEPS

**Community engagement will be coordinated throughout the project to gather information and collect feedback.**



↑  
We are here.



LEARN MORE ABOUT THE DAVIS LANE SUBSTANDARD STREET PROJECT:

[www.austintexas.gov/davislane](http://www.austintexas.gov/davislane)

# SURVEY

## Questions

### DAVIS LANE SUBSTANDARD STREET PROJECT SURVEY



Your feedback is a valuable part of this project.

How do you use Davis Lane in your daily travel?  
(Select all that apply.)

- Connection to home
- Connection to work
- Connection to Mopac
- Connection to Cowan Elementary
- To avoid William Cannon Drive
- To avoid Slaughter Lane
- I don't travel on Davis Lane on a daily/regular basis
- Other (please specify)

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What mode of transportation do you use on Davis Lane?  
(Select all that apply.)

	days per week
<input type="checkbox"/> Drive a personal vehicle	
<input type="checkbox"/> Bicycle	
<input type="checkbox"/> Walk	
<input type="checkbox"/> Participate in a carpool/rideshare	
<input type="checkbox"/> Other	

If the proposed improvements are built, do you think you would:  
(Select all that apply.)

- Save time driving
- Walk or bike more
- Take transit more often
- Feel safer while driving
- Feel safer while walking or cycling
- Have more access to community resources (parks and recreation areas, health services, school, etc.)
- Other (please specify)

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

- Yes
- No (please specify why)

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

- Yes
- No (please specify why)

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

- Yes
- No (please specify why)

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

- Yes
- No (please specify why)

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More questions on back →



# DAVIS LANE SUBSTANDARD STREET PROJECT SURVEY



Your feedback is a valuable part of this project.

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

- 1
- 2
- 3
- 4
- 5

How have you participated in the Davis Lane project?  
(Select all that apply.)

- February 13, 2018 public meeting at Cowen Elementary School
- Online survey (winter 2018)
- Not sure
- Other (please specify) \_\_\_\_\_

\_\_\_\_\_

What is your ZIP code?

Home \_\_\_\_\_ Work \_\_\_\_\_

Please share your email address if you wish to receive updates.  
(Select all that apply)

- Davis Lane
- 2016 Mobility Bond Program

Email \_\_\_\_\_

Do you have additional comments you would like to share?

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**Thank you for your feedback!**  
**Results of this survey will be posted on the project website.**  
**Sign up for notification when results are posted!**





## General Comments

**COMMENTS? QUESTIONS? FEEDBACK?**

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 Your feedback is an important part of this project!



## Fact Sheet

# DAVIS LANE SUBSTANDARD STREET PROJECT

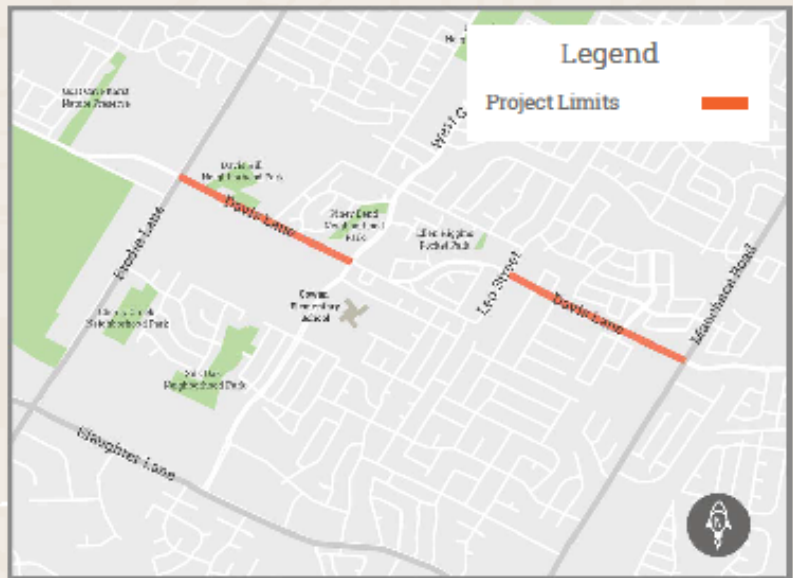
The City of Austin studied Davis Lane as a part of the 2016 Mobility Bond for substandard streets. The project evaluated existing road conditions, such as missing sidewalks, curbs and drainage elements. From these evaluations, recommendations were developed to enhance safety and mobility for all road users for two segments of Davis Lane, Brodie Lane to West Gate Boulevard and Leo Street to Manchaca Road.



### Study Update

A public meeting was held in February 2018 to gather community feedback about priorities for improvements and to share information regarding the project.

The project team analyzed the feedback and conducted the engineering analysis. A conceptual design and renderings have been developed using those analyses. No construction funding has been identified.



[LEARN MORE](#)

[www.AustinTexas.gov/DavisLane](http://www.AustinTexas.gov/DavisLane)



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## Photos - Public Open House - September 2018





SUBSTANDARD STREETS PROGRAM – DAVIS LANE PUBLIC INVOLVEMENT  
AUSTIN MOTION // CITY OF AUSTIN MOBILITY BOND 2016

# DAVIS LANE

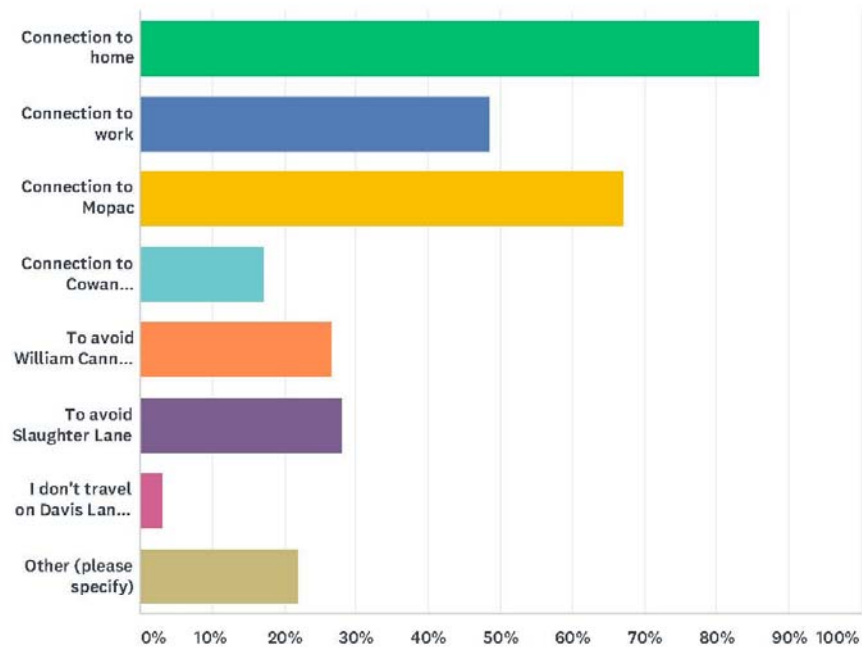
# SURVEY REPORT

*Public comments have been edited to remove personal information. Comments were not edited for spelling or grammatical errors.*



## Q1 How do you use Davis Lane in your daily travel? (Select all that apply.)

Answered: 64 Skipped: 0



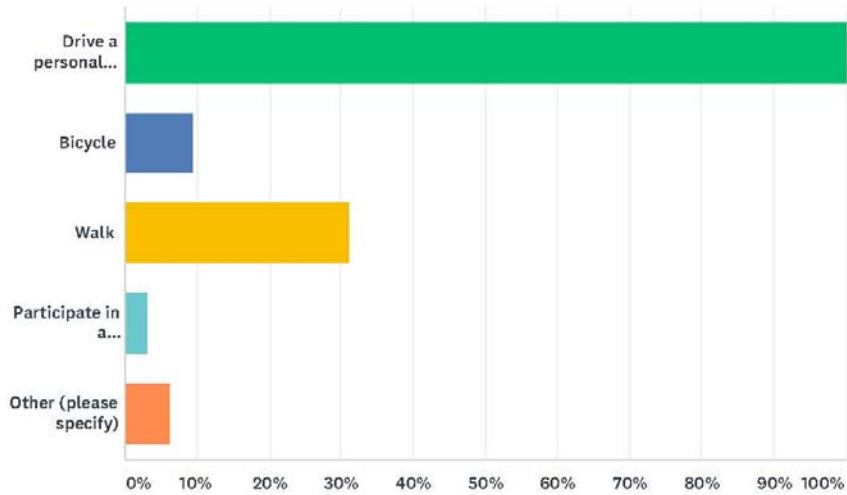
ANSWER CHOICES	RESPONSES
Connection to home	85.94% 55
Connection to work	48.44% 31
Connection to Mopac	67.19% 43
Connection to Cowan Elementary	17.19% 11
To avoid William Cannon Drive	26.56% 17
To avoid Slaughter Lane	28.13% 18
I don't travel on Davis Lane on a daily/regular basis	3.13% 2
Other (please specify)	21.88% 14
Total Respondents: 64	

#	OTHER (PLEASE SPECIFY)	DATE
1	Connection to other schools (Children's Discovery Center, Eden Park Academy)	10/11/2018 1:27 PM
2	I live in a neighborhood that it borders (Grand Oaks)	10/9/2018 12:06 PM
3	Connect to daycare	10/8/2018 5:34 PM
4	Bring kids to daycare	10/4/2018 7:04 PM

5	Cross it to walk and run regularly	10/4/2018 5:32 PM
6	bike, run	10/4/2018 3:35 PM
7	Looking for a bicycle route from Manchaca to West of Brodie	10/1/2018 2:23 PM
8	To daughter's home	10/1/2018 2:19 PM
9	connect to WestGate from my neighborhood.	10/1/2018 2:18 PM
10	We also use it to bike around to other neighborhoods nearby when we visit friends and want exercise. #community	10/1/2018 2:10 PM
11	connection to school	10/1/2018 2:03 PM
12	errands	10/1/2018 1:56 PM
13	take West gate to Wm. Cannon and go to Mopac	9/27/2018 11:16 PM
14	Connection to shopping	9/26/2018 6:25 PM

## Q2 What mode of transportation do you use on Davis Lane? (select all that apply)

Answered: 64 Skipped: 0



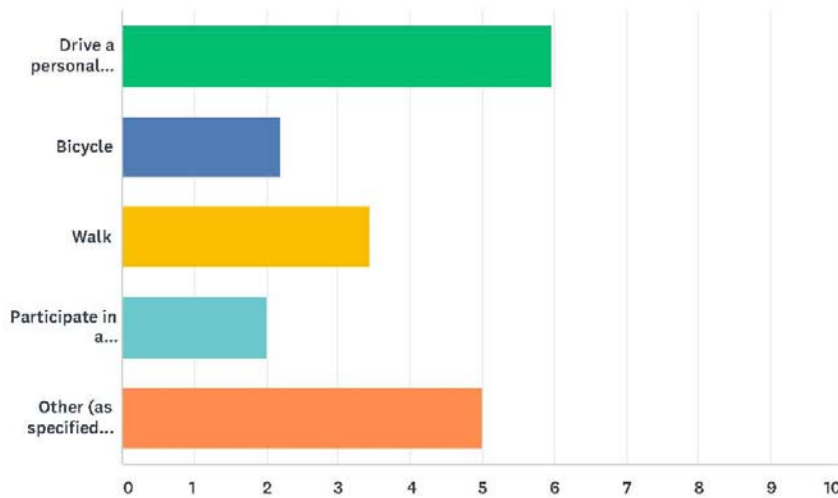
ANSWER CHOICES	RESPONSES	
Drive a personal vehicle	100.00%	64
Bicycle	9.38%	6
Walk	31.25%	20
Participate in a carpool/rideshare	3.13%	2
Other (please specify)	6.25%	4
Total Respondents: 64		

#	OTHER (PLEASE SPECIFY)	DATE
1	driving is really the only option	10/9/2018 10:11 AM
2	Walk trail along Davis lane that runs through my neighborhood	10/8/2018 5:34 PM
3	run	10/4/2018 3:35 PM
4	Bicycle? Ha ha are you kidding	10/1/2018 1:41 PM



### Q3 How many days per week do you use that mode of transportation on Davis Lane?

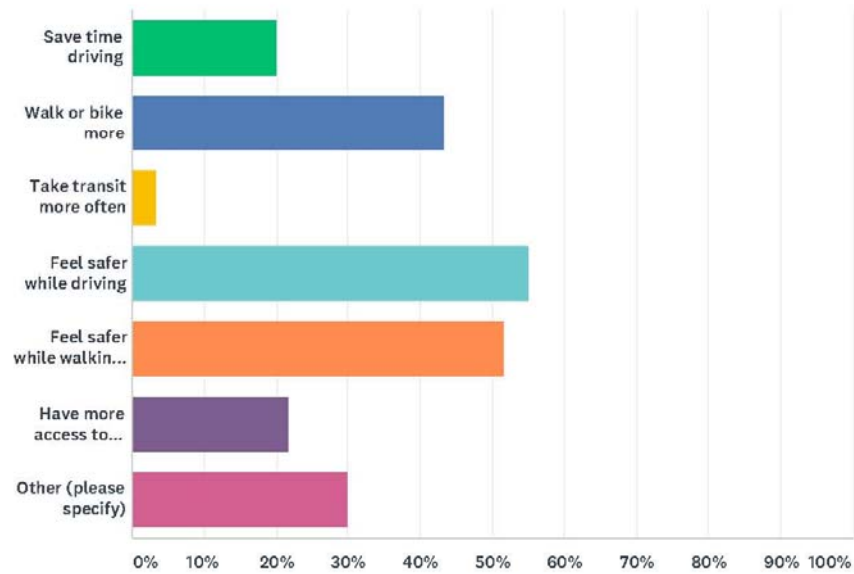
Answered: 64 Skipped: 0



	1	2	3	4	5	6	7	N/A	TOTAL	WEIGHTED AVERAGE
Drive a personal vehicle	0.00% 0	3.17% 2	4.76% 3	4.76% 3	15.87% 10	11.11% 7	49.21% 31	11.11% 7	63	5.96
Bicycle	3.23% 1	9.68% 3	0.00% 0	3.23% 1	0.00% 0	0.00% 0	0.00% 0	83.87% 26	31	2.20
Walk	7.50% 3	10.00% 4	10.00% 4	5.00% 2	5.00% 2	0.00% 0	7.50% 3	55.00% 22	40	3.44
Participate in a carpool/rideshare	3.70% 1	0.00% 0	3.70% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	92.59% 25	27	2.00
Other (as specified above)	0.00% 0	0.00% 0	3.70% 1	0.00% 0	3.70% 1	0.00% 0	3.70% 1	88.89% 24	27	5.00

## Q4 If the proposed improvements are built, do you think you would: (select all that apply)

Answered: 60 Skipped: 4



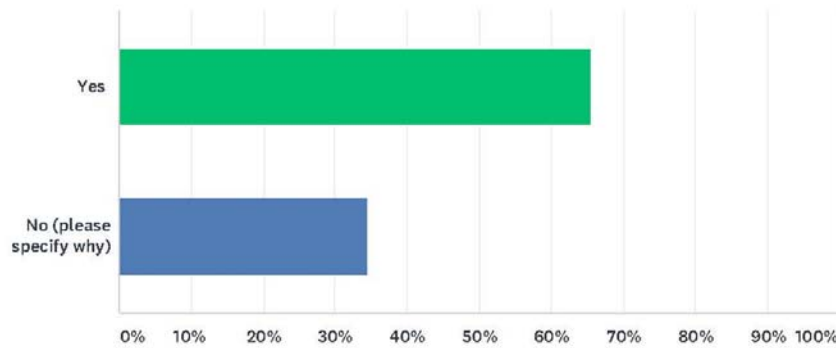
ANSWER CHOICES	RESPONSES
Save time driving	20.00% 12
Walk or bike more	43.33% 26
Take transit more often	3.33% 2
Feel safer while driving	55.00% 33
Feel safer while walking or cycling	51.67% 31
Have more access to community resources (parks and recreation areas, health services, school, etc.)	21.67% 13
Other (please specify)	30.00% 18
Total Respondents: 60	

#	OTHER (PLEASE SPECIFY)	DATE
1	Waste of money and not a logical suggestion for improvement given recent economic growth. Think bigger roads..	10/10/2018 2:08 PM
2	None of the above. Driving is best use along the road. There are alternate improved routes if needing to walk or bicycle.	10/9/2018 1:10 PM
3	I would feel less safe, as the current improvements do not consider safety provided through current trail surrounding Grand Oaks.	10/9/2018 12:06 PM
4	Won't improve anything for me. Not necessary.	10/8/2018 10:44 PM
5	Improvements impact me negatively by removing trees and foliage behind my house and along the walk and bike trail	10/8/2018 5:34 PM

6	I like the country feel if the roads. I drive slower and enjoy being in the trees. The animals can cross more easily. Just put the speed limits slow and use the money on another project. These roads are fine.	10/8/2018 4:26 PM
7	this does not impact people who live and use this road daily	10/8/2018 4:06 PM
8	None, this would only affect me negatively	10/7/2018 6:26 PM
9	Unsure if this will improve anything for those that drive. It seems it might improve things for the very few who bike. In theory I guess it makes it safe for drivers and the five bicyclists per month that user Davis.	10/6/2018 7:11 PM
10	Nothing would change	10/5/2018 2:54 PM
11	Don't improve between Manchaca and Leo there is already a walking trail. Do not take down trees.	10/5/2018 6:09 AM
12	could walk child to school instead of drive	10/4/2018 3:35 PM
13	Feel less safe due to increase of traffic through neighborhoods	10/4/2018 3:30 PM
14	None	10/4/2018 3:02 PM
15	!!	10/1/2018 2:18 PM
16	We live in walk/bike distance to Cowan Elem. but can't because of Davis Ln. conditions.	10/1/2018 2:03 PM
17	Improvements wouldn't make a difference as we already have hike and bike trails in my neighborhood.	10/1/2018 2:00 PM
18	Feel better about pedestrians and cyclists who persist in using Davis	10/1/2018 1:10 PM

## Q5 After reviewing the proposed improvements, did we get it right in our recommendations for DRIVING?

Answered: 58 Skipped: 6



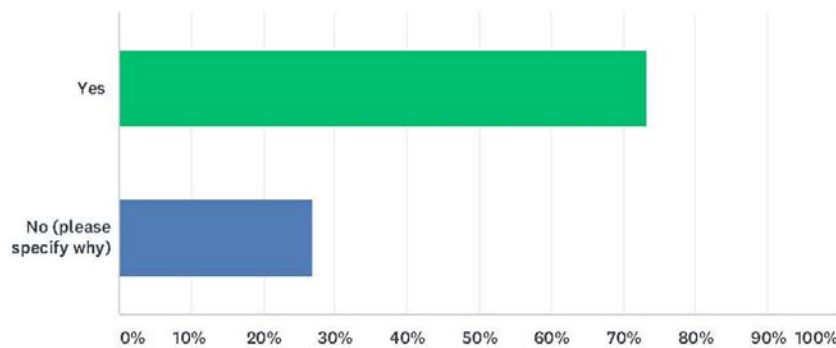
ANSWER CHOICES	RESPONSES	
Yes	65.52%	38
No (please specify why)	34.48%	20
<b>TOTAL</b>		<b>58</b>

#	NO (PLEASE SPECIFY WHY)	DATE
1	We 2 lanes in both directions AND dedicated turn lanes for Empress Blvd	10/10/2018 2:08 PM
2	how does this help in any way with driving?	10/8/2018 11:54 PM
3	I couldn't see on the draft how much was changing as it seemed to just be improving existing roads.	10/8/2018 4:26 PM
4	is there greater visibility? are the lanes wider?	10/8/2018 4:06 PM
5	It's fine as is. Not worth destroying the existing trail and trees.	10/7/2018 6:26 PM
6	Didn't provide any more room for driving so no. At least that's how it appears to me. This offers no traffic relief that I can tell.	10/6/2018 7:13 PM
7	It is unclear from the proposed maps what improvements this will make for those that drive Davis Lane in a regular basis.	10/6/2018 7:11 PM
8	It's still single lanes in each direction. Adding sidewalks will only make it less likely to have additional lanes added in the future.	10/5/2018 2:54 PM
9	Oh	10/5/2018 8:04 AM
10	Is there an ability to have two lanes going in each direction. The plan "looks nice" but vehicles are still going to back up at the lights. Especially at Brodie Lane.	10/5/2018 7:23 AM
11	I don't see how this will lessen traffic much.	10/4/2018 7:04 PM
12	I don't see more lanes being added? or am I not seeing it right?	10/4/2018 3:51 PM
13	Roads should not be expanded in the middle of neighborhoods	10/4/2018 3:30 PM
14	This isn't going to help congestion	10/4/2018 3:02 PM
15	Need to look at grades and intersections	10/1/2018 2:19 PM
16	Please see reverse side.	10/1/2018 1:50 PM

17	Does not increase through out. Does not improve queing	10/1/2018 1:10 PM
18	should build two lanes in direction from brodie to West Gate.	9/27/2018 11:16 PM
19	a stop light needs to be added to south frontage road at mopac and davis	9/27/2018 3:53 PM
20	If you flatten the vertical curve just east of empress BC it is hard tonsee incoming cars when turning into Davis.	9/26/2018 6:24 PM

## Q6 After reviewing the proposed improvements, did we get it right in our recommendations for WALKING?

Answered: 56 Skipped: 8



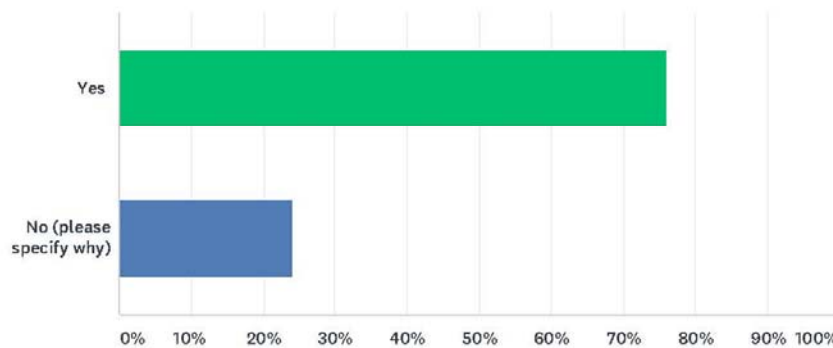
ANSWER CHOICES	RESPONSES	
Yes	73.21%	41
No (please specify why)	26.79%	15
TOTAL		56

#	NO (PLEASE SPECIFY WHY)	DATE
1	Too much tree removal. A distuption to the neighborhoods and homes that border the retaining wallz. This will reduce property values and create unwanted persons onto private trails in the neighborhoods. There will also be increase in noise.	10/9/2018 1:10 PM
2	It has been urged by numerous residents of Grand Oaks for months that the modifications to the existing trail seem excessive, and potentially unsafe. The current plan indicates making the Davis side of the trail open to public traffic, as well, which needs to be addressed (the current trail is private and there's a safety issue to consider with making the Davis side open to all traffic would welcome non-residents to both use the trail and also use the trail for temporary camping, as well as expose homes to theft that will then have their back yards exposed to lack of tree cover. Please consider implementing a large privacy cover where you have 'retaining wall' indicated. Thanks for welcoming this survey.	10/9/2018 12:06 PM
3	where are people walking? From Valero to the Bread Basket? And you've ruined the trail we DO walk on.	10/8/2018 11:54 PM
4	taking too much from the Grand Oaks neighborhood trail. Leave all the vegetation so it looks more natural.	10/8/2018 7:26 PM
5	This might increase pedestrian traffic, though I'm not sure why you'd be walking on Davis.	10/6/2018 7:11 PM
6	Nobody from my household will ever use those sidewalks but we will all wish there were two lanes in each direction	10/5/2018 2:54 PM
7	No need to add a sidewalk between Manchaca and Oak ledge drive on North side. There is already a walking trail.	10/5/2018 6:09 AM
8	ON the part b/t Manchaca and Leo, I would like there to be little disturbance on the north side. The wild area of woods closer to Manchaca is very appealing and clearing that for a path is against what many voiced at the feedback sessions.	10/4/2018 4:21 PM
9	Roads should not be expanded in the middle of neighborhoods	10/4/2018 3:30 PM
10	Our trail and trees are going to be removed	10/4/2018 3:02 PM

11	YES, 1) buffer zones 2) wide pathways 3) planting trees	10/1/2018 2:10 PM
12	I don't see the need for additional sidewalks. What we have now is sufficient.	10/1/2018 2:00 PM
13	YES, no current walking path from WestGate/Davis to Brodie Ln currently.	10/1/2018 1:55 PM
14	YES, a shoulder for walking is absolutely necessary.	10/1/2018 1:50 PM
15	Nobody walks there	10/1/2018 1:41 PM

## Q7 After reviewing the proposed improvements, did we get it right in our recommendations for BICYCLING?

Answered: 50 Skipped: 14



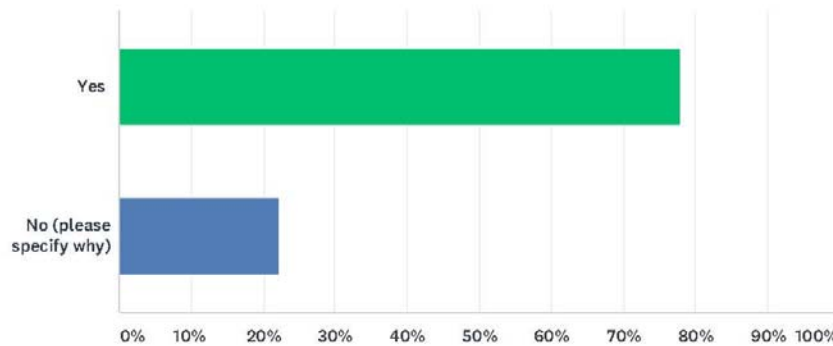
ANSWER CHOICES	RESPONSES	
Yes	76.00%	38
No (please specify why)	24.00%	12
TOTAL		50

#	NO (PLEASE SPECIFY WHY)	DATE
1	Too much tree removal. A distuption to the neighborhoods and homes that border the retaining wallz. This will reduce property values and create unwanted persons onto private trails in the neighborhoods. There will also be increase in noise.	10/9/2018 1:10 PM
2	Again, the trail surrounding Grand Oaks currently has numerous bicyclists who use the trail daily. Without a visual cover to keep others from the trail, it's a concer that many will jump onto the trail off of Davis and use the trail, which our HOA dues pay to maintain, regularly. More bicycle use will damage the trail which is largely natural ground and unpaved.	10/9/2018 12:06 PM
3	it sucks and I hate it	10/8/2018 11:54 PM
4	taking too much from the Grand Oaks neighborhood trail	10/8/2018 7:26 PM
5	Hard to tell on the maps what improvements were made.	10/6/2018 7:13 PM
6	Nobody in my household will ever bicycle on those roads but will drive every day	10/5/2018 2:54 PM
7	There is already a hike and bike trail between Manchaca and oak ledge on north side of street	10/5/2018 6:09 AM
8	See #6	10/4/2018 4:21 PM
9	Roads should not be expanded in the middle of neighborhoods	10/4/2018 3:30 PM
10	Our trail is going to be removed	10/4/2018 3:02 PM
11	YES, it's a lot to ask for a dedicated bike lane in this narrow area. But buffers help!	10/1/2018 2:10 PM
12	"shared use" - - terrible for biking! pedestrian hazard, substandard paving, tree branches. Simple bike lane is safer & destroys less green space.	10/1/2018 1:41 PM



## Q8 After reviewing the proposed improvements, did we get it right in our recommendations for SAFETY?

Answered: 54 Skipped: 10

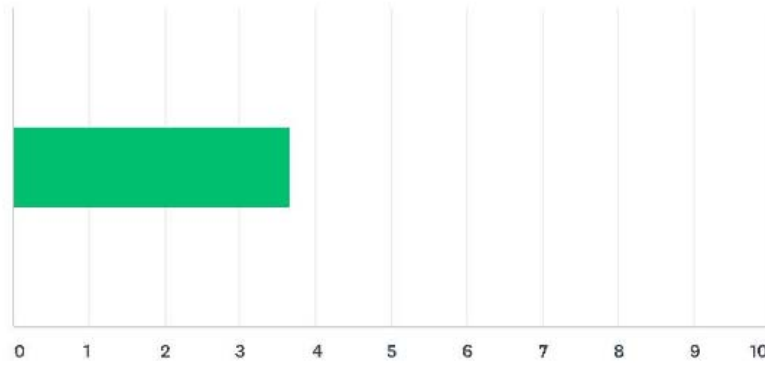


ANSWER CHOICES	RESPONSES	
Yes	77.78%	42
No (please specify why)	22.22%	12
<b>TOTAL</b>		<b>54</b>

#	NO (PLEASE SPECIFY WHY)	DATE
1	Too much tree removal. A distuption to the neighborhoods and homes that border the retaining wallz. This will reduce property values and create unwanted persons onto private trails in the neighborhoods. There will also be increase in noise.	10/9/2018 1:10 PM
2	(Sorry for redundancy here) but again this will open up numerous home safety and personal safety issues to many residents of Grand Oaks. A large amount of homes facing Davis were built with the trail considered as a safety and privacy buffer. If there isn't adequate privacy built into (at least) the retaining wall, many homes will be exposed to individuals being able to easilly view or access their homes. Our personal home. Additionally, marking the side of the trail as publicly accessible, welcomes a personal safety issue for residents using the trail. In exchange for tearing down many trees, we're hopeful you can consider the safety and privacy of the existing trail. Thank you.	10/9/2018 12:06 PM
3	this improves nothing. In any way. And makes the trail and neighborhood of Grant Oaks more exposed. Thumbs down.	10/8/2018 11:54 PM
4	taking too much from the Grand Oaks neighborhood trail	10/8/2018 7:26 PM
5	no safety improvements significantly different from status quo	10/8/2018 4:06 PM
6	I am not sure that can be determined from the proposed maps.	10/6/2018 7:11 PM
7	No need to add sidewalk on north side between Manchaca and oak ledge. A walking trail already exists.	10/5/2018 6:09 AM
8	Roads should not be expanded in the middle of neighborhoods	10/4/2018 3:30 PM
9	You're just adding more cement and removing trees	10/4/2018 3:02 PM
10	Please see reverse side.	10/1/2018 1:50 PM
11	Safer for pedestrians. Bul, one lane in each direction will not improve traffic safety. Need to have two lanes in each direction	9/27/2018 11:16 PM
12	replace stop sign with light at south frontage road at mopac and davis	9/27/2018 3:53 PM

## Q9 Do you support the recommended improvements? (1 lowest, 5 highest)

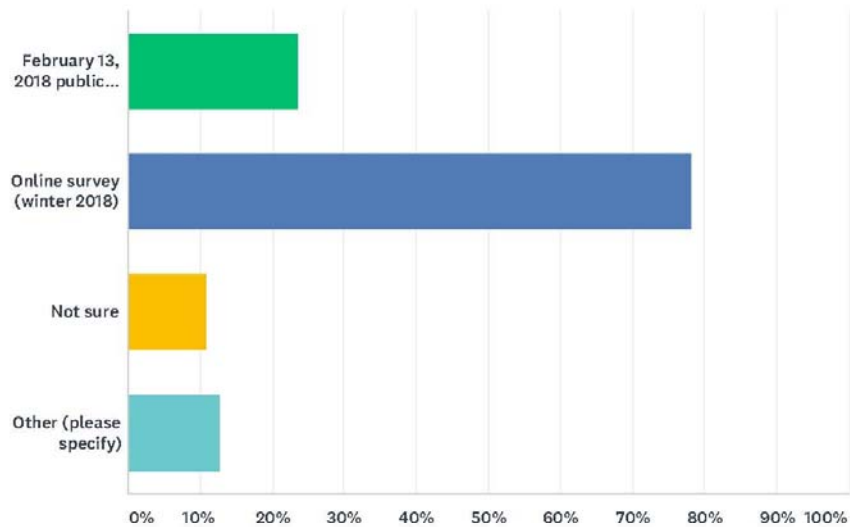
Answered: 62 Skipped: 2



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	4	227	62
Total Respondents: 62			

## Q10 How have you participated in the Davis Lane project? (select all that apply)

Answered: 55 Skipped: 9



ANSWER CHOICES	RESPONSES
February 13, 2018 public meeting at Cowan Elementary School	23.64% 13
Online survey (winter 2018)	78.18% 43
Not sure	10.91% 6
Other (please specify)	12.73% 7
Total Respondents: 55	

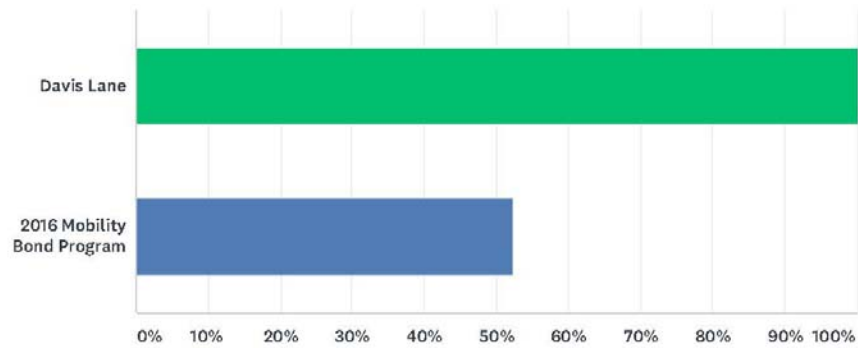
#	OTHER (PLEASE SPECIFY)	DATE
1	Spring survey 2018	10/9/2018 1:10 PM
2	I believe I've written on a pre-existing survey but can't recall specifically which one.	10/9/2018 12:06 PM
3	september cowan meeting	10/9/2018 10:11 AM
4	Also participated in sessions on West Gate improvements several years ago.	10/1/2018 2:18 PM
5	survey completed at last meeting and notes provided.	10/1/2018 2:00 PM
6	Sept 26 at Cowan Elem.	10/1/2018 1:50 PM
7	September 26, 2018	9/27/2018 11:16 PM

## Q11 What is your ZIP code? (optional)

Answered: 60 Skipped: 4

Q12 Please share your email address if you wish to receive updates for:  
(check all that apply)

Answered: 42 Skipped: 22



ANSWER CHOICES	RESPONSES	
Davis Lane	100.00%	42
2016 Mobility Bond Program	52.38%	22
Total Respondents: 42		

## Q13 Do you have additional comments you'd like to share?

Answered: 45 Skipped: 19

#	RESPONSES	DATE
1	I am so glad to see the addition of raised crosswalks, flashing beacons, and a traffic signal at Brodie/Westgate. I really hope the flashing beacons help to curtail speeding so close to neighborhoods and schools. Also really glad to see continuous sidewalks and shared pathways along all the improvement areas. I wish that ALL the sidewalks and shared paths were separated from the road by a buffer or garden area, instead of just some of them, but understand that physical features may prevent it in some places. I drive this road multiple times daily and look forward to increased safety for drivers, bikers, and pedestrians.	10/11/2018 1:27 PM
2	South Austin and traffic are both growing at high rates. Do you think this plan is going to be sufficient in 5 years? I don't think it will.. We need more lanes!!!!	10/10/2018 2:08 PM
3	Thank you.	10/10/2018 8:37 AM
4	If this does get passed an additional standard height fencing needs to be erected on top of the retaining wall to keep people from entering privately paid HOA space of neighborhoods and to also protect those homes backing Davis lane from increase noise and Trash and people traffic. There is a problem with public wandering on hoa private walking trails and doing/dealing drugs. This "improvement" is only going to increase this problem. We don't need more drug dealing issues and homeless setting up camp in the brush area because this will make it more accessible and inviting.	10/9/2018 1:10 PM
5	Thank you for your many efforts to improve Davis Ln. I'm sure you're receiving numerous specialty requests from impacted neighborhoods. If you look at a Satellite view of the Grand Oaks trail I hope you'll see it's a unique part of this area (a mile and a half of undisturbed natural trail) and worth working to acknowledge and, to the best of efforts, protect - for present and future Austin use.	10/9/2018 12:06 PM
6	There is new construction (2 homes and fence) on the South side of Davis lane between brodie and westgate that should be added to the map so the public can see how that will affect the plan.	10/9/2018 10:11 AM
7	Looks like a lot of trees will need to be cut down. Tree removal should be strategic and minimal! I hope trees are replaced. The best part of Davis lane is that its right in the middle of everything but still feels secluded, quiet, and sheltered by the trees. Should be able to update safety and usability without sacrificing all the trees	10/9/2018 10:08 AM
8	I have no idea how this helps anything.	10/8/2018 11:54 PM
9	I'm not sure it's necessary to add sidewalks to the North side of Davis between Manchaca and Leo. There are already sidewalks on the south side and adding one on the north side will have a big impact on nature and the existing trees/plantings there. It's a negative impact for the Grand Oaks neighborhood and it's walking/nature trail.	10/8/2018 10:44 PM
10	Please leave the north side of Davis alone. The Grand Oaks trail is a rarity in Austin and we do not want to see it go.	10/8/2018 7:26 PM
11	Selling point for buying my home in 2004 was the amount of trees and foliage in the neighborhood. And most of all the wooded walk and bike trail around the neighborhood. My house backs up to Davis Lane. Any changes impact the sound barrier from the road, the privacy and green belt space. I would be more in favor of the City put in their plan to replan trees and foliage that is removed along the Davis Lane and walk and bike trail. The trail is used by other people in the area and the improvements impact the green belt feel Of it. Which seems counter active to Austin support of green spaces.	10/8/2018 5:34 PM
12	Keeping some country lanes in the midst of this sprawling suburbia is really desirable. It makes living in the city more bearable and hospitable to other species. People drive slower on the smaller roads. Put in some speed bumps if that would cut back on accidents. When the roads get bigger, vegetation has to be removed that is habitat for already struggling animals and birds. Butterflies try hard to fly across the roads but on the faster ones the often don't make it. I vote to keep the country feel. There are plenty of improved roads to drive on and those now have people racing up and down. I don't want more busy roads where I live	10/8/2018 4:26 PM

13	please keep or replant as many trees as possible. As residents of neighborhoods that flank Davis, the separation between us and this major road with trees is essential	10/8/2018 4:06 PM
14	I do like the design and realize there's not a lot of room, but our neighborhood (Davis Hill Estates at Escabosa) is hard to get out of during PM rush hour. traffic backs up past the entrance to our hood from the light at Manchaca and it's hard to turn left. I'm glad there is not additional capacity as that would just create additional cut through traffic on Davis.	10/8/2018 8:14 AM
15	I often walk the neighborhood with my kids and our dog. The sidewalks would make it much safer	10/7/2018 9:21 PM
16	The existing trail just north of Davis near Manchaca is used by many people in all the surrounding neighborhoods. The thing that everyone loves is the wooded area that surrounds it. It provides shade and muffles the sound of the traffic on Davis. There are no other trails quite like it for miles. The other side of the street is empty, so that seems like a better place to widen the street if you do it. Traffic does not stack up in that area, even during rush hour. Cars move more slowly there, but as it's only a quarter mile or so, it really doesn't add to the drive time. Widening Davis would bring in traffic from WM Cannon or Slaughter, and decrease the desirability of the neighborhood.	10/7/2018 6:26 PM
17	Thank you for finally connecting pedestrians safely to our neighborhood stores at Brodie and Davis Lane.	10/7/2018 3:41 PM
18	It would seem that the city could work with Austin utilities to get the trees trimmed that threaten the overhead lines. Additionally, trimming trees along Davis behind Grand Oaks would be extremely beneficial as line of sight is currently extremely limited for left hand or right hand turns. This threatens motor vehicle traffic, pedestrian traffic, and those on bicycles.	10/6/2018 7:11 PM
19	More lanes needed	10/5/2018 2:54 PM
20	This is long overdue and I am so happy to see this getting the attention it needs. I live in the cherry creek neighborhood off of davis between Brodie and westgate. Too often I see kids or adults trying to walk or ride bikes on davis because it is the only way to get to certain areas and it is way to dangerous at the moment for them to do so. Also if you take certain buses it tells you to walk down davis to west gate or Brodie and people who don't know get stuck in a dangerous situation. It would be so nice to be able to walk with my husband and daughter to the local shops and restaurants on Brodie from our neighborhood or to get to the school quicker or access the parks or trails, but right now we are all kind of stuck in our neighborhood unless we drive. Thanks again for your work on this, I really appreciate it!	10/5/2018 8:04 AM
21	I would like to suggest that for the Brodie lane intersection going westbound on Davis Lane, there be two lanes going straight, a right turn only lane and a left turn only lane. Neither the northeast corner nor the southeast corner have been developed as of now at that intersection. Acquire the correct easement required for this expansion now, before the corners are developed.	10/5/2018 7:23 AM
22	I don't want any improvements on the North side of Davis between Manchaca and oak ledge, especially if trees have to be taken down	10/5/2018 6:09 AM
23	I am happy to see that existing trail around Grand Oaks will not be destroyed as part of this project. The shared use lane appears to encroach upon the trail's foliage west of Empress, but at least there will be some separation.	10/4/2018 9:22 PM
24	Thank you for proactively soliciting neighborhood feedback. Not looking forward to the construction process but looking forward to seeing it get done	10/4/2018 5:32 PM
25	I like the parts proposed b/t Westgate and Brodie. I'm not thrilled with the extra sidewalk proposed as discussed in question 6.	10/4/2018 4:21 PM
26	Davis lane needs more lanes for cars and for bikes...not just bikes	10/4/2018 3:51 PM
27	I am so delighted about these incoming improvements!	10/4/2018 3:35 PM
28	Safety issues need to be addressed for Davis lane. It should not be major road due to houses along the street unless there is more shoulder & easements added between current homes & road	10/4/2018 3:30 PM
29	Need more speed controls; no one drives 30 mph.	10/2/2018 11:14 AM
30	Q#6 comment: YES, the hiking/biking options look so much better! Q#7 comment: Would prefer dedicated bike infrastructure, but this is still a huge improvement. Looks great! Thanks fro putting this open house together. How is funding going to be approached?	10/1/2018 2:23 PM

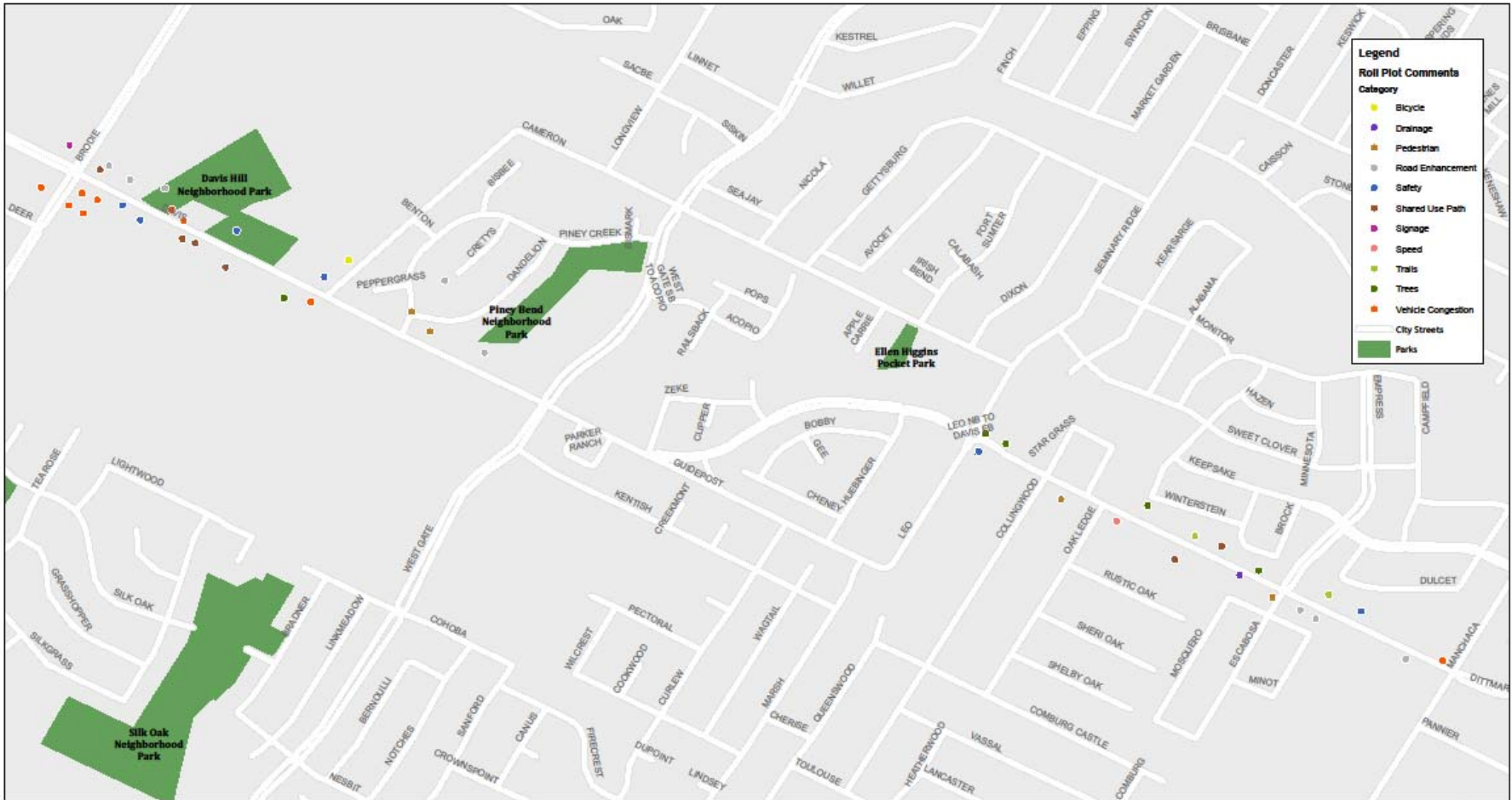
31	Q#5 The City missed the boat to widen Davis about 20 years ago. Q#6YES, Thanks for proposed improvement of shared use path. Davis/Dittmar should be fully bikeable from Congress to Escarpment in Circle C. Q#8 YES, not ideal, but better! - Please include plans for better lighting on Davis between West Gate 2nd Brodie Lane. Slaughter Ln from Congress to Brodie is designated as a bike route, but traffic is too dangerous for most cyclists to use. This is a great opportunity to create a safer, slower alternative for cyclists and pedestrians by creating a full-length route on Davis from Congress to Escarpment.	10/1/2018 2:18 PM
32	I want to feel connected to the South Austin restaurants, parks, homes & businesses. I don't want to have to drive to feel safe when getting around in South Austin. Walkable and bikeable paths do so much to connect with community!!	10/1/2018 2:10 PM
33	Stop signs at both Cameron Loop and Piney Creek Bend seems excessive.	10/1/2018 2:03 PM
34	Keep bikes off the road! Use funds for other projects as Davis Ln is working fine.	10/1/2018 2:00 PM
35	Pedestrian bridges crossing overhead would be great for walking as a proposed improvement.	10/1/2018 1:57 PM
36	I love it! I was afraid it was going to 4-lanes. Great solution for the actual need.	10/1/2018 1:56 PM
37	Between WestGate & Gettysburg Dr is a "cross walk esque" crossing area. Center island has ramp for wheelchair as does sidewalk on North & South side sidewalks. This indicates a designated crossing area, but there is no signage or lines in road to indicate one. This creates a very vague, hence dangerous situation as I see people cross daily and the road is curved and cars zip around quickly not anticipating pedestrians.	10/1/2018 1:55 PM
38	1) Ideally, I'd prefer four lanes (two in each direction) as I expect traffic to increase over the next years - so better to prepare for it now. 2) If it remains a two-lane divided road, there needs to be a separate dedicated right turn lane for west bound traffic on Davis Ln for those who want to make a right turn on Brodie. A (sign drawn) doesn't work well as traffic backs up. 3) If possible the hill on Davis close to Brodie needs to be cut down to improve visibility. Right now traffic backs up west of the hill & west bound drivers don't realize it until they reach the top of the hill. I was rear-ended by one such driver this past June.	10/1/2018 1:50 PM
39	The excess width due to "shared use" (versus simple bike lane) destroys the beauty of the pre-existing path (just west of Empress)	10/1/2018 1:41 PM
40	Due to limited space a perfect plan is impossible. Even as a driver I support increasing alt. transportation safety over vehicle through out. Improving lighting to protect increased alt. traffic is a good thing. Uncertain pedestrians need to cross Davis in between Brodie and Westgate - where are they going to and from in the in between that can't wait for the crossings @ Brodie or Westgate? Great work thus far!	10/1/2018 1:10 PM
41	You need to build two lanes in each direction from Brodie to West Gate. Eliminate left turn at Cameron Loop	9/27/2018 11:16 PM
42	I'm disappointed to see that despite this work, there is no funding allocated for this project. Davis Lane is dangerous. I'd love to be able to ride my bike places, but this dangerous road is the most direct path from my home to just about anywhere I want to go. I have to go a mile or more out of my way to avoid it. Davis Lane desperately needs improvement!	9/27/2018 12:38 PM
43	Please consider maintaining the country non metropolitan feel of the rozd that comes from the lush random landscaping on the north side of the road. It gives it a fun unique feel which would be diminished by perfectly lined up trees. The lack of vegetation will also decrease the protection of the grand oaks trail and the bordering homes. Please consider adding back what you take away besides just trees. Bushes and random vegetation would be nice too	9/26/2018 6:25 PM
44	Don't destroy the underbrush between empress and the roundabout. Just omit the north side shared path.	9/26/2018 6:24 PM
45	Great work incorporating feedback! Thanks for holding these community meetings to keep is informed.	9/26/2018 5:31 PM



**DAVIS LANE**

**GEO CODED COMMENTS**





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**Roll Plot Comments from Open House Meeting 2**  
**September 26, 2018**

