



Public Meeting & Community Feedback Report

Project Location

City of Austin Corridor Construction Program – Burnet Road Corridor Improvements City of Austin Project: 11884.001 TxDOT Project: 1376-02-042

Project Limits Koenig Lane to MoPac Expressway

Meeting Location St. John's United Methodist Church 2140 Allandale Rd., Austin, TX 78756

Meeting Date and Time September 6, 2018 from 5 p.m. to 8 p.m.

Translation Services Spanish

Presenters

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

Total Number of Attendees (approx.)

138

Total Number of Comments & Survey Responses 864

Project Team Members

Chiang Lee, City of Austin Corridor Program Office Mandy McClendon, City of Austin Corridor Program Office Lars Anderson, City of Austin Corridor Program Office Kathleen Rubin, City of Austin Corridor Program Office



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A. Introduction

The City of Austin Corridor Program Office is conducting preliminary engineering on mobility, safety, and connectivity improvements to Burnet Road between Koenig Lane and MoPac Expressway. These improvements are part of the Corridor Construction Program that Austin City Council adopted in April 2018. The Corridor Construction Program is funded in part by the voter-approved 2016 Mobility Bond, which dedicates \$482 million to corridor improvement projects.

The Corridor Program Office hosted a public open house on September 6, 2018 at St. John's United Methodist Church from 5 p.m. to 8 p.m. The purpose of the public open house was to provide stakeholders with information about the preliminary engineering and design process, development of the Burnet Road Corridor Mobility Plan, present conceptual improvements, and collect feedback. The conceptual improvements were based on recommendations from the Burnet Road Corridor Mobility Plan, finalized in December 2013. Attendees also had the opportunity to speak with members of the Project Team.

The City of Austin collected feedback through printed cards with survey questions organized by theme: "mobility", "safety", "connectivity", "quality of life", "placemaking", and "businesses". Responses to the survey may be found in Section C: Survey Responses. The City of Austin also collected public input via comment cards. These comments as well as the City of Austin's responses to each comment may be found in Section D: Comment/Response Matrix.

During the 15-day comment period, the Corridor Program Office received 864 comments. The public provided these comments at the public meeting, by e-mail or by filling out a digital comment card on the project website. Of the 864 comments received, 285 were from the public meeting, 12 provided by email, 3 came in through our online contact form, and 564 were digital comment cards.

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

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



B. Survey Responses

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

<u>Mobility</u>

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

1	"Where left turns should not happen is turning out of apartments access from Twin Oaks and Twin Oaks left"
2	You need general comment cards
3	"People waiting on left turns. The best way to help with this is less curb cuts, restricting left turns. Implement transit only lanes."
4	The narrowst parts of Burnet and around Koenig Lane, also around Little Woodrows.
5	"2222/Burnet Anderson/Burnet"
6	"Re: Burnet Road 9/6/18 - S. of Koenig + Burnet where people turn into HEB. Anderson + Burnet. Burnet + Research"
7	Intersections @ Koenig and Anderson
8	South of Koenig on Burnet , both directions.
9	"Please present the info more clearly. Show a close up of Burnet Rd. with the sidewalks, etc. relative to how they are today. You are not giving us the basic info to answer our questions."
10	"We need dedicated ROW for buses. Hundreds of people on buses wait behind single occupant vehicles every day/"
11	Bus-only canes on Burnet Road are NOT feasible - will add to traffic back - up.
12	Between Koenig & Anderson heading north. North Loop & Hancock!
13	"I drive the line just off Burnet. Do not want raised medians! Add bus pull-outs with signals to allow bus re-entry into traffic lane."
14	Burnet + Koenig going N Anderson lane all ways.
15	South of 2222 on Burnet
16	Anderson Ln. Koenig
17	Left turns from Burnet onto Braker. Need a double left on Braker intead of Kramer.
18	"- Add a median opening accross from Twin Oaks Dr. or other accomodations for large apt. complexes East side at St. John. Extend SW to connect sidewalk gap."
19	On the bus.
20	"I'm disapointed to see almost no transit improvements. Especially the transit-only lanes originally in the plan."
21	Burnet/Braker; Burnet/183
22	Koenig Lane; Anderson Lane
23	"- Koenig - Anderson"
24	At 2222 and Anderson intersection
25	Need PHB Braker to Rundberg @ CapMetro Stops
26	"- Along Burnet between Koenig - South of Northland - Anderson Intersection "
27	Please slow speed limit + enforce.
28	"Full time cyclist no backups bus Why stop/start @ Koenig and not do the whole road?"



29	"Design option - Stop option of left turn onto W Koenig from White Rock. Allow access from Koenig to keep access to Church + School. But would stop dangerous crossing of Koenig infront of HEB"
30	Concerned about removal of continous left-hand turn. Do not want to endanger.
31	"Anderson Koenig"
32	"Why are there projections to move the existing bus stop @ 911x Burnet Rd to 9110 Burnet Rd in front of friendly car care?"
33	"Everywhere? At intersections + driveways. More space needs to be allocated for transit, biking, + walking to increase the capacity of the corridor and people have a way to use it efficiently + comfortably without having to use a car + dealing w/ congestion which will never go away."
34	WOO
35	Intersections of Steck, 2222, Hancock
36	Anderson Lane intersection
37	Southbound on Burnet, trying to make a left turn onto Braker Ln. Secondary roads like Esperanza Crossing that seem to be timed unfavorably to Burnet.
38	Intersection of Koenig and Burnet Rd, as well as 183 and Burnet intersections. From approximately Richcreek to Anderson, traffic is often very dense from lunchtime onwards.
39	Near the Domain and the closer to downtown Austin you get.
40	Anywhere there is an unprotected left!! Especially between 45th & Koenig.
41	Between 45th and Koenig lane, the stretch in which there are no turn lanes.
42	2222 and Burnet
43	Burnet & 2222 Burnet & Anderson
44	I don't really see it "back-up" that often.
45	Burnet and Braker
46	near Braker
47	Traffic flows very well when I drive on it. When I ride bus southbound (803) during rush hours on
40	Burnet, it flows a lot better than Lamar and Guadelupe.
48	Wherever bus riders are stuck behind drivers of single occupancy vehicles. Which is to say, everywhere
49	Between Kramer and Mopac, especially northbound in the afternoon peak.
50	Between Braker and MOPAC
51	At the intersections with 45th, 2222, 183, Anderson Lane, and Braker. Burnet @ Gault is not
	good either.
52	Not too bad compared to Lamar and Koenig
53	Anderson Lane and Burnet. Braker and Burnet. At both intersections cars are fighting for use of the median for left hand turns.
54	2222/Koening and Burnet is very backed up in the morning and evening in both directions.
55	between 45th and Koenig. There should be a left turn center lane there.
56	Anderson/Burnet intersection Between 49th and Koenig (due to left turns)
57	2222 and Burnet and Burnet and Anderson.
58	Approaching Anderson and Koenig. Also behind busses stopped in the right lane.
59	Just before 2222 and burnet
60	At the major intersections
61	Major intersections such as Anderson, North Loop, Koenig
62	south of 2222
63	At Anderson Lane intersection. Also in the mornings southbound between 183 and Koenig gets backed up. In evening it backs up between 45th and Koenig going north.



64	The Burnet/Koenig intersection
65	Romeria Drive to 45th Street
66	Burnet and 183
67	Depending on time of day, the mile south or north of Koenig lane.
68	2222
69	Near 45th and Medical and again near condos south of HEB at North Loop, again south of 183 and much more south of Braker. We need red bus lanes and light rail ideally. A road diet with landscaped median and safe cycle track.
70	Burnet at Koenig
71	Between Koenig lane and north loop
72	Getting in and out of the HEB at Burnet and 2222.
73	Burner and Anderson, Burnet and Koenig
74	Between Greenlawn and 45th.
75	The worst is on the northern side of the domain, northbound, in the evening.
76	I don't particularly care as long as buses don't sit in the traffic.
77	Where we've done the most planning for capacity.
78	Easy: 2222 and Burnet Road. Especially in the Left turn Lanes
79	W. Anderson Ln., Koenig
80	People panicking and trying to not get stuck behind buses in the morning heading south and quickly, usually without their blinker, swerving into the left lane. Generally after 7:30, i notice traffic get heavier going south starting at Justin Ln.
81	Koenig, Anderson and 45th
82	Burnet and Braker intersection
83	On the portions of it I travel. All of them. I primarily travel from 45th to 183
84	South of Koenig
85	Braker Lane, Anderson Lane
86	Anderson and Koenig
87	Koenig Lane and Burnet Rd. Anderson Lane & Burnet Rd.
88	Anderson intersection,
89	burnet at anderson
90	Traffic seems pretty smooth most of the time to me.
91	183
92	Between 2222 and 49th St. The solution is MORE TRANSIT!!!!
93	At traffic lights at Burnet and 2222
94	Near Hancock
95	2222
96	Hancock Dr - Koenig, St Joseph - 183

Question: Where are your most frequent destinations?



1	Greenlawn left - like intersection traffic signal
2	You need general comment cards
3	HEB, Restaurants
4	HEB, Koenig/Burnet; Savers; Anderson Ln/Burnet Rd restaurants
5	HEB @ 2222/Burnet
6	Shops, restaurants, small businesses along Burnet Road.
7	"Neighborhoods along Jusin Ln To Anderson towards Northcross Stores"
8	School. daycare, Alamo, Ice Skating rink, parks, grocery stores.
9	From Hancock/Northloop McCallum High School, HEB/Amy's/ATown Justin Lane Lamar.
10	"Between Koenig - Anderson. Why medians, who maintains medians were removed N. Lamar years ago in favor of chicken Lane to promote left turns + reduce back up traffic."
11	38th to 183 on Burnet
12	South of 183. Entire corridor
13	Domain, Top Golf
14	North Loop & Anderson
15	- Bike lane crossing at 183. There are so few crossings available N/S.
16	Taco Deli. MonkeyNest, CVS, Savers
17	National Intersection; The Domain.
18	All up & down Burnet btwn Koenig & 183.
19	HEB @ Koenig
20	I travel Burnet to work, home, & for business
21	Travis County Courthouse Prec. #2
22	"For work: To Burnet & Northland For fun: Restaurants between Hancock & 49th - Please consider crosswalk along Hancock there is a food court there with limited parking and north bound bus commuters and cars parked directly across from it have to walk pretty far to get a light to cross."
23	"Rides North between stops north JJ Pickles Center Coordinate with Austin Ped + Bike + Austin Public Works on Bike connecting."
24	Lamar Middle + HEB
25	People in neighborhoods if people cut-through
26	"HEB Upper Crust Noble Sandwich Genie Car Wash "
27	"Friends who live a long the corridor, shopping, doctors appointments, meetings. I would visit more destinations along the corridor if it wasn't such a hellscape to navigate, on foot, by bike, or by car."
28	"Waterloo Ice House, HEB (on Burnet Rd), Sonics (2), Top Notch Steak House, Batteries Plus, Shoe Hospital, Turquoise Trading Post. Businesses on Anderson Lane (both directions), Antique market place,, Northwest Pool. 183 to go west + North to Great Hills + Beyond. "
29	2222
30	Koenig to Steck Ave
31	IBM campus, Chilantro, Summer Moon, trying to get to and from Braker or Parmer
32	Allandale shopping center and Anderson Lane, plus less frequently, businesses between 183 and Anderson.
33	Domain area. My bank is located there as well as some family.
34	Austin Pottery, HEB, restaurants
35	Houston Street, where cars turn to access McCallum High (with no light), HEB, and Northcross Mall.



36	Heb, restaurants
37	1) HEB and Walgreens at Burnet & 2222 2) Restaurants and other businesses along Burnet
20	between Hancock and Anderson 3) Driving up Burnet to The Domain
38	Tom's Swim and Dive, CapMetro North Ops, La Mancha Restaurant, Thundercloud at Rundberg
39	Domain, Jack in the Box, Taco Bell.
40	Domain and lower Burnet
41	Upper Crust Bakery, Northcross, HEB, PRC
42	North Village library, Yarborough Library, Taco Deli, Chapparal Ice Center, Northcross Post Office, Pinthouse Pizza, Savers, Dancers Shape, Monkey Nest Coffee, Phil's Ice House, HEB
43	Daycare at Braker, groceries at the Domain.
44	Domain, home, Trudy's
45	Domain, IBM, Kramer Lane up north. And anywhere south of Anderson.
46	HEB
47	Domain. Taco Deli. HEB.
48	HEB, Pour House Pub, Nosh and Bevy, A-Town, and El Mercado.
49	I use Burnet get home, do get to HEB, to go Guadalupe and Red River St. To get to Lamar, the Domain, etc.
50	HEB: Allandale Shopping Center Bark N Purr @ 46th Burnet Yard Bar: Twin Oaks/Burnet (I
51	usually walk there) A-Town TacoDeli (I usually walk there) HEB
52	On foot: the businesses on either side of Burnet at Twin Oaks and Greenlawn (
52	Taco Deli, Flyright, El Chilito). By car: Desano's pizza, H-E-B, the Domain.
53	Between 45th and 2222
54	Anderson to 45th
55	HEB, Monkey Nest, North Cross, The domain
56	HEB, Hat Creek, Taco Deli, Torchy's, Austin Pottery, Wear Art Thou, Texas Glass & Mirror, A- Town, AutoZone
57	Taco Deli And HEB
58	Home off of .greenlawn, up to 183 or over to Koenig. Since I live about 2 blocks from Burnet I use it almost daily.
59	HEB, restaurants on Burnet, local businesses on Burnet
60	HEB, TORCHY's Tacos, Sue Patrick, Upper Crust Bakery and as a general north/south route from Greenlawn to 45th Street to go to church, medical appointments, etc. CONSTANT lane changes and surprise stops needed!
61	Trudy's, Monkey's Nest, Waterloo, Top Notch, El Mercado
62	Between north Loop and Anderson
63	BETWEEN 45TH ST AND 183
64	St. Louis Church, HEB, Discount Tires
65	Domain really, use rapid bus a lot. It needs pullouts and a red transit guideway we could use for
66	light rail or electrify overhead for quiet and emission free buses. HEB
67	
07	Anderson lane restaurants, north cross mall, HEB, Savers, restaurants between north loop and
	45th
68	
	45th HEB/Tomlinson's. Phil's. Top Notch. Taco Deli. Yard Bar. El Chilito. Waterloo Ice House. P



71	St. Louis Catholic School to Duval; Many spots between.
72	Between 45th and Justin.
73	45th to Koenig destinations, Domain, other businesses along Burnet
74	H-E-B. Anderson Lane Shopping Area
75	El Chilito, El Mercado, MonkeyNest, or using Burnet to get to North Loop or 45th St. to go east.
76	HEB at Allandale.
77	Shopping at Koenig. I live a few blocks from Burnet and use it as my primary north/south exit from the area as well as to get to places off Burnet
78	Domain, Allandale HEB
79	I travel to businesses on Burnet Rd weekly
80	TacoDeli, Aristocrat, HEB, TopNotch, DQ, Northcross
81	Domain, Northcross, and restaurant districts near Anderson, Pasadena, Twin Oaks, Houston, North Loop, 49th streets
82	Everyday somewhere between 183 and 45th
83	Multiple businesses in the Burnet and North Loop area, the Burnet and Koenig Lane area, and the Burnet and Anderson Lane area.
84	Businesses between 45th and anderson
85	Honestly too many to count. Torchys, taco deli, barley Swine, Buffalino, juiceland, domain, le bleu, Top golf, summer moon, etc. etc.
86	burnet at 45 and burnet at koenig
87	I live off of Burnet Road so I travel the corridor often and do most of my shopping and eating there. Hat Creek, Little Woodrow, and Monkey Nest are frequent destinations because I can easily get to them on foot, but without actually having to walk on Burnet, which is not enjoyable for pedestrians.
88	Retail, restaurabts
89	A better question would be where don't I go. Most frequently, probably the Domain, my home (apartments at Burnet & Gracy Farms), and restaurants like El Mercado.
90	between Anderson and 45th street
91	Live right off Burnet in allandale and travel it daily. Use many businesses and stops on Burnet
92	Pinthouse pizza, Anderson lane, 183
93	Domain, slab bbq, LA Fitness, Walmart, HEB, Lucy's, Pint House Pizza
94	Dining near 45th, shopping along Anderson Ln and Burnet, Crossroads center, Burnet entrance to Domain.

<u>Safety</u>

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

1	"For Drivers: Yes. Pedestrians dressed in dark clothes are invisible in the stretch near St. Louis Church and North of Anderson. Have seen person in black clothes + black wheel chair crossing street in that area - almost invisible, because no street lighting. Maybe put street lights closer together."
2	"It's difficult to see because of the massive presence of automobiles either backed up at intersections or driving too fast for the conditions and the constricted amount of space for people who are walking + biking. Narrower lane widths will create more space for biking + walking, increase overall capacity (esp. w/ transit lanes) and benefit safety by reducing the design speed of the street. The likelihood of surviving a collision increases with lower design speeds + the corridor should be designed for a target design speed of 20 mph."
3	Need full blown signal at Twin Oaks



4	At intersections.
5	Lack of maint. on landscaped areas/trees
6	No
7	At 51st
8	Burnet/Koenig intersection (esp. SW corner) Burnet/Anderson
9	It is hard to see pedestrians when you drive at the speeds this street is designed for.
10	"The Burnet/Ohlen/Buell intersection is really badly designed. Buell needs to be made right-in/ right-out only."
11	All of them
12	Please keep raised medians!! Please close driveways for safety!!
13	Please consider more narrow lanes to reduce speeds.
14	"If crossing Burnet as a pedestrian feels too unsafe, people will drive instead of walk/bike. This is opposite of what we want!"
15	"Opposed to raised medians along Burnet Rd. Traffic at times already at a stand still in all 4 lanes due to cars waiting to turn left in both directions and buses stopped in right lanes. Medians near N loop increase traffic lines/wait and spur drivers to try to weave in and out of lanes. Medians will exacerbate this problem."
16	Hancock/Burnet
17	"Area of interest: Koenig to Anderson Ln. Exactly what is the accident frequency annually in each of these color zones? Anna Martin - please answer question about crash logs Ask Susan: suzhershey@gmail.com What factors were considered when deciding that medians were the best solution? Are there folks in the area who want the medians?"
18	Not really
19	Stacking at lights because of medians will cause a lot of delays - not practical - is anti-mobility.
20	Mixed use lanes are a poor compromise. Replace them with dedicated sidewalks & protected bike lanes.
21	Burnet Rd Meeting 9/6/18 - Speaking of Burnet Road N of Koenig, visibility is pretty good.
22	Allandale + Burnet
23	No
24	Can't think of any.
25	Visibilty generally good.
26	Near 183, braker, and the domain when traffic is backed up and buses are in the way.
27	Yes, most unprotected left locations because people going both directions are trying to make unprotected lefts and the road has a lot of traffic going very fast. Shoalmont is one example
28	Not sure
29	not really
30	None that I can think of
31	No
32	183 and Burnet Rd.
33	I Don't know
34	Can't think of any at moment
35	No, in fact, it is too wide and open. I see cars drag racing up the median on Burnet. It's very dangerous.
36	Site distance is usually problematic while making a left turn because of opposing left turning cars, not because of natural obstacles like hills or curves. Safety lighting could be improved the entire length of the corridor.



37	No
38	Probably, but can't think of any specific problem right now.
39	183 and Burnet. Taking a right on Southbound Burnet to 183 access road. There is a lot of traffic that you have to watch for as well as pay attention to the pedestrian crosswalk. It's sometimes a lot to have to navigate at once.
40	Not that I've noticed.
41	there aren't any difficult place to see to my knowledge.
42	Not really when driving. If walking, Burnet between Koenig and 45th is terrible and terrifying.
43	No
44	No
45	North of 183 because it is so wide.
46	Making left turns onto North Loop from northbound Burnet
47	Not that I can think of.
48	No
49	Between Koenig Lane and 45th Street traffic generally so dense you can't tell what's happening ahead much beyond one car length, or until you see brake lights on car ahead, or possibly second car ahead
50	Don't think of any
51	No
52	Pulling out of parking lots.
53	The auto sales garage for VW should never have been allowed close to the corner without retail at the bottom. We need street trees and 8' sidewalks, for property owners to pay to fix and improve their sidewalks.
54	No
55	Turning left from Allandale Rd into Burnet going north
56	It can be hard to get out of Phil's, and out of the UHaul using Twin Oaks.
57	That shopping center where gusto is
58	Burnet Rd. is fairly straight; however, oversized cars and trucks obscure visibility given Burnet is fairly narrow.
59	Not really; it's a pretty straight road…
60	No - sight lines are probably too good.
61	Heading Southbound on Burnet, a Left Turn onto Hancock is difficult to see pedestrians.
62	No.
63	North Loop where the medians are. Hancock where the light is hung above the intersection and there's no turn lane.
64	Any where they have added vertical mixed use
65	Near 49th st
66	Not really
67	Between North Loop and Koenig.
68	Not during the day, but it could be much better lit at night. Th pedestrian and bike areas especially.
69	My commute often takes me heading west on 45th, where I turn right onto Burnet. This corner gets a lot of foot traffic but the configuration encourages a fast right turn, which dangerous for the pedestrians. It's not a literal blind spot but it almost functions like one. I always find myself having to make a conscious effort to slow down and look for pedestrians. Not that drivers shouldn't have



	to do this, but, the corner could be redesigned to encourage slower driving in the first place, which would make pedestrians more visible to drivers.
70	houston intersection
71	I find the intersection with 183 difficult to navigate.
72	not really. there are places where visibility is adequate but there's so much going on that keeping track of it all is difficult. particularly south of Koenig, north of North Loop with lots of pedestrian crossing and no turn lanes.
73	None really
74	Near HEB at 2222
75	No
76	I believe line of sight along Burnet is good with no blind intersections, harsh bends or obscured driveways.

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

1	"I rarely have ever biked Burnet because too dangerous in traffic. Will be nice to have bike lanes. Large parking lots around buildings that are closed at nights."
2	At intersections esp 2222 + Burnet + parking lot driveways.
3	Everywhere!
4	Intersections
5	I like shared-use paths
6	Access points to Lamar Middle School could use some extra work to make it safer for the kids.
7	Biking north - south on pretty much any part of Burnet feels scary.
8	Increase vertical clearance for sidewalk under trees 101.
9	No
10	"Yes! Section from MoPac to Aspendale Drive on Duval Rd. lacks bike lane or wide enough side- walks to accomodate bikes and pedestrians who are forced to share space to get to MoPAC and Burnet Rd. corner. It's treacherous to try to bike or walk on that section, because cyclists and pedestrians run into each other to avoid road traffic."
11	North Loop Bus Stop.
12	"John the biker - Porkshop @ Gracey Farms and 1325 (Burnet); Cars look for other cars, not pedestrians/bicyclists. If sharper turn - would slow cars going West on Gracey Farms to Mopac Frontage"
13	For inexperienced cyclist no where on corridor.
14	"Pedestrian crossing from Romeria <-> Lamar Middle School is slow/unreliable, encouraging people to cross against the light. "
15	Anywhere currently missing sidewalks; Burnet north of 183.
16	"All big intersections; places with huge driveways + curb cuts. Need street trees to improve safety for people, air quality, provide shade."
17	Burnet Road; all of it. Cars going over 35 mph its horrible.
18	Never use bike lanes, don't feel safe on Burnet.
19	Drive walks; cars on sidewalks; cars also close to sidewalks
20	"Near Domain on east side of Burnet. It's a pedestrain safety nightmare! Walking from IBM or transit station to Domain is already dangerous. How will updated corridor make pedestrians feel safe enough to cross?"
21	"N of 183 to Mo-Pac. Narrow bike lanes N of 45th St. Crossings (lights) frequently do not ""see"" bicyclists - light does not change/ships cycle when only cyclists waiting at signal. "



22	North of 183
23	"4' buffer between cars (as in diagrams) is too narrow w/ high speed traffic. Swap landscaping buffer to be closest to road-will slow cars and increase safety/comfort for those wlaking/bicycling."
24	"I'm very concerned that all the ""intersection improvements"" do nothing to decrease conflict points between people walking/biking straight and cars turning right. A leading ped/bike signal plus better design is critical!"
25	"All cross-section examples have 12.5' lane widths - too wide. This is highway design speed. Narrower lanes force people to slow down. "
26	"All of it really. Design speeds mean people go 50 mph + Romeria/Burnet is NOT ADA compliant. Same w/ Marrow/Burnet people have to climb across a curb to press the crossing button. With a stroller/bike it's impossible."
27	"Cullen Ave/Burnet unsafe for pedestrians, because cars coming from 4 directions. A confusing intersection people/cars not sure what to do, where to go."
28	It is not safe to bike now.
29	"If I walk along Burnet I would stay on sidewalks where they exist. I would not feel safe on a bike on Burnet Road even in a bike lane. Drivers are too inattentive."
30	Places with lots of curb cuts, and cars turning left.
31	"The intersection of Burnet + Allandale is unsafe. Cars turn left (+ right) from Burnet + ignore pedestrians in the crosswalk."
32	There needs to be trees along the sidewalks for shade
33	Opposite side of the road from Chilantro and Summer Moon
34	N/A for me, although I am always concerned when coping with the rare cyclists.
35	Yes, most of the road does not feel safe.
36	I would not bike on Burnet. Totally unsafe, no lanes, fast unpredictable traffic. Walking is similarly bad, lack of connectivity, especially at intersections on the east side of the road
37	Every intersection, since Austinites feel they can run red lights with impunity. Maybe a targeted police action would help? The intersection with Koenig Lane is especially dangerous, especially given the middle schoolers needing to walk through this intersection.
38	Crumbling sidewalks. I fell in front of an oncoming bus once because I was not looking down and sidewalk was a disaster.
39	Trying to cross Burnet at Twin Oaks
40	Walking from North Ops to Thundercloud on Rundberg. There is no sidewalk there.
41	All of it.
42	near Braker, and lower Burnet
43	I don't bike on Burnetwhy do that when I find Shoal Creek blvd safer. For walking along Burnet, I feel more unsafe from some of the people hanging out than traffic. Crossing Burnet at the flashing crosswalks takes some patience waiting to make sure cars stop.
44	All of it. Traffic is flying by and I do not bike on Burnet because it is not safe. Sometimes I ride on the sidewalk from Justin, northbound to Taco Deli/The Post. Overall the whole thing is uncomfortable and unsafe. The pedestrian crossings near Lamar (Romeria, White Horse Trail) as well as at Morrow/Burnet are terrible. There is a curb that people must climb over to press a beg button. So a user with a wheelchair or stroller has to get in the grass? It's awful. They are all not ADA compliant. And the northwest corner of Burnet/2222 is terrible. A person must walk into the slip lane to turn west. So people have to go into traffic. It's crazy. And the sidewalk next to Lamar middle school is cracked and also not ADA compliant.
45	The area I use most along Burnet doesn't have a sidewalk or SUP so I don't walk or bike along Burnet. If a SUP were put in to connect with the Walnut Creek Trail and Mopac SUP, active transportation modes could be more practical for me. However, the trips I typically make on Burnet are most practical for me by car.



46	Places with no sidewalk and intersections with busy traffic. I often see near-collisions with pedestrians at Kramer and Burnet.
47	Bicycling on Burnet Road is UNSAFE EVERYWHERE. I risk my life anytime I'm on that road (and I ride every day). I avoid Burnet like the plague. And walking along Burnet north of 183 is torture; very few sidewalks up there.
48	All of it. Too many driveways with cars going in and out. No sidewalks on most of Burnet.
49	The students leaving Lamar Junio High do not have a safe way to cross 2222/Koening.
50	North of 183 there may be places without sidewalk. Sometimes car sales places on Burnet park on sidewalk, which I am sure is illegal, but there is no enforcement.
51	Everything between Koenig and 45th. Too many driveways, not enough sidewalk, because no left turn lanes cars have to race across, not always seeing that there might be pedestrians.
52	Crossing Burnet at Twin Oaks! Crossing Burnet at corners that don't have a signal or cross walk. I absolutely hate having to stand in the middle turn lane waiting to finish crossing Burnet between Koening and 183.I wouldn't bike or walk along Burnet, there are too many cars crossing over to businesses, pushing lights and not willing to wait for a bus.
53	Major intersections south of 183. North of 183 there are barely any sidewalks so I never try to walk it.
54	I wouldn't bike or walk along Burnet, there are too many cars crossing over to businesses, pushing lights and not willing to wait for a bus.
55	Everywhere. The driveway curb cuts are huge and traffic is very close to you on the sidewalk.
56	south of 2222
57	I won't bike along it. Can't think of a spot where I'd feel comfortable biking. Walking I tend to walk through parking lots or in grass if the traffic is heavy.
58	I would feel unsafe at every point there are business or apt. complex entrances, or exits.
59	All along Burnet feels unsafe to bike. Sidewalks feel ok but a little scary right next to traffic
60	I am a cyclist yet I would NEVER ride on Burnet road. Even though there is a painted bike lane, it is too narrow and I often observe drivers running lights or approaching too close to the bike lane.
61	Biking, yesmost of it.
62	Burnet feels very unsafe for bikes and peds. We need a road diet, street trees, a landscape median and white LED streetlights. The yellow ones are faint and dangerous, use increasing energy as they burn out.
63	Pedestrian crossing Burnet at Shoalmont light.
64	There are no sidewalks So of course it feels dangerous for pedestrians. Road is very narrow for cyclists and I'm nervous in a car when a cyclist is around
65	I try hard to not to bicycle on Burnet. It's just safer to bike through the neighborhood. When bicycling on Burnet I only ride on the sidewalks, and I'm a confident cyclist. There are places I'd like to bike to (Applied Research Labs) that I drive to instead, since there's not a safe route to get there.
66	The sidewalks seem a little exposed
67	I don't bike and walk only occasionally brief sections.
68	I would prefer the sidewalk not to be right next to the curb, and there's always the turning car issue
69	It feels unsafe to bike anywhere along Burnet right next to high-speed traffic. Also the very wide and ubiquitous driveways make driving and biking feel hazardous.
70	Uhall of it.
71	Yes, South of 2222 and North of 45th street.
72	There should be some type of separated bike lanes all along the road. Sidewalks are not entirely finished, but it looks like that project's almost done, which is great!
73	Don't walk as much on burnet so hard to say. Biking? The whole road. It's 35-40 MPH in the area i live and I will never ride my bike on burnet even though I consider myself a savvy cyclist. People speed more often than not and have complete disregard for cyclists.



74	No
75	everything north of 183. There are no bike lanes north of 183 and few sidewalks.
76	No bikes should be allowed on burnet road. They are all unsafe and unpredictable on the ever narrowing roadway
77	It does not feel safe to bike anywhere along Burnet Road, even in areas with a bike lane. Walking across the intersections at Hancock Rd, Clay Ave, Adams Ave, Koenig does not feel safe. Walking on Burnet anywhere north of 183 doesn't feel safe at all. Almost all of Burnet feels hostile to pedestrians, with no shade, fast traffic right next to the sidewalks, and long stretches of huge parking lots, storage units, and car dealerships.
78	There is NO continuous sidewalk on the east side of Burnet between Justin and Burnet Lane and no way to cross from the west side sidewalk from Justin to Whitehorse. The steep grade in front of the Frisco (RIP) is the worst. Also walking through the Cullen Rd, Burnet Rd, Burnet Ln triangle is incredibly dangerous. Pedestrians have to be hyper aware to avoid getting hit.
79	Crossing the street anywhere feels unsafe
80	Most of Burnet Rd due to lack of connecting sidewalks. The lanes are to narrow for bikes and cars.
81	Near 183
82	Yes!! North of 183 is a horrible pedestrian and biking hellscape while the road itself should be significantly narrowly. Every single unnecessary curb cut. (Honestly, unsafe is the default for walking.) Very place where there are still no sidewalks! And did I mention. All the curb cuts. The worst offenders are the older businesses.
83	Literally everywhere on Burnet feels unsafe for bikes. Burnet needs protected bike lanes with a *healthy buffer* between car traffic and bikes. Slowing traffic by narrowing car lanes would also make it much more safe and enjoyable to bike. Just as with bikes, I would say that as a pedestrian, "unsafe" is the default rather than the exception on Burnet Road. Slower cars and a buffer between traffic and sidewalk would make the length of the entire corridor feel safer and more comfortable for pedestrians. There needs to be a pedestrian beacon added between Houston Street and Koenig Lane. I know there's a crosswalk at Shoalmont, but the stoplight is really long and takes forever to show a walk signal. I frequently see pedestrians dashing across the street in that area without even trying to use the crosswalk. Since the pedestrian beacon was installed between North Loop and Houston Street, I rarely see people jaywalking. We need these all up and down Burnet, really. Basically, safety for cyclists and pedestrians isn't going to be addressed by tackling a few problem spots here and there. The entire corridor needs a complete overhaul if we are going to make it truly safe and comfortable to walk or cycle there.
84	Yes. All of it. I would love to be able to bike and walk along Burnet, but the insufficient bike/ped infrastructure and high car speeds leaf me to stay away from it. This is the main reason I've skipped answering many of the other questions in this survey.
85	Almost every place feels unsafe. You're on sidewalks right by cars going highway speeds. There is no buffer. Sidewalks are narrrow, zig zag around, and randomly disappear. I recently walked with my kid from Bird's Barbershop to Frisco Shop and it felt so dangerous.
86	I consider all biking on Burnet Road to feel unsafe! Not so much walking, although some areas are much nicer to walk along than others.
87	Does need sidewalks. I walk down Burnet from rich creek to the post office often and have to walk across business parking lots.
88	Justin lane area where there is no sidewalk, especially because there are bus stops and people are likely to be walking
89	I don't bike, I feel safe waking
90	I mostly cycle and I'd not ride anywhere along Burnet on my bicycle. Traffic is too dense with no shoulder requiring a cyclist to take the lane. There are alternates north/south to Burnet until crossing US 183, then options dwindle.



Connectivity

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

1	"Don't really know, but glad they're there. I walk mostly in intersection areas, but see pedestrians crossing in dark at night a lot. Put some near St. Louis church maybe, and farther north of Anderson in long dark stretches. ADA compliant + safe sidewalks are great. Bicycle lanes will be wonderful if they can be made both safe and functional (contiguous, without having to set off + walk to turn left, etc. "
2	"To be a meaning connection + a valuable investment of bond dollars, there should be as many PHBs as possible, along with raised crosswalks + intersections that are safe to cross for everyone including most of all people biking, walking, or scootering. In addition there should be separation as much as possible between pedestrians, + bikes/scooters, and protected bike lanes a long the corridor. Dedicated transit lanes also will make the corridor a meaningful connection for people using the bus."
3	Update traffic lights to recognize bikes on cross streets or make ped button accessible from curb. Curb cut across from Romeria/at Burnet.
4	Not really, makes more sense to put them closer to bus stops or apartment complexes doesn't it?
5	"Need PHB across Koenig (west of Burnet) so people can get to HEB + other business w/out crossing at Burnet/Koenig intersection which is very hostile + dangerous. Slow traffic speeds to maek Burnet + all other big roads safer."
6	No. They are disruptive to traffic and make the roadway more dangerous.
7	Yes
8	Yes, but more would be better!
9	Yes, but we need more of them.
10	I don't have strong feelings about where, as long as they promote walking access to schools.
11	Adding on to help access the new stadium would be good.
12	Seem fine.
13	"(The below is unrelated to question) Thank you for this meeting! The information and staff were all helpful. The base level aim of this project should be to lower Burnet's design speed, which the proposed changes do not appear to do. And the intersection changes could even induce more driving. Is there an affordable budget to lower design speeds?"
14	"Bicycle labe and crossing at Jusin/Pegram @ Burnet is awkwardly layed out. Difficult to turn into Pegram from Burnet Southbound. Bicyclists don't use these lanes."
15	"The one at Twin Oaks is badly needed. I wish I didn't have to wait till 2024. nertzy@gmail.com - Grant Hutchins"
16	I'm looking forward to all the improvements along the corridor and other projects in the city. Keep up the good work!
17	"I believe the Koenig/Burnet ped crossing is not needed. There is a cross walk at the intersection @ Burnet Rd. + this location would only serve to block traffic @ the Burnet/Koenig intersection. Perhaps an alternate location would be better?"
18	No, quit putting in such signals. They stop car traffic - they stop mobility.
19	Unknown, but they interupt traffic flow.
20	"If you put medians in pedestrians will try to cross all along Burnet - more ped accidents. Medians will add traffic + distance when attempting to get to mid block businesses w/left turns - cars will have to go through neighborhoods to get turned around."
21	Burnet Meeting 9/6/18 - I see only 4 of them + that's probably not enough.
22	Allandale/Koenig/White Rock dangerous for pedestrians. Awkward place to cross. I don't think i've ever seen anyone attempt it.



23	"These are good. I see need for tons better lighting from Anderson to Koenig so people can feel safe. Go at night & see how dark that street is."
24	"I like the planted medians. I think having trees will beautify the space which will attract family who will settle in the area. I also think it adds safety by limiting the number of pedestrians must be aware of oncoming traffic coming in from."
25	Yes, especially are connecting HEB to Lamar School on Koenig.
26	This is a biased question. You are assuming they are neccessary. This is literally textbook bias.
27	Yes
28	No opinion; I don't travel along there. I don't like PHB because they slow traffic so much and take a long time to cycle.
29	No opinion
30	Don't cause cars to stop for 1 or 2 people to cross.
31	No, some are needed in the southern section where there are many restaurants and little parking. It is very dangerous for pedestrians and drivers around meal times.
32	уер
33	Map doesn't give specific street names, but if the one shown south of Justin Lane is at Twin Oaks, then yes.
34	Not sure - I don't walk in these areas or drive them very often.
35	Map is not detailed enough to tell where they are.
36	I don't know but I think we need them!
37	Yes, they seem to be good. I think they help a lot
38	PHBs also need to be added north of 183. The signals are further apart between 183 and Braker so mid-block crossing to catch buses is common. Since we have an opportunity for improvements now we need to think about future development. I would recommend PHBs at McKalla, between Kramer and Esperanza, and between Esperanza and Gault.
39	They seem reasonable, but I rarely walk along Burnet, so I'm not the best judge.
40	Yes. There could be less of them. They are dangerous, as cars ignore them, and bad for traffic.
41	I think so. It's difficult to tell by the map.
42	l guess so.
43	They're fine. But it's Burnet Rd south of Koenig that is most difficult for pedestrians.
44	Yes. The crosswalk signal at Twin Oaks is long overdue. The next nearest signal is just too far away.
45	yes, I think these will address the most dangerous areas
46	based on traffic lights in the areas, these PHB's are in fairly good spots
47	Seem fine; we need pedestrian lights to cross 2222 as well.
48	not sure
49	I don't think the one crossing Koenig would work. That area is often backed up at the light. Would also make getting out of HEB on to Koenig even worse than it already is if you are going north.
50	uncertainone or two more would be desirable
51	I don,t like pedestrian beacons. The only one I'm familiar with is at Northcross and St Louis Church and it confuses drivers and slows traffic more that the benefit to walkers.
52	I wonder about the two north of Steck. There are crosswalks at Steck and Ohlen. Is there a need for two north of there?
53	These are pretty good, need many. A higher resolution map would help here.
54	Yes
55	Your map doesn't have enough detail to answer the question. I can't speak to the crosswalks north of Steck. A crosswalk at Twin Oaks would help. A light would help drivers get out of



	the UHaul without having to go through the neighborhood. A crosswalk at Allandale/White Rock sounds good for the kids at Lamar, but I'd defer to the exact placement to the kids at Lamar.
56	No. The pedestrian crosswalk for Koenig to the HEB goes from a fence at a middle school to a driveway. It should be moved to Burnet south of Koenig. There should be one across Anderson lane connecting the shops north and south of the street near the bus stop there. The other three seem unnecessary. An additional one near rock rose would be useful
57	These look well-placed and pedestrians can benefit from these.
58	They seem to be in reasonable, though none are north of 183
59	I'll defer to others on this.
60	Needs more
61	Yes
62	I think so, though more are always welcome.
63	There are too many of these already and they impede the flow of traffic
64	your map should include all cross street intersections with a traffic light protected cross walk. It is not possible to determine best places unless you know where all the protected crossings already exist.
65	Where exactly is "White Block Drive"?
66	Those crossings seem reasonable
67	The midblock crosswalk between Justin and Koenig is a must (along with the sidewalk improvements).
68	There should be many more and they need to be connected to sidewalks north of 183. Also, some of those streets are mislabeled which doesn't instill confidence.
69	We need these everywhere! It's so hard to use the bus without them. Pedestrian beacons should be located at any and every point where there are bus stops on opposite sides of Burnet Road. The Twin Oaks area is definitely in dire need of a beacon, though I think that stretch of Burnet between Koenig and Justin would ideally have two. The stretch of Burnet between Anderson and Steck could also really use a beacon.
70	They should be placed near bus stops.
71	The ones that are placed seem good but I am really shocked and perplexed we are not getting any north of 183. We have so many people moving up here to the new housing and walking. The area is really changing. Please give us beacons too!!!!!! I would probably take away the one on Koenig to give us one.
72	I think they look well placed. There especially needs to be one north of Koenig and south of Justin due to the increase in business on Burnet in that area that are hard to access from the neighborhoods on either side.
73	The one at twin oaks should be south or north of the apartment entrance across the street. Drivers pulling in or out of the apartment garage will hit pedestrians
74	There should be one by Bufalina/Barley Swine and one by Lucy's/Peached Tortilla - both of these places are limited on parking and people will go across Burnet
75	Yes
76	They seem well placed to me.

Quality-of-Life

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

1	"Near bus stops. At regular intervals along long stretches to walk. Benches or seats might be
	good in some places whereas entire structure isn't needed. Note: at some places it's also nice to
	see a west view for sunsets, for ex. over the football field at Lamar Jr. High."



2	"Trees would be most beneficial located as a buffer between the vehicle lanes + the sidewalks/shared use paths, as a physical barrier, for shade, + to encourage people in vehicles to slow down + be careful."
3	West side, Anderson to Koenig.
4	Everywhere - or at lease every 50 feet. It's so hot + sunny in Austin - shade makes a huge difference in temperature.
5	Yes! For rain or heat it would be nice to have something to head toward.
6	On private property maintained by owners. The city should not spend my tax dollars to make a street look pretty.
7	All along the sidewalks
8	Sidewalks
9	Sidewalks
10	All along sidewalk. Particularly
11	Bus stops waiting at lights at the crosswalk
12	At red lights on cross streets. Being able to bike is a big plus for livability.
13	Ends of the street.
14	The whole corridor! We need shade/better air to breathe/protection from vehicles.
15	Please don't spend money unnecessarily and raise taxes!
16	Palm Way & Burnet. This will be a major pedestrian thoroughfare.
17	"Having relied on buses, I am sympathetic for the need for shade, but trees are faring poorly with increased hear + drought. Save your money + ours and prioritize elsewhere - or build permanent shelters."
18	Burnet Rd has to have room/space for commercial trucks. Bikes need to be ridden in daytime/light only.
19	Where they will be maintained. Look at 49 +Burned + N. Loop + Burnet
20	Quality of life improving is questionable on Burnet - Koenig to Anderson - if busses and bikes have to share limited space.
21	Bus stops
22	Near bus stops
23	"Shade trees would be welcome to offset increases in impervious cover. Viability of trees along roadsides will be difficult, because of limited soil for growth. I do not believe trees in the middle of Burnet Rd will improve traffic flow."
24	"Please install some kind of small share area for bus stops. It is brutal in Texas sun and that has actually made or break a decision to take the bus for me :)"
25	Bus stops
26	"In places near restaurants and bus stops with high pedestrian or desired pedestrian activity, near restaurants with outside seating."
27	Shade trees should line up all along Burnet Road on both sides of the street from Koneing Lane to the Domain
28	Where ever they can fit along sidewalks.
29	South of Braker along the Pickle property.
30	Closer to sidewalks, further from road.
31	Along all sidewalks and bus stops
32	Between the sidewalk and street.
33	Trees- near the school field at Burnet and 2222 where that lame triangle is that nothing is planted in. Heat island, need more trees in city and for kids running on that track
34	No opinion



35	North of US 183 all the way to Mopac
36	everywhere! we need urbanist streetscapes in both the upscale and downscale parts of the corridor.
37	Along all of it where there are not currently trees. Not directly under power lines like you all originally did at Lamar and 38th.
38	Anywhere there is a bus stop, and really along the entire length so that cars will slow down.
39 40	Everywhere really to make transit more attractive. Because of the limited ROW south of 183, shade trees north of 183 are more practical so a clear zone can also be maintained for safety. Because north of 183 is more industrial, trees would also make this part of Burnet more aesthetically pleasing and make this area more walkable and transit oriented.
40	Every sidewalk should be wide and shaded. Every bus stop should offer shelter. Burnet is not walkable and walkability is important to me since I live across the street from the Domain. It should be pleasant to walk to the shops and restaurants, not a death march in the sun.
41	Everywhere! If you have to prioritize, start in the high pedestrian areas between 45th & 2222. Next phase should be between 2222 and Greenlawn.
42	Bus stops. North of 183 to Braker Ln, where there are not many businesses and landscaping and it is very exposed to the elements.
43	Around Lamar Junior High for the students. All bus stops should be shaded.
44	all along the road on both sides of sidewalks
45	No relevant. We don't need shade or structures, we need space for cars, pedestrians and cyclists.
46	Along sidewalks, in medians, and at bus stops. Anywhere people will be walking.
47	Between a business and the sidewalk. Not near intersections, that would add to clutter in intersections.
48	near the non-existing sidewalks. Several groups tried to plant trees on the sides of Burnet south of Anderson. Most of the trees didn't make it because of the watering needs
49	In front of HEB (Allandale Station), and near the pickle center. But really everywhere.
50	bus stops
51	Routes to bus stops from the nearby intersections
52	Of no benefit if they are where wider or more traffic lanes could be instead!
53	More comfortable bus stop shade and seating structures would be nice
54	Bus stops, at crosswalks, corner of green lawn and Burnet
55	north from 45th St.
56	The entire corridor needs shade trees and landscaping to encourage peds, bikes, safety. They also reduce auto noise and filter air, boost property values/taxes.
57	At bus stops
58	Near bus stops and interspersed along the road where pedestrians could walk. As it is it would be blistering without some shade every so often.
59	Along the whole roadway, as long as they're not blocking the view of the road from people trying to pull out onto Burnet.
60	The ditches along burnet north of Kramer
61	Wherever they won't interfere w. access to small businesses. They are needed if the goal is to encourage more walking.
62	Anywhere they don't interfere with visibility
63	There should be shade trees for pedestrians and - ideally - bikes along the entire route.
64	The entire street should be lined with tall deep canopy street trees - tip to tail.
65	Near bus stops
66	All along the sidewalks, on both sides of the road.



67	In as many places as you can put them.
68	Nowhere
69	near crosswalks. Pedestrian crossing of Burnet at Greenlawn often takes several minutes waiting for the signal. It would be nice to be able to wait in the shade.
70	Everywhere along the sidewalks, but especially in areas of higher pedestrian activity such as near 49th, Anderson, Twin Oaks, Shoalmont, Lawnmont, North Loop, and Hancock
71	Over new sidewalks
72	The key here would be line of sight No shade that blocks driver view You have almost nothing to work with given the limited roadside areas.
73	Every place where there is a sidewalk and since sidewalks are needed up and down the road, th whole road needs them. I would also be happy I th a lot more mid rise apartment buildings. They help with shade a lot.
74	Everywhere! Shade trees would make a huge positive difference in my walking/biking experience. Planting trees would be a wonderful use of space that we remove from car lanes in order to slow traffic.
75	North of 2222, Burnet Road is particularly anti-urban and intimidating, and gets more so the farther north you go. I would like to see shade structures and trees in as many places as possible but especially north of Anderson and north of 183.
76	Anywhere where there aren't already trees! There are some nice mature trees north of Anderson, and some newly planted trees around Richcreek, but any place with pedestrian travel could use trees.
77	Bus stops
78	Trees will be hard to grow on Burnet with all the concrete
79	N/A
80	If there were protected bike/pedestrian paths clustered near destination areas where more people will be moving outside of cars would be great. Where we find more residential, dining and stores along Burnet Rd.

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

1	"Safety + Walkability are important. Lighting is important at night, but I like dark sky lighting that doesn't shine out onto neighborhood. One stadium light in parking lot at strip center near 7-11 at Koenig can be seen all way to Arroyo Seco."
2	"Transportation + mobility can support liveability + quality of life by being based on people and providing access for everyone; by diversifying land use + deprioritizing the space devoted to cars; i.e vehicle lanes, parking, driveways."
3	Easier to bike to Metro Rapid Stops.
4	"More pedestrians bikers gives greater opportunity to enjoy what the corridor offers, reduces traffic and makes for a quiter yet lively area."
5	Allow more cars to travel a main roadway with minimal disruptions
6	No medians btwn Koenig & 183
7	Dedicated transit bus lanes; dedicated bike/ped; better connectivity; more pedestrain/cyclist
8	If the improvements are NOT focused on helping cars, then livibility & quality of life will be greatly improved.
9	Have buses make stops at parks. Have a map for Parks and Rec with a CapMetro busrap overlay
10	Bus priority lanes; smaller car lanes; 25mph design speed; reduce surface parking. add density.
11	Fewer cars = higher Quality of Life. Less noise, danger, pollution.
12	Less drivewalks



13	Lower vehicle speeds for the safety of everyone.
14	Consider impact of major mobility corridor on pedestrians crossing from transit station to/from Domain.
15	You will kill the small businesses on Burnet - Your plan decreases the quality of life.
16	Lights, lanes & traffic flows.
17	Bikes use Shoal Creek how because it is safer.
18	"Ride bikes to destinations Easy access to bus stops"
19	"Preserve easy access to small businesses + neighborhood streets + schools. ""Affordable Housing"" is going to be limited in central Austin because of land value appraisal."
20	Making options besides cars viable, easy and visible is essential if we all don't want to spend hours sitting in traffic.
21	Mode shift to get people out of cars - less pollution and CLIMATE CHANGE.
22	"Move people and places away from focusing almost exclusively on cars and giving pedestrians bicycles and transit riders equal consideration."
23	By making burnet road a tree line street with with sidewalks.
24	Continuous sidewalks with bikes allowed. My experience is that bikes get forced closer to traffic in bike lanes because of gutter debris. Bus pullouts would help car traffic, especially during peak traffic hours. I dread getting stuck behind a bus with an extended stop in heavy traffic.
25	Burnet is first and foremost a road for vehicles. Provide a way that bikers can get from Point A to Point B but don't pretend Burnet is a bike lane. The road is already too narrow and bikers are too disobedient of signage to expect it to be a great bike route and also a vehicle corridor.
26	3 car travel lanes in each way for through traffic, bus cut outs on the right side to not block traffic, and shared use path.
27	Slowing down the traffic on Burnet needs to be a very high priority. Reconfiguration of the road and sidewalk spaces to add functional protected bike lanes and sidewalks is a must.
28	You need bus turn outs and you need turn lanes in the southern section, since hold ups there impede traffic to and from the northern corridor.
29	Have them make sense. We are going too overboard taking away car lanes for bikes. We do not have the same weather as Seattle. If it is 110f no more people will bike. We will never have as many cyclists as Seattle. Stop taking away car lanes for bikes!!!!
30	Helping us get in and out of Allandale west of Burnet Road by keeping center turn lanes on Burnet between 2222 and Anderson and wherever else you can along Burnet. Also, help us run local errands faster by having areas for buses to pull out of the traffic lanes at bus stops so we don't caught behind buses on Burnet and 2222.
31	We now know there is going to be a soccer stadium at/near Braker Lane. Wide sidewalks with pedestrian scale lighting and trees would be good. Place the trees on the west side of the northbound sidewalk and on the west side of the southbound sidewalk to ensure proper shading.
32	Wide sidewalks on both side.
33	we need to plan for light rail service and in the meantime we need improved bus service
34	Bus shelters, trees, and sidewalks would allow more people to feel comfortable walking/biking and waiting for the bus. Less pollution from cars means more breathable air for all.
35	Burnet Road redevelopment has exploded in the past 5 years. The section north of 183 is about to see huge changes in the next 5-10 years and this is our opportunity to plan ahead. Already, quality of life, community vibrancy, and supporting businesses is suffering because of the traffic congestion between Braker and 183. Though I live about 2 miles from the Domain, I now drive farther to access services and businesses I used to use in the Domain because I want to avoid the hassle and headache of congestion in the area.
36	I shouldn't have to drive everywhere. My neighborhood along Burnet should be prioritized for pedestrians not automobiles.
37	Provide a protected environment for pedestrian and bike travel. Replace stop lights with roundabouts @ Greenlawn, Richcreek and yes, Justin.



00	
38	Bus stops are currently not very inviting. Too exposed to sun, cold and wind. Buses also need their own pull outs, since they currently back up traffic and create a dangerous condition when cars try to get around them.
39	Easier access to public transportation. Install rail lines or something other than a bus! More easily walk-able neighborhoods with access to businesses on Burnet without stifling traffic.
40	This has to do also with land use and a land development code that needs to be updated. Having public transportation available and easily accessible to areas that are degraded and could be redeveloped, will encourage developers to build in those areas versatile buildings that are residential, commercial and entertainment oriented and can attract people to this city corridor.
41	1) Create turnout space for busses. Busses that stop and block traffic create backups. See most all other major cities with good public transportation on what this looks like. 2) Figure out how to slow traffic down on Burnet Road. 3) Create space for pedestrians. It's all driveways without good walking space. 4) Figure out the traffic flow so that people don't make left turns across double yellow lines. Figure out how to add a center turn lane; add flexible barriers. Maybe start patrolling the area?!
42	Make Burnet pedestrian friendly. Provide shade and safe passage along and across Burnet.
43	By adding medians to reduce the sudden stops and crossovers, make it more of a limited access corridor. That would make it safer and allow more mobility options.
44	Supporting multi-modes are important however Cap Metro buses just cause havoc on Burnet Road. It would be much better if bus stops were pull outs not in lane stops
45	Existing rapid transit is pretty great!
46	I like taking the 803 to go to events around UT or downtown. Would take it even more if it ran more often on weekends and evenings.
47	Only If they prevent constant lane changes, back-ups, and cut-through traffic into neighborhood streets they will be an improvement
48	Burnet Rd is a major traffic movement corridor. I think it should remain the major focus of attention on Burnet Rd, but I think livability goals are should be incorporated into better traffic signaling controls and using existing crossing controls.
49	Dedicated bike lane (off road). Pedestrian ways that are truly accessible (e.g. currently, while there is a curb cut at the cross walk at Burnet and northcross, you can't reach the pedestrian signal request button without crossing an uneven grassy/dirt area). If you were blind or used a wheelchair/walker, you would never be able to access the button.
50	Better bus service and longer hours.
51	We need a lower speed limit for ped safety. People too often speed and that endangers peds and bikes. We need a complete street and road diet, cycle tracks and a red bus lane or pullout, overhead electric wires for rapid buses.
52	Pedestrian crossings should help.
53	You can make sure you are speaking to existing commercial owners/managers, to make sure your plans support instead of work against our local businesses. I'd like a safer way to walk along Burnet. And safer sidewalks to ride a bike from the closest cross-street to the existing businesses. But I'm worried about any changes which would require any existing businesses to be torn down and rebuilt to match a new road configuration.
54	The sidewalks are pretty barren so anything to encourage walkability would help
55	If I could outlaw oversized vehicles w/i the city proper (excepting trucks for local businesses), I
	would. No traffic lands south of 183 should be converted to bus lanes. I hope CapMetro continues to innovate to encourage his use. I am opposed to any further housing density south of Anderson. The traffic will be unbearable for years to come.
56	We need to narrow and make less frequent the curb cuts/driveways. Dramatically reforming these to make infrequent and predictable car-pedestrian interactions is key.
57	It can be part of an overall transformation from an area of town built exclusively for cars to one built for people.
58	It's terrifying to walk down the sidewalk and then have a parking lot run right next to it. You feel like a car could turn off Burnet and hit you easily.



59	It would be great to see the 803 bus changed to a light rail train!
60	Protected/separated bike lanes the length of Burnet going both ways.
61	It's simple. Put a center lane on Burnet between 45th and Koenig. This would solve the vast number of problems
62	Make the roadway useable by cars. Access to businesses is key. I do not understand where and how transportation bonds can/should be used to "Allow for affordable and mixed-income housing". What does that have to do with improving transportation? What exactly is "community vibrancy" and how do you measure any enhancement to it? What exactly is
63	Improve transit efficiency, add shaded bus shelters, improve safety at dangerous intersections, reduce curb cuts
64	Better sidewalks Emphasize walking over biking
65	Balance keeping traffic moving, access to local businesses and support pedestrian traffic
66	I live in walking distance to many things on Burnet but have to drive for safety reasons. Roads like Cullen and north cross that connect to Burnet need sidewalks, Burnet needs sidewalks, the bike lanes need to be improved and added north of 183. We would bike to work except the choices are ditch or getting hit by a car. I walk and bike around Austin year round, but we need more people living close to, not necessarily on, the corridors so that non-car transportation options can be a viable option for more people.
67	One of the reasons I choose to live along Burnet is that I'm within walking distance to shopping, dining, and bars, and can easily access a metro rapid stop. However, walking along Burnet Road itself is terrible. My day to day experience running errands would be much improved if the corridor were actually nice enough to walk and bike on. For example, I live just over a half mile from the HEB at Koenig and Burnet. However, I rarely walk there, because it feels unsafe due to the fast pace of traffic and how close the sidewalk is to the road, and the lack of shade along the way. Currently, when I want to walk to a destination along Burnet, I take a nearby parallel street whenever possible. However, making Burnet inviting to pedestrians would help the businesses located along the corridor, since the additional foot traffic would mean more exposure. Corridor improvements that make it more convenient to use transit, like installing beacons to connect stops and dedicating bus-only lanes, are an important factor in transportation equity, since people who depend on the bus tend to be lower income. There is a disproportionate focus on making the experience of driving seamless and quick, at the expense of improvements that would benefit transit riders, cyclists, and pedestrians. I've also noticed that there are many self storage places and car dealerships along Burnet this absolutely needs to be discouraged. Both types of businesses are the kinds of places that people drive to, and as such are a waste of space along a corridor with a rapid transit line. We need to be building lots of mixed use & multifamily housing along Burnet in order to allow as many people as possible access to the rapid bus line for errands and commuting. A specific suggestion about connectivity: I love the protected bikeway on Arroyo Seco and I'd love to see a similar one (but with a larger buffer) along Burnet. When this happens, we should add east-west protected bikeways to connect the two. The bikeway on Justin Lane is a great first step. Hou
68	Dedicated transit right of way
69	We need safe places to walk and bike!! Please make it safe for my daughter to walk with me. Right now we cut through the IBM campus to walk anywhere.
70	It's nice to live around Burnet Road now that so many restaurants and retail areas are being developed, but it's hard to access them without driving due to the difficulties crossing the road safely. There are also places where walking feels exposed, like in front of large parking areas and businesses.
71	Right turn lanes at all coners of Burnet and 2222. Better drainage when it rains hard as the outside lanes flood easily



72	More parking and access to restaurants
73	Allow for better flow of traffic to reduce cars idealing.
74	Bus routes that allow bypassing heavy traffic, availability of e-bikes/devices and B-Cycles. As well as giving some protection and priority for pedestrians and cyclists to encourage people out of their cars for shorter trips.

Placemaking

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

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

1	"All along. We should build up this entire corridor as a walkable urban human scale place. Please replace all surface parks with tall buildings or people space."
2	West side between Hancock & N. loop (Creek, Greenbelt, library)
3	"Not much now! We need a lot more. Best way would be to get rid of parking in front of businesses - turn all that space into space for people not cars."
4	"Maybe at HEB! Sometimes we run into people we know, and it could be a meeting place for after shopping."
5	Yarborough Branch Library. Brentwood Park.
6	Varborough library. Public place for HEB/Lamar. St. Johns.
7	In the Anderson Lane and domain areas
8	Restaurants; certain parking lots; churches?
9	No opinion
10	Near Domain or where there is enough right of way/room
11	How about bus stops that actually protect from the weather?
12	not sure, but placemaking is a good idea. Esp with plants to reduce the heat island created by too much concrete. And hiring artists is always good to make things prettier.
13	The HEB parking lot The food truck area near Hancock
14	Braker Lane, Koenig Lane
15	Domain, new Soccer Stadium, Lamar MS.
16	I don't know
17	I don't know that there are any places where the city has the land to do so. I'd love to replace car dealerships and self storage facilities with housing and plazas.
18	Once the Broadmoor campus is redeveloped, this could be a good gathering spot.
19	The field at Kramer and Burnet.
20	Not many, as most areas are densely developed. Maybe somewhere in the Domain. McKalla Place is obvious if it becomes the football stadium. Can't think of any others.
21	If the city would do something with the old Serta property, it could be transformed into something nice.
22	Northcross Mall and area between north loop and Koenig/2222
23	THIS DOES NOT EXIST ON BURNET ROAD. Stop it. Seriously, you have 100% missed the point. We need to figure out how to move people and cars through the corridor. We do not need space for community gathering.



24	Locations at or adjacent to where there are restaurants and bars. I'd love to see more neon signs and art on Burnet south of Anderson. That's an existing, historic characteristic of Burnet that the neighborhoods should embrace and extend.
25	Between Anderson and 45th I don't see any good spots for gatherings or events. It is too tight between the streets and parking/businesses.
26	Pegram, Lamar Middle School, Greenlawn Parkway
27	There are none (unless you want to meet at a restaurant / bar).
28	Near shops to improve walking traffic. Need to have shade.
29	Between North Loop and Koenig or near Greenlawn
30	Cannot envision that at all without destroying businesses or their parking spots, and WIDENING Burnet Road by the width of one or two traffic lanes. Any place encouraging children (or adults) to play, mingle, or socialize that class se to moving traffic is very hazardous!
31	Some of the properties between 45th St and Anderson Ln seem to be underused, but would be costly to for the city to purchase. That being said those seem most useful for this objective.
32	Everywhere
33	restaurants
34	McKalla Place and the Domain on the north side will or are places for community gathering and events. In Allandale we gather at Northwest Park in large groups. And in smaller groups at the bars and restaurants on Burnet. Like Phil's, or movie and car nights at Top Notch. But the neighborhood doesn't want large events/gatherings along Burnet due to noise issues.
35	Amy's Ice Cream, Pinthouse Pizza, top golf, the new MLS Stadium
36	I'll leave this to more imaginative minds, but yes, we do need some beautification along Burnet.
37	Don't focus on placemaking with limited ROW. Just make shaded, safe pedestrian and bike travel along the entire corridor. And speedy transit with priority or exclusive lanes. The places will come.
38	The entire corridor is an opportunity to provide the - a generous side walk lined by gracious street trees along a busy, but calm street can be a gathering spot.
39	Saint Louis King of France Catholic Church & School has lots of yard space running along burnet, perhaps they would be open to making it part of the city more?
40	The areas where there are groups of bars and restaurants.
41	Not sure. Maybe allandale? Or The intersection where the pedestrian crosswalk is near the thundercloud subs and huts burgers.
42	None. This is a waste of my exhorbitant tax dollars
43	Burnet & Koenig
44	49th St, Shoalmont, Lawnmont, Twin Oaks, Hancock, 47th St
45	Most of the corridor has been commercial for so long that community gathering or events are in commercial settings. To the extent that community events exist in the commercial arena, I would say that Top Notch is the biggest gathering place - particularly for special events.
46	Making things look better is OK but again you really don't have the room and shouldn't take space for this over the ability to move through the corridor. Other adjacent streets etc should be used for this type of thing
47	Do you mean privately owned businesses or public land? Other than Lamar Middle School, I am not aware of any public land large enough for community gatherings on Burnet.
48	Little Woodrow's and Billy's on Burnet anywhere with a big patio. Brentwood Park is also nice.
49	I would love to see some plazas or features near the Domain, where I live. There are tons of people walking between the Domain, the apartments on Gracy Farms, Top Golf, and the IBM campus. We could really use the amenities!
50	I think it depends on the nature/size of the events. In areas where there is density of businesses, such as north of 45th and around Koenig and Twin Oaks would be good for walkability and local shopping. In areas where there is open space to larger events, like north of 183, although it feels pretty barrent north of 183 and south of Braker.



51	Maybe the lights so you can look at them while you are waiting for it to change
52	Bars and restaurants
53	N/A
54	Near spots that contain a lot of destination businesses and high density residences. And as the area near the Domain develops I'd expect a lot of non-vehicle traffic criss crossing the Burnet - Braker areas.

Question: What are your favorite places along the corridor?

1	It is currently pretty horrible, not fit for humans.
2	Top Golf, Domain
3	Lamar track
4	"- Side walk cafes - ""Park lets"" - trees/shaded areas to walk - Burnet should be hostile to cars not people!"
5	"Around Lamar Middle School - a place for kids + parents to gather while entering or exiting school."
6	As a pedestrian, nothing is particularily lovely. It's a "utility" street to me.
7	Top notch.
8	Koenig to 183
9	I like the areas with small shops and thrifts, with practical businesses like UPS and HEB mixed in. I see it as a commercial area that could use beautification. Car dealerships are allowed to use way too much asphalt, they are bleak.
10	Domain area
11	Not many cause there's always congestion and traffic.
12	thrift stores, restaurants, northcross mall
13	all. I walk all over the place there when it is not too hot.
14	Taco Deli & T22 Flyrite Chicken Lick HEB Walgreens Bartletts
15	Thudercloud, Northcross Mall, Tom's Swim and Dive
16	Burnet and Anderson Ln. restaurants.
17	Domain, and lower Burnet shopping and restaurant areas
18	I like the Pour House and Taco Deli. I love how Phil's Ice house converted their curb cut to blocked, with a playground.
19	I like parts of Burnet between 2222 and Anderson because it still has some of the old Austin charm and character, though that's quickly changing.
20	Trudy's, Wild Chix & Waffles, Summer Moon
21	restaurants and shops from 45th to Anderson.
22	Taco deli. Aristocrat Lounge. Domain. Buffalina.
23	Northcross Mall, Austin diner, Monkey Nest, Citizen Eatery, Top Drawer Thrift, Upper Crust
24	Stinson's, Upper Crust, Bark N Purr, Pacha, Gusto, Red Betty Nails, PicNik, Noble Sandwich, A Town, Phil's Ice House, Yard Bar, HEB, Sarah's Mediterranean, Taco Deli, T-22, Local Post, Barley Swine, Top Notch, the list is endless.
25	Ginny's Little Longhorn, Top Notch, the Aristocrat, the shopping center north of Anderson with the large trees. Neighborhood places with food and people. The car dealerships and storage places are dead zones that I would not be sorry to go somewhere else.
26	Upper Crust, The Pit, Dollar Store, HEB, anything around North Cross Mall.
27	Yard Bar



28	top notch, heb, businesses around northcross mall, restaurants in north east corner of 183 and burnet road
29	HEB, the restaurants at Greenlawn and Burnet, Next to New.
30	businesses across from Lamar Middle School. HEB, and businesses just north and south of North Loop.
31	Northcross area
32	Restaurants between Koenig and Anderson. North village library. HEB shopping center at Koenig.
33	Billy's, Pascha's, Taco Flats, Poodle Dog, Trudy's, Juiceland
34	Shopping center across from Lamar M. S., Monkey's Nest
35	Top Notch. Phil's. Yard Bar. The Aristocrat.
36	the thrift stores
37	A few select businesses, but mostly seeing peeks of neighbors as I drive along.
38	Almost none - it's a horrible place.
39	HEB, Woodrows, Little Ginnys
40	It's nice further south where there's Woodrow's, MonkeyNest, Hey Cupcake, and other restaurants close together. It would be nice to see that type of development north of Koenig.
41	Don't have any. Hard to love something that was designed for cars.
42	Upper crust, Noble Sandwich, Pinthouse, 5000 Burnet Rd, Lucy's, Amy's Ice cream,Lick, Tacodeli, Domain, North Village library
43	None
44	Top Notch, Barley Swine, Aristocrat
45	Upper Crust, HEB lot, Bartletts lot,
46	I like a lot of the businesses, and the new apartment buildings are great and bring in new residents which I like. Lamar Middle School is a great neighborhood resource,.But, as public spaces it's not great.
47	Little Woodrow's, because it's within walking distance of my house and it has a big, shady outdoor patio. I also like the cluster of restaurants/shops along Burnet between 47th and 49th.
48	My favorite current places have a good retro Austin vibe, like Top Notch and Phil's Ice House. But, I also love the cool new apartments going in, and I love many things about the Domain. I think the key is keeping parking at a minimum, to create great places.
49	The whole stretch from 45th to Anderson has become quite appealing in terms of local businesses and restaurants/bars. Then up by the Domain for bigger retail.
50	Yard bar, Lamar middle school's field, HEB, Pour House, northcross
51	Bufalina, Lucy's, Pinthouse
52	Buffalina, T22, Lucy's
53	I use Burnet often in the car, typically for restaurants and stores which are near 45th or at the north end near the Domain. I don't like any of it for cycling, and I'm comfortable riding in traffic.

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

1	Traffic deaths segregation. end both. stop hosting "open meetings," go to talk to renters.
2	"How can you maximize pedestrian safety, vehicular awareness of bikes/peds, etc @ the Palm Way intersection? This could be a major ped. corridor b/w proposed transit station & Domain. * Creative crosswalk, lighting, trees, art, etc. Make this space safe, visible, fun, & exciting!"
3	Good mixture of businesses housing, and transit.
4	Lala's @ Justin



5	"Neighbors have been walking up & down Burnet for decades. I used to try + push a baby stroller in 2000-2003 but the lack of sidewalks + shade was a huge disincentive."
6	"I love the ""wall of welcome"" on Woodrow Ave (at the Arlans). Would love to see more sites like
	this. Put fun crosswalks near schools."
7	Would love to walk Burnet Road but sidewalk didn't connect.
8	Burnet Rd. storage used to be a drive in theatre.
9	It needs to have trees all along burnet road
10	Its cultural sites and charming historical venues are mostly gone. Focus should be on maintaining a critical north/south travel corridor. I am afraid traffic will be pushed into my neighborhood if traffic is calmed too much. There should not be street-side play areas, kids should be learning to stay safe in the increasingly complex environment that comes with growth.
11	It used to be out in the boondocks and only recently has become heavily trafficked up north.
12	Good people, lots of elderly, not pretentious, old Austin feel/vibe. We like things to look good and function well. Lots of artists and musicians live here.
13	Sorry, I've only been here 5 years so I don't know the historical aspect. But I think the unique signage and quirky storefronts add character. Don't want to see Burnet become a bunch of boxy mid-rise buildings built right up next to the street and that's what it looks like is happening :(
14	?
15	LOL
16	THis is the original and historic road to Burnet. It deserves to be recognized as a historic place as well as a commercial corridor. Many interesting people have traveled this road, and its role in the history of central Texas ought to be more publicly accessible.
17	Culturally it has been a car sewer for people coming from outside of Austin. It needs to be reclaimed to be for Austin residents to walk, bike, and enjoy without fear of being run over.
18	Burnet from 45th to North Loop used to be called the 'holistic half-mile'. That's sorta still true. I think we need to preserve the small shop and low vertical environment of that section of Burnet.
19	I like the trend that businesses have adopted to promote the neon signs. I hope this will expand and continue as it is a unique feature in the city.
20	It is pronounced Burn it and not Burnette. The pedestrian crosswalk sign in front of Northcross mall disregarded this Austin cultural difference and incorrectly pronounces it Burnette. Many location words in Austin are changing the pronunciation because people moving here don't know that the city of Manor is pronounced Main.or, Manchaca rd, is pronounced Maincheck, and Burnet is pronounced Burn.it. Burnet road is the original way to get from Austin to Burnet, TX. FM1325 https://en.wikipedia.org/wiki/Farm_to_Market_Road_1325
21	There isn't a lot to know. It's always been a thoroughfare. But since Austin can't seem to figure out public transportation or how to handle the traffic needs, Burnet is now overflowing with cars that want to both get some place and stop at every place.
22	Disappointed to see The Frisco move and, more recently, close. I wish Genie car wash and Ichiban still had their iconic neon signs. The signs that replaced them are just sad.
23	It used to be a quiet, comfortable, safe to use road. But as in all things, change happens. Now it is more frantic. It doesn't fit the neighborhoods around it. You still need to move increasing high volumes of traffic, but it has become a bit of an eye sore as it were.
24	construction on burnet road will kill business just like the construction on East 7th killed business. Keeping the businesses located on burnet road going is the most important for our neighborhood
25	Chintzy "art" does not make a place better. We don't need Pieces of Flair like ridiculous bus stop designs like the example photo shown.
26	I grew up in the 4700 block of Rosedale Ave. and well remember Burnet Road from about 1945 onward. Nearly ALL businesses were built there with ZERO thought to potential future growthall are placed too close to the road.
27	Burnet Rd is a traffic moving area. I'm not sure how culturally and historically important it is.
28	It's one of the ugliest roads in Austin. Anything done to beautify would be welcome. Leave the historic Allandale sign that currently is at corner of Burnet and Koenig.



29	It creates higher quality life.
30	Keep the old businesses.
31	I can't think of anything
32	Many of us remember it was a charming, funky road which reflected the egalitarian nature of the old Austin.
33	That it was largely planned and built in the era of the automobile and suffers greatly for it - we need to use the ROW to create a great complex street the way we use to build them.
34	Just that it's an important north-south corridor on the west side of Central Austin.
35	That it is a major arterial road and needs improvements to handle the traffic, not feel good cutesy things.
36	It's an evolving area with greater traffic demands but the development of more small local businesses that need to be accessible by both motor vehicles and pedestrians.
37	t's looking more and more gentrified and missing character. It doesn't need huge new condo development and the city (like Moscow, SF and NYC) should have bought the Grove and done a park. Lost opportunity there to make central Austin feel like a place you want to be. Take Savannah for example.
38	This has been a neglected street for too long. People nearby have been complacent. The best new additions have been the new housing, the new pedestrian beacons and stop lights, and the added pedestrian and bike access have been great. I love how connected Burnet is to the neighborhoods, there should be more, not less, direct connects between the residential and commercial areas. I'd love to see some of the older, run down storage facilities (and some of the new ones!) turned into housing and community features, since there is no cultural legacy there. As a medium-term resident, I spend a lot of time eating and socializing on Burnet. I don't mind sitting in a little traffic (and the traffic on Burnet is really not bad) as long as I can get somewhere interesting fast which I can!
39	The post-war neighborhoods of Crestview and Allandale in my area are transitioning, somewhat abruptly sometimes, from the original affordable houses to developer-built larger and more expensive houses. The areas feels like it's getting more diverse, but it's still pretty homogeneous demographically and economically. We could use some variety of housing as well as variety of transit options.
40	It is busy and used by a lot of the neighborhood as well as commuters trying to stay off mopac.
41	Don't disrupt the historical businesses and force them to close (ie top notch and the likes)
42	That it is a major thoroughfare going north and south through central Austin
43	Nothing really comes to mind as to anything significant other than how drastically the area has changed over time. Even more recent history where St. Louis Church was near the edge of development, or Gulf Mart the major store across the street finds much of what is found along Burnet similar in nature, just more of it!

Businesses

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

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

1	- 7600 Burnet; Chase Bank; Saver; - Do it online so retailers can participate (business walkthrough) - Small businesses =/	
2	Publisize the business round table. Have multiple cc meeting. Servey some business in person.	
3	Roads are narrow + blood vessels of neighborhood. They let us get to favorite places & events. The raised medirians will kill the neighborhood ""organs"" along Burnet. Examples: There is a	



	very long varying car show at Top Notch every weekend. The medium will kill that how. Limit access cuts after ""blood"" to a neighborhood turns.		
4	Help keep pedestrian access during construction. Add bike racks, and maintain/add bike access as soon as possible during construction.		
5	The Hybrid Beacon on Koenig @ Burnet is WRONG. The intersection already has trouble. The location show is about 1/2 way through the usual backed up left turn for going N. on Burnet. The Beacon will intersect the left turn from Burnet onto west Burnet Koenig. The Beacon is stupid.		
6	- End segregation zoning End parking requirements See gulfcoastinstitute.org/university/ for business interuption maintanance strategies		
7	Don't put the raised median. Leave the shared left turn lane.		
8	Suggest park and rides for businesses that lose their spaces during construction.		
9	- Get their feedback prior to construction Keep them in the loop - Provide some advertising, interviews, ""business is open"" etc Don't take forever @ construction.		
10	- The small business owner needs to have access to their driveways, parking lot, from both directions - If you put in a median (for example on W Burnet, 7200 block) drivers going N on Burnet will have to turn L on North Cross Drive, go all the way dow to the post office to turn around and go back to the intersection & take a right on Burnt to get to be able to get into their driveway or parking lot. Drive it and see what you think- Thanks -		
11	Allow access during construction.		
12	Have signage that businesses are open		
13	Avoid delays or breaks during construction, provide traffic access to businesses during construction. I think Austin already does that, of course.		
14	Provide access to them		
15	make sure entrances are open and obvious		
16	Offer signage that is easy to see where to turn in with business names prominently shown on the signs (e.g. "Turn here to access HEB" with an arrow). Make sure there is enough parking at all the businesses during construction.		
17	Create a coupon package for participating local businesses and give them to the		
18	contractors/subcontractors and other local businesses. Don't cut off their driveway or take away their parking spaces.		
19	I don't know		
20	Keep them informed. Do NOT block sidewalks or require people to walk across the street to be safe.		
21	Very good wayfinding with construction access signs showing access to specific businesses. Limit construction as much as possible during businesses' prime hours, though this may mean changing construction hours for various parts of the corridor. For instance, some businesses have M-F 9-5 hours, while others are more oriented to evenings and weekends.		
22	Add or widen the sidewalks first so that pedestrian and bike traffic can still reach businesses along the corridors. Open McKalla Place and other land for parking. Make it easy for customers to walk or bike or scooter from this parking to businesses.		
23	Make sure customers and employees can still access the business.		
24	Do the work in small sections so it will not block whole areas of the road for long periods of time.		
25	Give us clarity to what the end result will be and how it will help both the community and the community businesses.		
26	Online bulletin board in addition to email.By not completely blocking access as you see so often in the news. Provide alternate, well marked ways in to a business. Put a little time and thought into it instead of just saying deal with it. Be courteous and cooperative. We all have to live through it.		
27	not do what you did to the East 7th/Springdale road construction. It took too long, blocked access too long and those businesses did not make it. In a recent community meeting CoA staff actually		



	thought reducing the number of customers to an HEB store through grocery delivery was a good thing. IT IS NOT. Customer traffic is critical to these businesses	
28	Temporary property tax cut to offset lost revenue?	
29	Keep driveways visible or alternate entrances highly visible.	
30	Ample warning, signage, and no dragging out of the job. Do it fast and well the first time so no later repairs will constantly be needed!	
31	support other businesses around them.	
32	Extra signage showing the store locations.	
33	Have you spoken with them? Especially during the design phase? I've heard about the city's outreach. I'm not getting the impression from speaking with city staff that the city has engaged in conversations with the commercial owners/operators, to discuss their needs and concerns.	
34	Have clear signage that directs potential customers to alternative parking	
35	As you've stated, maintaining access and signage.	
36	Don't block their entrances	
37	I'll defer to businesses on this question.	
38	Lots of signs showing cars where to turn to access businesses.	
39	By making them easily accessible	
40	Minimize closure of exit/entry, put up signs	
41	Try to minimize disruptions to access points and use CLEAR signage.	
42	Maintain access. Don't put in franken curbs. Admit that practically this is not a bike corridor and never should be. That one literally will get people killed not matter what your intentions are.	
43	Get rid of unnecessary RPP areas. Add pedestrian beacons ASAP.	
44	Create signs that point to how to get to the businesses.	
45	plenty of advanced notice of road closing and work	
46	Keep the entrances (or temporary ones) well marked	
47	Don't block driveways or take away parking	
48	With bike lanes we'd hope to see fewer cuts for business driveways. At the same time it'd not be fair to send traffic very far and require them to navigate their way back to a destination.	
49	Allow them to keep their wide driveways and don't block them.	

Other Comments

1	Mobility and quality of life in Austin could be most improved with elevated rail.	
2	"- Placement of transit stops 9110-9200 SB - Burnet - Curb cuts + driveway rt. turns @ 9110"	
3	"Positive Pluses: Sidewalks; Benches w/ covers by transit. Negative Minuses: Medians will make it more difficult to get out onto Burnet going to left - will also endanger small businesses along route - will not add any lane space to move the huge number of cars which use this corridor - Please use legos + hotwheels to play out your scenarios before constructing. Example concerns: Turning left out of Twin Oaks is already very difficult + made possible only by the left turn lane. As well Burnet on Mary Apts across from Twin Oaks have the same dangerous L turns."	
4	"Dockless scooter parking spots near bus stops? OR major destinations. +1 for shade at intersections. "	
5	"Need connectivity to MoPac/Duval Rd/Waters Park Rd. Rail road crossing has no side walks for ADA access."	
6	Need PHB at Travis County Court between Braker and Rutland at bus stop.	



7	"Need redesign island at Duval Rd Mopac SW corner for safe bike access. Need redesign for stadium entire Rdway between 183 & Mopac Need redesign for sidewalks & safe routes for bikes on Braker Ln. Stadium developers need build side walks on Braker Ln -> Kramer."
8	"1. Fewer meridians in low crash areas to accomodate turning into businesses. Use meridians for large parking areas + high crash places. 2. Move East-West bus connections. Better bus shelters - trees. 3. At big intersections - Domain + HEB at Koenig - consider having all autos stop + all peds + bikes go. Or have dedicated bike lights. 4. More pedestrians cross walks between intersections. 5. Someday light rails from downtown to the airport."
9	"Make sure all curb cuts are designed correctly. Designed faceing crosswalks not just 90 degree. Same with raised curbs. "
10	Dockless infrastructure needs to be included for future growth.
11	"I'd like it to be easier to cross Burnet near Twin Oaks. There are a lot of businesses on Burnet Rd and Burnet Ln that could benefit from increased foot traffic. There is now a much higher residential population due to new multifamily development in this ""diamond"" area. "

C. Survey Themes

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

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

Survey responses revealed several themes among respondent priorities and concerns. In the area of **safety**, respondents identified a desire for better street lighting and better sidewalks all along the length of the corridor. Many respondents noted that they do not currently walk along Burnet Rd. due to the poor condition or lack of sidewalks. There was a general consensus in the survey responses that cyclists do not feel safe biking along Burnet Rd. and would not cycle on the corridor. When asked if there are locations in the corridor where it's difficult to see, many respondents cited the intersection of Burnet and 2222/Koenig. A particular area of concern at this intersection is the safety of the students needing to cross Burnet to get to Lamar Middle School. Another recurring theme in the survey responses was a concern for the high speeds that cars travel down the corridor. Several respondents suggested narrowing the lanes to help slow traffic. Feedback included the following responses, which are representative of broader community feedback.

A meeting attendee commented, "I try hard to not to bicycle on Burnet. It's just safer to bike through the neighborhood. When bicycling on Burnet I only ride on the sidewalks, and I'm a confident cyclist. There are places I'd like to bike to (Applied Research Labs) that I drive to instead, since there's not a safe route to get there." An online respondent noted, "Please improve pedestrian and bike safety. Also plan for future configurations that will emphasize walking and biking - this corridor will get more dense and add housing. Also plan for future large developments such as Broadmoor and MLS stadium."

In the area of **mobility**, respondents were asked where along the corridor they see the most traffic backups and the survey themes pointed to the following intersections: 2222 and Burnet, Anderson Lane and Burnet, and Braker and Burnet.

One meeting attendee stated, "Anderson Lane and Burnet. Braker and Burnet. At both intersections cars are fighting for use of the median for left hand turns."



When it comes to **connectivity** and stakeholders were asked about the placement of the proposed midblock pedestrian crosswalk signals, there was a split in support of the pedestrian crosswalk signals. Those who are in favor of them would like to see more along the corridor, especially near bus stop, however those who oppose the midblock crosswalk signals said they inhibit the flow of traffic and make the roadway dangerous.

One respondent in support of the midblock pedestrian crosswalk signals stated, "We need these everywhere! It's so hard to use the bus without them. Pedestrian beacons should be located at any and every point where there are bus stops on opposite sides of Burnet Road."

Another meeting attendee noted, "I don't like pedestrian beacons. The only one I'm familiar with is at Northcross and St Louis Church and it confuses drivers and slows traffic more than the benefit to walkers."

Regarding **quality-of-life**, most respondents identified a desire for more shade trees and/or structures along the Burnet Rd. corridor, particularly near bus stops and along sidewalks. It was also noted by respondents to ensure the shade trees/structures would not block views of the roadway when vehicles pull out of driveways. There was some opposition to shade trees along the corridor, with several respondents noting to save the money and utilize the space for mobility.

One meeting attendee said, "The entire corridor needs shade trees and landscaping to encourage peds, bikes, safety. They also reduce auto noise and filter air, boost property values/taxes." Another respondent cited, "More comfortable bus stop shade and seating structures would be nice." An opposing respondent stated, "On private property maintained by owners. The city should not spend my tax dollars to make a street look pretty."

In the area of **placemaking**, respondents identified the Domain as a good spot for community gatherings or events. A secondary place of interest for gatherings and events noted by respondents was H-E-B at the Koenig and Burnet intersection. Respondents also gave the feedback on the importance of keeping the historical, local businesses on the corridor and to keep the original charm of Burnet Road; not adding "chintzy art". Feedback included the following responses.

"I would love to see some plazas or features near the Domain, where I live. There are tons of people walking between the Domain, the apartments on Gracy Farms, Top Golf, and the IBM campus. We could really use the amenities!"

"This is the original and historic road to Burnet. It deserves to be recognized as a historic place as well as a commercial corridor. Many interesting people have traveled this road, and its role in the history of central Texas ought to be more publicly accessible."

When participants were asked how the City of Austin can support **businesses** during construction, the themes that emerged were keeping obvious access to businesses using proper signage and ensuring businesses have enough parking for patrons. Feedback from the meeting included the following comments.

"Offer signage that is easy to see where to turn in with business names prominently shown on the signs (e.g. "Turn here to access HEB" with an arrow). Make sure there is enough parking at all the businesses during construction." Another respondent commented, "Keep driveways visible or alternate entrances highly visible."

A final theme throughout the survey responses was a desire for future analysis for Burnet Road, south of Koenig, particularly between 45th Street and Koenig.

The City of Austin estimates that it will invest between \$49.5 million and \$54.7 million in Burnet Road as part of the Corridor Construction Program, funded in part by the 2016 Mobility Bond. As proposed, Burnet Road would receive 10 miles of sidewalks or shared-use paths to create an ADA-compliant pedestrian



network along the entire length of the corridor. Additionally, the City anticipates installing 4 midblock signalized pedestrian crosswalks at strategic locations to better connect to transit stops and other destinations.

What We Heard & What We're Doing

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

What We Heard	What We're Doing
Congestion is particularly challenging at the Burnet/Koenig, Burnet/Anderson and Burnet/Braker intersections	Improvements are planned at each of these intersections, including turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety.
Desire for safer bike and pedestrian facilities	Up to 10 miles of new shared-use paths to create continuous ADA-compliant sidewalks and bicycle facilities along length of corridor are planned for Burnet Road.
Desire for bus pull-outs	 Bus pull-outs are not currently included in the design of improvements on Burnet Road. Capital Metro has provided guidance that
	they do not recommend bus pull-outs without accompanying traffic control or signaling. Bus pullouts can result in further travel delay as buses experience difficulty re-entering the travel lane. Consequently, the National Association of City Transportation Officials (NACTO) recommends buses load passengers from the travel lane rather than utilizing a bus pullout lane. Some bus pull-outs can accommodate traffic control and/or signaling to allow buses to reenter the flow of traffic, but otherwise, these pull-outs can reduce transit service quality.
Concern about median installation and general desire for businesses along the corridor to feel informed and supported throughout this process	 Intermittent median islands from Koenig to Anderson to improve vehicular and transit efficiency, and safety for everyone are planned on Burnet Road. Continuous center-running turn lanes and a significant number of driveways create several potential points of conflict. Adding medians and modifying driveways will define where turns should occur and reduce potential points of conflict. The Corridor Program Office plans to
	 The conduct engagement specifically with



	Burnet Road business and property owners on an ongoing basis. This will include a workshop specifically for business owners along the Burnet Road corridor, which will take place in early 2019. The Corridor Program Office in partnership with the Chamber of Commerce hosted business workshops in October to collect input on reducing impacts related to construction. Several participants were business owners along the Burnet Road corridor.
Desire for future analysis of Burnet Road south of Koenig (particularly, between 45 th Street and Koenig)	City Council's Contract With Voters specifically outlines Burnet Road corridor limits between Koenig Lane and MoPac. All comments expressing a desire for additional analysis of the roadway—particularly between 45 th Street and Koenig Lane—have been shared with Austin Transportation for future consideration.
Desire for shade trees	Shade trees are included in the Enhanced Multimodal Improvements for Burnet Road but are not currently funded by the 2016 Mobility Bond. Additional resources and partnerships with private development will be sought to implement shade trees along Burnet Road in the future. Improvements that are funded for construction on Burnet Road preserve enough space for shade trees in the future.



D. Comment/response matrix

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

Number	Date Received	Source	Comment	Response
1	September 6, 2018	Open House Comment Card	Cutting out White Rock traffic NCE bound from 2222 (at that point) "Willowdale Road" makes no sense to me. Seems to me liek social \$ to a non-need + sending lots of traffic through way none of 2222.	White Rock is planned to be a two-way road at the intersection of 2222.
2	September 6, 2018	Open House Comment Card	 Impacts to businesses - construction & medians (access issues) Driving traffic into neighborhoods (medians) kids & disabled use neighborhood streets concerns about added traffic. N/S traffic is already over- subscribed. Construction on multiple roads at same time (N. Lamar & Guad specifically) will make it worse. Bike traffic in neighborhoods & on Burnet - already have Shoal Creek northern facilities. 	Corridor Construction Program improvements, including those for Burnet Road, are currently in the design phase. The bulk of construction is anticipated to occur between 2021-2024. The City of Austin's Corridor Program Office is actively considering options for minimizing the impacts of construction on corridor stakeholders, including neighborhoods, businesses, and community members. Efforts will be made to include appropriate signage and maintain access for vehicles, cyclists, and pedestrians during construction.
3	September 6, 2018	Open House Comment Card	* Crosswalk -> might be angled but bricks are straight. Same with curb cuts. Not good for ADA. Height of regulation or overgrowth is a problem -> not maintaining clearance around bike lanes or sidewalks. Code enforcement won't maintain arborist has to -> better coordination. Need better irrigation to landscaped medians. Need turn lanes down Burnet. Need crosswalks + wheelchair accessibility to get across street to bus stop. Need curb cuts. Burnet + McNeil -> Ped fatality recently. Need crosswalk. Burnet/183 needs dedicated RH turn. Yield sign comes after crosswalk	Improving safety and mobility for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the City of Austin's Corridor Construction Program. Crosswalks and ramps will be designed to be ADA compliant. Design teams will work to best align geometry of pedestrian ramps and associated crosswalks. Turn lane improvements are also planned at major intersections along the corridor. The needs and safety of cyclists and pedestrians are an integral part of the preliminary engineering phase of the Burnet Road corridor.



· · · · · ·			A Design of the D. P. C.	
			-> dangerous for bicyclists -> buses drive in bike lane.	
	Quantum han Q	0		This second has been
4	September 6, 2018	Open House Comment Card	 Signal timing @ Romeria -> activates when Burnet traffic is low. Need relief for traffic on Romeria. Burnet/Koenig existing signal for peds -> if go north from HEB get stuck on ped island. 	This comment has been logged and is under review. We will work with the Austin Transportation Department to optimize signals.
5	September 6, 2018	Open House Comment Card	The shared used paths are problematic because the city is not maintaining the vegetation, trees height on bike lanes. When you have shared use path it's even harder for the city to manage the vegetation & trees so its usable for people in wheelchairs, bikes, and walk. There are lots of broken trees.	This comment has been logged and shared with the City of Austin Public Works Department, which is responsible for right-of-way maintenance. The Corridor Progam is working with our partners to determine which types of trees are most compatible with the proposed adjacent infrastructure.
6	September 6, 2018	Open House Comment Card	I own the Verizon store property This intersection should have a curb cut so that all the traffic that utilizes the Verizon can enter + exit. The new plan phase II blocks access with the median + could adversly affect business and make for difficult mobility.	At this time, we do no have a median planned at the intersection of Burnet Rd. and Mohone Ave, north of Anderson. Therefore, no turning movements are currently proposed to be restricted at that intersection.
7	September 18, 2018	Online Comment Card	Burnet must have trees along its sidewalks. No one will ride the bus without shade.	Street trees along Burnet Road are not included in the recommendations funded by the 2016 Mobility Bond. However, streetscape enhancements (such as aesthetic treatments, hardscaping, landscaping with trees, etc.) are recommended improvements for this corridor that could be implemented in the future if funding becomes available.



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8	September 18, 2018	Online Comment Card	Primarily, I am concerned with motor traffic getting redirected into neighborhoods. I live on White Horse Trail, already used by commercial as well as private vehicles as a cut- though, generally going about 30-5 mph in a 25 mph zone, but speeds around 40 or above are all too common. We watch bikes and cars zoom through the stop sign onto White Horse, as if we're some small town.	The Corridor Program Office plans to optimize signal operations throughout the Burnet Road corridor.
9	September 18, 2018	Online Comment Card	Please prioritize vehicle flow, particularly during peak times.	The Corridor Program Office plans to optimize signal operations throughout the Burnet Road corridor.
10	September 16, 2018	Online Comment Card	Please expand the road. If austin is really trying to support an MLS team close by, you have to have an adequate road that's safe.	Our current funding source— the 2016 Mobility Bond—does not provide funding for expanding roads along the corridor; however, enhanced multimodal (or longer-term) improvements do show an added lane at Gault as well as a travel lane in both directions north of US 183. These improvements are proposed for the future as additional funding sources become available, but are not funded for construction at this time.
11	September 12, 2018	Online Comment Card	More trees. shade, more plants, don't go crazy with bike lanes, too hot most of the year, make it pretty, we need a new Lady Bird Johnson. Call me. Make it walkable, and maybe more people will walk to places in fall and winter and pollute less. I ALWAYS walk to HEB.	Street trees and plants along Burnet Road are not included in the recommendations funded by the 2016 Mobility Bond. However, streetscape enhancements (such as aesthetic treatments, hardscaping, landscaping with trees, etc.) are recommended improvements for this corridor that could be implemented in the future if funding becomes available. The Corridor Program Office is actively seeking additional leveraging/partnership opportunities to incorporate additional enhanced improvements that aren't currently funded for construction.



12	September 12, 2018 September 11, 2018	Online Comment Card Online Comment	KEEP CENTER TURN LANES Consider bus pullover areas at stops Time the lights to keep traffic moving Come back to the public again for more feedback.	Our technical team is in coordination with the Austin Transportation Department and CapMetro to optimize transit operations, as well as vehicular operations at intersections through additional turn lanes, etc. The Corridor Program Office plans to conduct an additional
	2010	Card		round of public outreach in spring 2019, and continuing on into the construction phase of the Corridor Construction Program.
14	September 11, 2018	Online Comment Card	Please design and implement whatever plans you decide on in such a way that you do not preclude later construction of a light rail line!	The Corridor Program Office is directed by its Contract With Voters to consider transit- supportive improvements. Transit-supportive improvements are likely to include connectivity to bus stops and transit priority signalization. These improvements won't preclude rail from being implemented in the future, however a light rail line is not currently planned. The City of Austin is coordinating with Capital Metro and evaluating whether the Project Connect Long-Term Vision Plan would impact the corridor construction Program. Project Connect does include plans for optimizing Burnet Rd. with "bus rapid transit light" treatments.
15	September 11, 2018	Online Comment Card	Try not to change aspects that don't need changing. Hope it works out.	This comment has been logged.



16	September 11, 2018	Online Comment Card	We need dedicated bus lanes, narrow street lanes, landscaped medians to slow traffic, and major separation of sidewalks and bike lanes away from the road. I'd love to see some greenery/bioswales separating sidewalks/paths from the roadway. It would make it much more pleasant as well as help with water quality/runoff.	Dedicated bus lanes and narrow street lanes are not a part of the proposed corridor improvements. However, intermittent medians from W Koenig Lane to W Anderson Lane are proposed improvements to the corridor. Streetscape enhancements (such as aesthetic treatments, hardscaping, landscaping with trees, etc.) are recommended improvements for this corridor that could be implemented in the future if funding becomes available.
17	September 11, 2018	Online Comment Card	North Burnet between 183 and Mopac has gotten so congested in a matter of months. It's great that the area is redeveloping and developing as Austin's second downtown. Please also put as much (or more) planning into the northern section as the southern section so the improvements made now won't outgrown themselves in a couple of years.	Future growth has been taken into account in all planned improvements, which is why an additional vehicular lane is proposed as part of the unfunded, enhanced multimodal improvements to Burnet Road north of 183. The Corridor Mobility Program is currently designing these enhanced improvements along with the funded improvements. This allows the Corridor Program Office a greater ability to coordinate with future developments coming in to build and realize those enhanced improvements where the 2016 Mobility Bond isn't able to currently fund those.
18	September 11, 2018	Online Comment Card	We don't want to have to build it twice, so take a page from Sidewalk Labs' book and design it to be easy to access and change features of the design. For example, it should be easy to swap out technology elements or fixtures. I'd love to see you test Solar Roadways on the sidewalks so we can eliminate telephone poles along the corridors as well as generate power. You might also gather insights from talking to TheRay.org in Georgia.	To the extent possible, we're designing funded elements to be funded in the enhanced improvements when future funding is identified. This is intended to minimize the need to wholesale replace the infrastructure in the future.



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19	September 11, 2018	Online Comment Card	Bike lanes MUST be protected by a barrier, not just painted on the road. This is because motorists are so distracted by their cellphones. Sadly, a barrier is the only afforable solution. Even better would be a dedicated bikeway, separate from Burnet, from 45th to Mopac.	Up to 10 miles of shared-use- paths (SUPs) are planned for Burnet Road. SUPs are behind the curb and accommodate both bicyclists and pedestrians.
20	September 10, 2018	Online Comment Card	Please consider pull outs for buses. They increase congestion by stopping on the street. Also consider future congestion points north of 183 with the rapid development happening there. There may be some center medians there are also needed in the area.	Capital Metro has provided guidance that they do not recommend bus pull-outs without accompanying traffic control or signaling. Bus pullouts can result in further travel delay as buses experience difficulty re- entering the travel lane. Consequently, the National Association of City Transportation Officials (NACTO) recommends buses load passengers from the travel lane rather than utilizing a bus pullout lane. Some bus pull-outs can accommodate traffic control and/or signaling to allow buses to reenter the flow of traffic, but otherwise, these pull-outs can reduce transit service quality.
21	September 10, 2018	Online Comment Card	There is no room for bicycle lanes on Burnet Road. It is not safe. 12 people die in Austin per year on average due to car bicycle crashes. Shoal Creek is a safer corridor for bicycles if people want to go North-South on it. Put designated bike lanes there. We also have already too much traffic on Burnet to shrink car space for more bike lanes and center islands. It will just slow more the traffic and make the traffic problem worse.	Up to 10 miles of shared-use- paths (SUPs) are planned for Burnet Road. SUPs are behind the curb and accommodate both bicyclists and pedestrians.
22	September 9, 2018	Online Comment Card	CodeNext was a complete failure, in large part because you did not understand or take the time to address the concerns from the neighborhoods that line Burnet Road. Make sure you understand what our issues are first. The whole "public gathering space" is laughable.	This comment has been logged.



23	Contonshard	Online	The Allendele neighborhood	This comment has been
	September 9, 2018	Comment Card	The Allandale neighborhood association does not speak for me or my family. The Allandale newsgroup is overrun with alarmists and bullies who are spreading bad information. I'd like to see a representative from the Corridor Construction program join the list serve to provide project information directly, because at the moment there is a lot of secondhand info posted. Anyone can join subject to approval.	logged.
24	September 9, 2018	Online Comment Card	Make it a cohesive corridor, lights timed, left/right turn lanes that are long enough to handle the amount of traffic that is backing up now. Make it a safe and functional corridor. One that can quickly move traffic yet provide accessibility for neighbors and those just passing through.	Signal timing improvements are planned throughout the Burnet Rd. corridor.
25	September 9, 2018	Online Comment Card	Corridor plans should not be a one design fits all. Each corridor, each section of a corridor is unique. Every community meeting seems to be vague on details other than timeliness. Its the fine-grained details of the design and implementation that the community requires for trust in CoA staff - not pretty pictures and little communication of substance.	This comment has been logged.
26	September 8, 2018	Online Comment Card	The email my neighborhood association sent me was full of paranoid anti-improvement falsehoods (or, more chartiably, "misunderstandings") about the plan.	This comment has been logged.
27	September 8, 2018	Online Comment Card	I love that Burnet is becoming more vibrant. Living off of it, I would love to have more restraurants, coffee shops and bars that I can walk to. Would love to see more pop up between Northcross and Koenig.	This comment has been logged.



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28	September 8, 2018	Online Comment Card	Believe plans in some instances are fixing problems that don't exist, and totally ignoring the VERY congested, tricky area between Koenig and 45th Street. Planners need to spend far more time driving, walking, and biking along that stretch of the road! and become more aware of established neighborhood dwellings nearby and just how much additional pass-through traffic (or parking) they can take.	City Council's Contract With Voters specifically outlines Burnet Road corridor limits between Koenig Lane and MoPac. All comments expressing a desire for additional analysis of the roadway—particularly between 45th Street and Koenig Lane— have been shared with Austin Transportation for future consideration.
29	September 8, 2018	Online Comment Card	Good luck. This is a daunting task. I appreciate the effort toward liveability and to provide affordable housing in the vicinity, but I hope it can be done without slowing traffic movement.	This comment has been logged.
30	September 8, 2018	Online Comment Card	Just please improve walkability and bike-ability.	Up to 10 miles of shared-use- paths (SUPs) are planned for Burnet Road. SUPs are behind the curb and accommodate both bicyclists and pedestrians.
31	September 8, 2018	Online Comment Card	Help live music venues soundproof. Make sure musicians are paid.	This comment has been logged and shared with the City of Austin's Economic Development Department.
32	September 7, 2018	Online Comment Card	Thanks for the outreach. Please do more of this while we're still in the design phase. The number of people affected by the change will be large. Please make sure you've got input from a large number of people, especially the businesses along Burnet, before proceeding.	The Corridor Program Office plans to conduct an additional round of public outreach in spring 2019, and continuing on into the construction phase of the Corridor Construction Program.
33	September 7, 2018	Online Comment Card	There's a whole lot of power lines along burnet, particularly at the south end of the corridor. They're ugly and I'd they can be buried or moved off Burnet, it would improve the corridor a lot	This comment has been logged and the Corridor Program Office is working with Austin Energy to coordinate for optimal placement of overhead utilities along the corridor.
34	September 7, 2018	Online Comment Card	Please consider carefully whether medians of any form are needed to solve accidents or other concerns. Include in this data on accident locations and causes. Let's not repeat the SCB error and expense from some years back. Do know we appreciate the multiple	This comment has been logged and is under review by our technical team.



			opportunities for input that COA affords us. Thanks.	
35	September 7, 2018	Online Comment Card	Most traffic issues I've seen along Burnet are in the area of the domain, particularly north of Kramer Ln.	Turn lanes will be added to help alleviate traffic congestion.
36	September 7, 2018	Online Comment Card	PLEASE PLEASE PLEASE take into account Burnet's future as a legit transit corridor. As the Domain and North Austin develop, it will become ever more important. Please plan for future transit-exclusive lanes and don't make us come back in five years to tear out everything you're building now to accomplish what we need to build a true transit system in Austin.	Transit-supportive improvements are likely to include connectivity to bus stops and transit priority signalization. These improvements won't preclude rail from being implemented in the future. The City of Austin is coordinating with Capital Metro and evaluating whether any of the Project Connect case studies would impact the corridor construction Program. Project Connect does include plans for optimizing Burnet Rd. with "bus rapid transit light" treatments.
37	September 7, 2018	Online Comment Card	It is a fantastic opportunity to truly transform and important part of this city - let's think now about how it functions today, but how we want it to function in 50 years.	This comment has been logged.
38	September 7, 2018	Online Comment Card	Burnet road between Koenig and 45th street is pretty unworkable as well.	City Council's Contract With Voters specifically outlines Burnet Road corridor limits between Koenig Lane and MoPac. All comments expressing a desire for additional analysis of the roadway—particularly between 45th Street and Koenig Lane— have been shared with Austin Transportation for future consideration.
39	September 7, 2018	Online Comment Card	It would be great to see more VMU development along Burnet Rd. That would greatly improve the pedestrian experience. Thanks!	The Corridor Program Office Leveraging and Partnership team is leveraging private developer funding for enhanced multi-modal improvements, including vertical mixed-use sites.



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40	September 7, 2018	Online Comment Card	If you built protected bike lanes N/S on Burnet (and hopefully on Lamar), I'd ride my bike to work every day, and I imagine others would too.	Up to 10 miles of shared-use- paths (SUPs) are planned for Burnet Road. SUPs are behind the curb and accommodate both bicyclists and pedestrians.
41	September 7, 2018	Online Comment Card	Put a center/turn lane between 45th and Koenig! Stop wasting our time and money on "feel good" projects that will delay cars and drive traffic into our neighborhood streets!	City Council's Contract With Voters specifically outlines Burnet Road corridor limits between Koenig Lane and MoPac. All comments expressing a desire for additional analysis of the roadway—particularly between 45th Street and Koenig Lane— have been shared with Austin Transportation for future consideration.
42	September 7, 2018	Online Comment Card	the 183 and Burnet intersection is basically a homeless camp. It does not feel safe for pedestrians. Other intersections have similar problems with safety. I believe there was a murder not too long ago at the intersection of Burnet and Anderson.	This comment has been shared with appropriate City staff for further consideration.
43	September 7, 2018	Online Comment Card	Please improve pedestrian and bike safety. Also plan for future configurations that will emphasize walking and biking - this corridor will get more dense and add housing. Also plan for future large developments such as Broadmoor and MLS stadium.	Improving safety and mobility for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the City of Austin's Corridor Construction Program. The needs and safety of cyclists and pedestrians are an integral part of the preliminary engineering phase of the Burnet Road corridor. Up to 10 miles of shared-use-paths (SUPs) are planned for Burnet Road. SUPs are separate from the street and accommodate both bicyclists and pedestrians.
44	September 7, 2018	Online Comment Card	It seems like the worst problems are south of Koenig Road, but with new buildings basically up to the road I don't know what options there are for clearing up those issues. I'd love new sidewalks and more pedestrian friendly improvements, but trafficwise, clearing up north Burnet isn't going to do that much when traffic will still come to	City Council's Contract With Voters specifically outlines Burnet Road corridor limits between Koenig Lane and MoPac. All comments expressing a desire for additional analysis of the roadway—particularly between 45th Street and Koenig Lane— have been shared with Austin Transportation for future consideration.



			screeching halt south of	
			Koenig.	
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45	September 7, 2018	Online Comment Card	Do not do anything that makes it harder to drive this stretch. It's already many factors worse than 20 years ago, more dangerous etc. Throttling traffic will push all traffic into the neighborhoods where it will pose danger to kids, pedestrians etc. Stop with the high densityno one here wants to live in Manhattan. If you do it it'll come back to bite you.	This comment has been logged and shared with our technical team.
46	September 7, 2018	Online Comment Card	Burnet has great potential and has been neglected for far too long. I think you should be careful, but please think bold and make big changes. The pedestrian and bike infrastructure is the biggest need, as well as better support for buses (perhaps a dedicated transit lane!).	Corridor Mobility Plans are being used as a basis for development of the proposed Corridor Construction Program. Those plans are being evaluated, and the recommended improvements are being updated to reflect current corridor conditions, as well as current policies and planning efforts, including those by Capital Metro. The City of Austin is in the process of developing a recommendation for which improvements should be constructed as part of the Corridor Construction Program. Transit-supportive improvements are likely to include connectivity to bus stops and transit priority signalization. These improvements won't preclude rail from being implemented in the future. The City of Austin is coordinating with Capital Metro and evaluating whether any of the Project Connect case studies would impact the corridor construction Program. Project Connect does include plans for optimizing Burnet Rd. with



				""bus rapid transit light"" treatments.
47	September 7, 2018	Online Comment Card	Things I'm excited to see along Burnet Road: 1. Shade trees 2. Sidewalks and bike lanes that are separated from traffic with a buffer 3. Connections between Burnet Road and other protected bikeways on Shoal Creek Boulevard and Arroyo Seco 4. Narrower driving lanes to slow cars 5. Dedicated bus lanes 6. Pedestrian beacons by all bus stops 7. Ban self- storage and car dealerships and replace them with apartments and mixed use.	 Street trees and plants along Burnet Road are not included in the recommendations funded by the 2016 Mobility Bond. However, streetscape enhancements (such as aesthetic treatments, hardscaping, landscaping with trees, etc.) are recommended improvements for this corridor that could be implemented in the future if funding becomes available. Improving safety and mobility for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the City of Austin's Corridor Construction Program. The needs and safety of cyclists and pedestrians are an integral part of the preliminary engineering phase of the Burnet Road corridor. Dedicated bus lanes and narrow street lanes are not a part of the proposed corridor improvements. However, intermittent medians from W Koenig Lane to W Anderson Lane are proposed improvements to the corridor. This comment has been logged.
48	September 6, 2018	Online Comment Card	Please make sure that needs of bikes and pedestrians are adequately considered during the construction process. Leaving lanes unmarked for long periods of time is dangerous to bikes/peds. Detours that only consider where cars should go without considering bike/ped routes are incredibly unsafe and inconvenient.	This comment has been logged. The needs and safety of cyclists and pedestrians are an integral part of the preliminary engineering phase of the Burnet Road corridor.



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49	September 6, 2018	Online Comment Card	I am fearful the old, angry, anti- bike, anti-pedestrian people are going to try to stymie this process. The corrridor plans should be about *multimodal* streets for ALL. Please make it safe! Please build WIDE sidewalks with BUFFERS.	Improving safety and mobility for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the City of Austin's Corridor Construction Program. The needs and safety of cyclists and pedestrians are an integral part of the preliminary engineering phase of the Burnet Road corridor.
50	September 6, 2018	Online Comment Card	The single biggest improvement I would like to see to Burnet road traffic is the ability to turn left between Koenig and 45th Street. Second would be bus pull-outs.	City Council's Contract With Voters specifically outlines Burnet Road corridor limits between Koenig Lane and MoPac. All comments expressing a desire for additional analysis of the roadway—particularly between 45th Street and Koenig Lane— have been shared with Austin Transportation for future consideration.
51	September 6, 2018	Online Comment Card	Fixing the timing of the lights will help and adding right turn Lane's whenever possible.	The Corridor Program Office plans to optimize signal operations throughout the Burnet Road corridor.
52	September 6, 2018	Online Comment Card	Please do not "calm" traffic, please allow for more throughput on Burnet road.	We do not anticipate utilizing traffic calming strategies at this time.
53	September 6, 2018	Online Comment Card	I look forward to a time when people are out of their cars in large numbers with popular destination points along the way, and walking/cycling along Burnet is safe enough to bring out people who ordinarily would not navigate the area outside a car.	This comment has been logged.
54	September 18, 2018	Email	"Hi Mandy – Per our conversation a few days ago, here is the email you requested describing the safety and inconvenience that the median in green in front of Advanced Automotive will cause to other vehicles, pedestrians and cyclists. See picture below. Advanced Automotive is an auto repair shop. We serve over 100 vehicles per week, and about 60% of them are large commercial vehicles (large trucks and cargo vans, and large box trucks). These large vehicles range from 12 to	"Thanks very much for this, . I've already passed it along to our technical team and asked that they look into this specific concern as part of their preliminary engineering process. I've also added your comment to our comment log to ensure that it's formally captured as part of our engagement process. Please feel free to reach out if you have any additional questions or concernsMandy "



		-		
			26 feet in length and have heights of 7+ feet. By adding a median in front of Advanced Automotive, these large vehicles (when going north bound on Burnet Road) will be forced to find ways to make a U-turn to get back on Burnet Road going southbound to get to Advanced Automotive. This will no doubt create a huge inconvenience to traffic in the area, and it will create a safety issue to our customers, other vehicles, pedestrians and cyclists. Hope the picture below provides an idea of what I am referring to. Please feel free to call me if you have any questions or recommendations. Thanks,	
55	September 13, 2018	Email	"Good afternoon Mandy! I appreciated your offer to assist with the investigation concerning the properties we own in Austin. In connection with your August 24th letter regarding the September 6th Public Hearing in connection with the Corridor Mobility Program, our Property (#1106 owned by Hareff LLC) located at, leased to might be affected. I am very interested in your comments as to the affect the project may cause and thank you in advance for your comments. Also, as mentioned, we have the following properties and are also interested in your comments: -Property (#7020 owned by Aleff LLC) located at , leased to , leased to , leased to , leased to , leased to , leased to , Property (#7018 owned by Mascot LLC) Mascing LLC) I eased to Steigen LLC) Alisan LLC)	"Hi acquisition is planned for any of the properties you mention below, including the one on Burnet Road. As I mentioned during our phone conversation, we are currently in the preliminary engineering phase and work is subject to change as we move forward. To stay informed about the planned improvements, visit AustinTexas.gov/Burnet to sign up for our Burnet Road newsletter. I also encourage you to visit AustinTexas.gov/Transportatio n to sign up for our Transportation Department's newsletter, as they conduct ongoing work along roadways that are not included for funding from the 2016 Mobility Bond. Please feel free to reach out if you have any additional questions or concerns Mandy "



			, leased to ; - Property (#3542 owned by Nathan Jeffrey LLC and Jefan LLC) Cedar Park (Austin), leased to (former site) and; - Our referenced property at mentioned above. We appreciate all your comments and thank you. Cordially,	
56	September 11, 2018	Email	"In my opinion, the main thing that would help overall traffic flow greatly would be pull-outs for the buses at each bus stop, (as opposed to having buses block a lane of traffic every time they stop). Are bus pull-outs for each bus stop a fundamental part of the Burnet Road Transit Corridor plan? If not, I think they definitely should be — especially considering the width of the existing easement area on either side of the roadway north of the intersection at 2222. Mark Dr. "	"Hi Mark, Thanks so much for getting in touch and for getting involved in our process. At this time, bus pull-outs are not recommended as part of the Burnet Road Corridor Mobility Plan. We are currently in the preliminary engineering stage for Burnet Road, which means we're still able to make some refinements to the planned improvements based on new information gained from survey work and community feedback; however, bus pullouts can result in further travel delay as buses experience difficulty reentering the travel lane. Consequently, the National Association of City Transportation Officials (NACTO) recommends buses load passengers from the travel lane rather than utilizing a bus pullout lane. Some bus pull-outs can accommodate traffic control and/or signaling to allow buses to reenter the flow of traffic, but otherwise, these pull-outs can reduce transit service quality. I've recorded your comment and will pass it along to our technical team to ensure it's flagged, should an opportunity for buss pull-outs and accompanying, appropriate traffic signalization be something that can be accommodated. Please feel free to reach out if you any other questions or concerns Mandy "



ember 12, Email 2018	"Mandy, Thank you very much for your reply. In regard to the ability of buses to re-enter the travel lane from bus stop pull- outs, I would suggest that signage simply stating "TRAFFIC MUST YIELD TO BUSES RE-ENTERING	
	TRAVEL LANE", would be a cheap & easy, low-tech solution to that concern. Versions of similar signs already exist at various bus stops in Austin, e.g., "BIKES YEILD TO BUS" on Guadalupe St., etc., (as pictured below).	"Stephanie and Mark, Thanks very much to both of you for your follow-up and your comments—it really is appreciated! I'm wondering if we could set up a conference call between the two of you, myself, and folks from our technical team to further discuss bus pullouts on Burnet and how they're used throughout the city more generally. How does that sound? Let me know if you're open to it and I'll set up some time with our staff and a conference line for us. Our office is moving over the next few business days, so late next week would likely be best on our end. Thanks again, and looking forward to talking with y'all soonMandy "



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			signaling or signage can be incorporated into the design and installation of bus pull-outs, so that they will help improve the flow of all forms of traffic on the Burnet Road transit corridor. Sincerely, - Mark "	
58	September 14, 2018	Email	"I'm also an Allandale resident and attended the recent Burnet Corridor open house in our neighborhood as well as having completed the associated survey. Thanks to Mark for raising this issue as i neglected to add this to my comments. While i appreciate CapMetro's desire to facilítate bus transit time, a more pressing priority - and for years to come - is improving traffic flow on Burnet Rd., not to mention safety as Mark has pointed out when so many motorists hurriedly (and often without signaling) move to the passing lane when buses are stopped in the travel lane. The NACTO information on bus pull-outs does note the usefulness of bus pull-outs (where sufficient sidewalk/easement space is available) when traffic flow is a priority. Incidentally or not, the photos available on the NACTO site where i researched this show streets with about 10% of the traffic load we have here on Burnet Rd. If i recall correctly, the draft plans indicate syncing the pedestrian on-demand beacons/crosswalks with the CapMetro stops. If this is accurate, what an ideal opportunity to automate the signaling for easy bus reentry into the travel lane. I've deliberately deleted the Allandale listserve group from this reply in hopes of limiting a flood of emails to city staff. COA is very generous in its outreach efforts which undoubtedly places heavy demands on staff responsible for addressing public input. Best,	" Stephanie and Mark, Thanks very much to both of you for your follow-up and your comments—it really is appreciated! I'm wondering if we could set up a conference call between the two of you, myself, and folks from our technical team to further discuss bus pullouts on Burnet and how they're used throughout the city more generally. How does that sound? Let me know if you're open to it and I'll set up some time with our staff and a conference line for us. Our office is moving over the next few business days, so late next week would likely be best on our end. Thanks again, and looking forward to talking with y'all soonMandy "



59	September 13,	Email	"Dear Mandy & Stephanie, I	
59	2018	Emai	really appreciate hearing Stephanie's further clarifications & information, as well as receiving the offer to set up a conference call to discuss ways for bus pullouts to be incorporated into the current plans for mobility improvements to Burnet Road. Unfortunately, I'm presently unavailable on weekdays during the day for participating in a conference call, (I'm working on-site, out of the office). That being the case, I think I've already stated most of what I likely have to offer on the subject, and trust that this conversation will continue and bare fruit as it's carried forward in full consideration of these recent recommendations and comments from knowledgeable neighborhood residents. Thanks again very much for	"Hi Mark and Stephanie, Thanks again for your follow- up comments. It's unfortunate we can't all hop on a call and discuss—I think it would be beneficial for us to speak and to also pull someone in from CapMetro, but I do understand. Please let me know if you change your mind and I'm happy to accommodate. For now, I've recorded your comments and passed them on to our team. Please let me know if you have any additional questions or concerns. Best, Mandy "
			listening to our local public input, and taking it seriously.	
60	September 14, 2018	Email	Sincerely, - Mark " "Mark/Mandy - I read a few articles in the Austin Monitor about this topic just awhile ago in part because i had recalled proposals by Mayor Adler's office prior to the vote on the mobility bonds to install bus pullouts to facilitate traffic flow. As stated in the Monitor, CapMetro expressed disagreement with this because of their desire to prioritize bus transit. If CapMetro wants to be more successful, many residents have agreed it needs improved east-west transit. My understanding from these articles is that bus pullouts would continue to be considered ""when they make sense"". To be perfectly forthright, they make sense for motorists who represent the majority of travelers along the Burnet Rd. corridor. And however densification evolves in our area, it will not	"Hi Mark and Stephanie, Thanks again for your follow- up comments. It's unfortunate we can't all hop on a call and discuss—I think it would be beneficial for us to speak and to also pull someone in from CapMetro, but I do understand. Please let me know if you change your mind and I'm happy to accommodate. For now, I've recorded your comments and passed them on to our team. Please let me know if you have any additional questions or concerns. Best, Mandy "



significantly reduce traffic flow	
for some years to come. I've	
read about other options for	
improved bus transit, e.g.	
dedicated lanes, preferential	
signalization, bus stop	
placement, etc. Apparently	
'soft' methods such as signs or	
bus right-of-way ordinances to	
ease bus entry from pullouts	
into traffic lanes have had	
mixed results, with automated	
signalization the most effective.	
And far side of intersection bus	
stop placement, although	
recommended for bus transit,	
has been stated to cause	
motorists to stop in the	
intersection while awaiting bus	
forward movement. So again, if	
the corridor plans already	
include (the cost of) on-demand	
pedestrian beacons (which i	
support) with these locations to	
be aligned with bus stops why	
not also build pullouts allowing	
the buses to access these	
signals while reducing traffic	
blockages during bus boarding	
and disembarking? Of course,	
all of us familiar with Burnet Rd	
recognize the section between	
Koenig and 45th St. is terribly	
congested, especially during peak hours, with some asking	
why the bond monies don't	
consider this area - perhaps	
insufficient street/easement	
width to allow for traffic	
improvement?? Since Mark is	
unavailable for a phone	
conference and as he	
graciously commented, many	
knowledgeable Allandale	
residents have likely already	
weighed in, i'll decline your very	
generous offer as well. I just	
ask respectfully that CoA	
decision makers not be swayed	
by interests which do not	
represent the majority of Burnet	
Rd. travelers. Thank you again	
and best of luck in moving	
forward on this project.	
Stephanie "	



61	September 11,	Email		"Hi David, Thanks very much
	2018	Lmai	"Hi Mandy I received a letter but am confused as to where the project is going to take place? I don't think Burnet road goes between Koenig and Mopac. Can you enlighten? "	for getting in touch. The limits of the Burnet Road corridor area are between Koenig Lane and technically, Gracy Farms (that's just a hair south of MoPac, where Burnet proper ends). Please feel free to reach out if you have any additional questions or concernsMandy "
62	September 10, 2018	Email	"Chiang, At the pubic meeting we spoke the benefits of the raised medians on Burnet which I think are great. After driving the road some more I was wondering if you had some typical sections with dimensions? I recall seeing some diagramatic ones but it didn't explain if the curb was being moved or how skinny the lanes were. Thanks, Joe "	"Mr. Thanks so much for getting in touch with Chiang, and for calling me on the phone recently. Chiang sent along your emailed comments and I just wanted to circle back with you to let you know I've recorded your concern regarding the right- turn lane at White Rock and I've forwarded your comments to the design engineers to ensure they're flagged going forward. The roll plots you viewed are that of planned improvements and represent anticipated design, but not final. At this time, we're in the preliminary engineering phase of work, which means things are subject to be changed or refined based on new information gained through survey work and/or public feedback. We're performing analysis at every intersection to determine the best way to move forward. Please feel free to reach out to me if you have any additional feedback to shareMandy "
63	September 7, 2018	Online Contact Form	I would like to see a third northbound lane at gault, so people going onto Duval would have their own lane. As it is now, the people wanting to get onto MoPac fill up the left lane, causing people to use right lane and force themselves in.	"Hi there, My name is Mandy McClendon and I'm the corridor liaison for Burnet Road. I'm following up on the comment you submitted via our online comment form on 9/7: I would like to see a third northbound lane at gault, so people going onto Duval would have their own lane. As it is now, the people wanting to get onto MoPac fill up the left lane, causing people to use right lane and force themselves in.



				To answer your question, our current funding source—the 2016 Mobility Bond—does not
				provide funding for adding lanes along the corridor; however, enhanced multimodal (or longer-term)
				improvements do show an added lane at Gault. In other words, adding a lane at Gault is proposed for the future as
				additional funding sources become available, but are not funded for construction at this time. For more context on the
				Corridor Mobility Program's funding strategy, as well as information about why some improvements are funded now
				and others will be later, click here and scroll to the last board. Please feel free to
64	September 12,	Online		reach out if you have any additional questions or comments. Best, Mandy " "Hi there, Thanks so much for
	2018	Contact Form		taking the time to look at our information about Burnet Road corridor improvements. My name is Mandy McClendon
			What are several	and I'm the corridor liaison for Burnet Road. I'm following up on the below questions you
			"colors/symbols" on the Burnet Rd map that are not in the legend, ie, the purple circles for? What does a "pending site	submitted via our contact form on 9/12. Please find answers to your questions below. What are several ""colors/symbols""
			plan" area at Anderson Ln and Burnet Rd mean? Is the green color running intermittently on	on the Burnet Rd map that are not in the legend, ie, the purple circles for? What does a ""pending site plan"" area at
			Burnet Rd grass? What are pole mast arms? Why is there a construct landscape area at Cullen and Burnet Ln when it is	Anderson Ln and Burnet Rd mean? Is the green color running intermittently on Burnet Rd grass? What are
			already difficult to access Cullen and see Burnet Rd to the left after the giant curbing was put in several years ago?	pole mast arms? Why is there a construct landscape area at Cullen and Burnet Ln when it is already difficult to access
				Cullen and see Burnet Rd to the left after the giant curbing was put in several years ago?
				1. What are several ""colors/symbols"" on the Burnet Rd map that are not in the legend, ie, the purple



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	circles for? a. The purple	
	circles accompany text	
	descriptions that describe an	
	improvement in a particular	
	area; they are not intended to	
	denote any one specific type	
	of planned improvement. 2.	
	What does a ""pending site	
	plan"" area at Anderson Ln	
	and Burnet Rd mean? a.	
	Anytime the map says	
	"pending site plan," that mear	ns
	the Corridor Program Office is	
	aware of future development	in
	that area and we are	
	coordinating with the	
	developer. 3. Is the green	
	color running intermittently or	
	Burnet Rd grass? a. The gree	
	color running intermittently or	ו
	Burnet Road represents a	
	landscaped area, whether wit	th
	grass or another form of	
	vegetation. This could be a	
	landscaped area along the	
	edge of the roadway or just o	
	the corridor, or an intermitten	t
	median island in between	
	Koenig Lane and Anderson	
	Lane. 4. What are pole mas	
	arms? a. Pole mast arms refe	
	to a piece of the traffic signal	
	itself and was not intended to	,
	be called out specifically on	
	the schematic. Essentially, th	
	CAD file's transition into GIS	
	(the online version you're	
	viewing) was not seamless	.
	and resulted in each piece of	
	the traffic signal being called	
	out in the legend (that's why	
	you also see "Traffic light	
	Red," for example). I	
	appreciate you pointing this	
	out and have passed it along	
	to the web experts in our offic	
	to resolve. In the meantime, i	
	you'd prefer to view a PDF of	
	the schematic, please click	
	here. 5. Why is there a	
	construct landscape area at	
	Cullen and Burnet Ln when it	
	is already difficult to access	
	Cullen and see Burnet Rd to	
	the left after the giant curbing	
	was put in several years ago	<u> </u>



				a. The reason you see this on the map is because in the original recommendations for Burnet Road, Burnet Lane was recommended to be closed off from Burnet Road. However, the Corridor Program Office is reevaluating this recommendation and does not anticipate the closure of Burnet Lane at this time. Because of that, you likely will not see this recommended landscaped area on Burnet Lane/Cullen in our updated schematics that will be shown at the next public meeting.
65	September 10, 2018	Online Contact Form	I've very confused by the intersection improvements for the Braker Lane intersection vs. the Kramer intersection. You're showing Burnet turning onto Kramer as having dual left turn bays, with only a single left turn bay for Burnet turning onto Braker. But Braker has a _much_ higher volume of turning vehicles. Even today (much less 2035) during the afternoon rush hour you'll usually have to wait through 2-3 cycles of the light to do it. While Kramer may have 2-3 _vehicles_ total. The Kramer intersection is especially confusing since Kramer east of Burnet is a 1x1 road (with center turn lane). So you have two left turn bays, turning onto a single lane? Especially in the future, with the Kramer metrorail station being moved, it seems completely contradictory to add a left turn bay where it's not currently needed, while completely ignoring the desperately broken Braker intersection? What factors are leading to this decision? Why does a turn to a 1x1 road get more improvements than a turn	Please feel free to reach out to me directly if you have any additional questions or concernsMandy " "Matt— Apologies; it looks like I got the corresponding emails mixed up and sent you a response to an inquiry that did not in fact belong to you. So sorry for the confusion! Please feel free to disregard that message and find answers to YOUR questions below. I've very confused by the intersection improvements for the Braker Lane intersection vs. the Kramer intersection. You're showing Burnet turning onto Kramer as having dual left turn bays, with only a single left turn bay for Burnet turning onto Braker. But Braker has a _much_ higher volume of turning vehicles. Even today (much less 2035) during the afternoon rush hour you'll usually have to wait through 2-3 cycles of the light to do it. While Kramer may have 2-3 _vehicles_ total. The Kramer intersection is especially confusing since Kramer east of Burnet is a 1x1 road (with center turn lane). So you have two left turn bays, turning onto a single lane? Especially in the future, with the Kramer metrorail station



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			onto a 3x3 major arterial roadway?	being moved, it seems completely contradictory to add a left turn bay where it's not currently needed, while completely ignoring the desperately broken Braker intersection? What factors are
				leading to this decision? Why does a turn to a 1x1 road get more improvements than a turn onto a 3x3 major arterial roadway? The Burnet Road corridor plan does include recommendations for northbound/southbound dual
				lefts turns at Braker Lane, but those turning movements are not included for funding through the 2016 Mobility Bond. Those improvements are included in the enhanced
				multimodal (or longer-term) improvements, and are recommended for design and construction as future funding opportunities become available. For more context on the Corridor Mobility
				Program's funding and implementation strategy, click here and scroll to the board on the very last page. The Corridor Program Office is aware that Braker Lane is a busy intersection, and
				because of that, we are exploring opportunities to expand the intersections to match up with the long-term, enhanced multimodal improvements where feasible
				during our preliminary engineering phase. Our consultants are performing traffic counts and will make their recommendations by end of this year. Please feel free
				to reach out directly if you have any additional questions or concernsMandy "
66	September 19, 2018	Email	"Mandy, Thank you so much for answering all my questions so clearly!	"No problem, Linda. Regarding your additional comments below: currently, we're in the preliminary engineering phase of work. That means that in
			loouny:	addition to taking public



			One last set of observations about #3. 3.1s the green color running intermittently on Burnet Rd grass? i. The green color running intermittently on Burnet Road represents a landscaped area, whether with grass or another form of vegetation. This could be a landscaped area along the edge of the roadway or just off the corridor, or an intermittent median island in between Koenig Lane and Anderson Lane. I asked about the green (grass, et al) because streets around Burnet Rd - Woodrow, Grover, Yates, and Rockwood already have been ""intruded upon"" by landscaped areas which have made ""lean"" lanes lean-er with concrete pads and concrete curbs with vegetation (which is often not appropriate for the median and is not well- maintained. And there are already enough restraints to accessing businesses along Burnet Rd now. Finally, adding ""a landscaped area"" on Burnet Rd will crowd this street which is already going to be made narrower by all the lanes of traffic that are being proposed. (cars and trucks, bicycles, buses) Thank you,again,	feedback, our engineers are also conducting survey work to get an understanding of what's feasible along the roadway. The landscaped areas you see on the roll plot—whether running alongside the roadway or as part of an intermittent median island—are planned, but we're still learning more about existing right-of-way, potential lane widths, etc. All of this should be more clear during the roll plots/maps we'll show during our second round of public engagement. That will likely take place early next year. That being said, I've recorded your comment to ensure it's reviewed by our technical team moving forward. Please let me know if there's anything else I can help with! Mandy
67	September 19,	Email	"Thank you for getting back to	"Hey there, Matt— I got with
	2018	Lmaii	me. Yes, I recall seeing that in the ""enhanced multimodal"" graph (I've got questions on that as well, but we'll get to that eventually). My question is more _why_ (for the 2016 funded improvements) was the Kramer intersection selected for dual-lefts instead of	the folks on our technical team on your inquiry, and I have good news: we actually are planning dual left-turns at both the Kramer/Burnet and the Braker/Burnet intersections. The map shown online failed to reflect those dual lefts at Braker, and I'm working with



			Braker? Especially with Kramer only having 1 lane (each way). What criteria possibly could have lead to that selection/prioritization ? I certainly understand that funding is limited. That makes it even more critical that improvements end up where they're needed the most. I commute on Burnet every single day. The Braker intersection has 10X or more turning vehicles than Kramer. The peak traffic counts at Braker are _significantly_ higher. Matt "	our team to get those updated. I apologize for the confusion. Let me know if there's anything else I can help get to the bottom of!Mandy "
68	September 20, 2018	Email	"That's great to hear. Thanks for looking into this. Hmm, anything else. Do you all have at least estimates of the width the shared use paths (for the 2016 funded work)? I know there might be specific choke points where they may have to narrow a bit, but is there an average width? And when might those be constructed? Any chance those would be ""early out"" projects? I know new (narrower) sidewalks just went in on several sections of the corridor (like by 183 near Trudy's). So while sooner would be better on the paths, on the other hand it seems a little silly to turn around and rip out those new sidewalks after a year or so. Matt "	"Hey Matt, Shared-use paths typically average in width from 10-12 feet, but that depends on context-sensitive design considerations. As you know, we're currently in the preliminary engineering phase and are conducting survey work to learn more about what's feasible along the corridors. This work includes right of way retracement and other topographical survey, so we should have more information about widths of shared-use paths later in the design phase. Right now, we anticipate the bulk of construction occurring between 2021-2024. Because of that, the standard 5-foot sidewalks you've seen go in recently along Burnet Road were intended to address critical safety and mobility needs in the meantime. Those sidewalks filled in all the gaps in the sidewalk network between Koenig Lane and US 183, so that there is now a continuous ADA-compliant facility where there was not previously. It's unlikely that shared-use paths will be considered as an early-out project. That's due to a variety of factors: right-of-way needs, permitting, utility relocations, and interagency coordination



	are all lengthy processes that play into construction of a shared-use path. For example, Burnet Road is owned by TxDOT, which means we must clear their environmental processes before we can move forward. Hopefully that
	answers your questionslet me know if I can help with anything elseMandy "



— Appendix ———



Ι. **Notices**

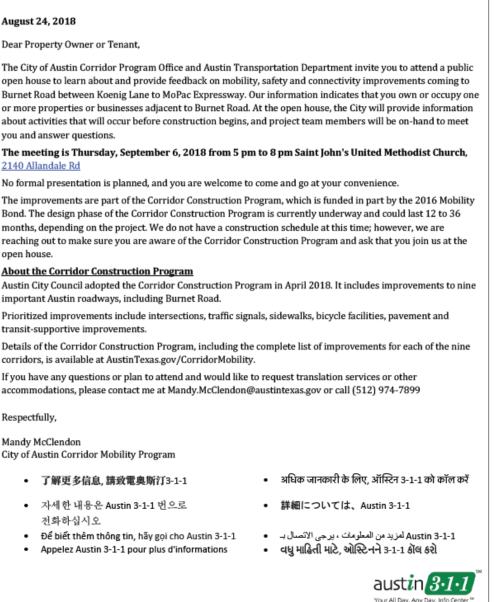
Various methods were used to provide notice to the public about the Burnet Road Open House held on September 6, 2018. The open house was attended by 138 stakeholders, and the Corridor Program Office received 864 comments and survey responses during the 15-day formal open comment period.

Mailing

The Corridor Program Office mailed 2,990 double-sided English and Spanish letters to property owners along the corridor using addresses based on Travis Central Appraisal District information.



open house.



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

512.974.7840 corridors@austintexas.gov



CORRIDOR MOBILITY PROGRAM



24 de Agosto de 2018

Estimado propietario o inquilino,

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

La reunión es el Jueves 6 de Septiembre de 5pm a 8pm en Saint John's United Methodist Church, <u>2140</u> <u>Allandale Rd</u>

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

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

Sobre el Programa de Construcción del Corredor

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

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

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

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

Respetuosamente,

Laura Cortez

Programa del Corredor de Movilidad de la Ciudad de Austin

- 了解更多信息,請致電奧斯汀3-1-1
- 자세한 내용은 Austin 3-1-1 번으로 전화하십시오.
- Để biết thêm thông tin, hãy gọi cho Austin 3-1-1
- 了解更多信息,請致電奧斯汀3-1-1
- 자세한 내용은 Austin 3-1-1 번으로 전화하십시오.

- अधिक जानकारी के लिए, ऑस्टिन 3-1-1 को कॉल करें
- 詳細については、Austin 3-1-1
- Austin 3-1-1 لمزيد من المعلومات ، يرجى الاتصال بـ •
- વધુ માહિતી માટે, ઓસ્ટિનને 3-1-1 કૉલ કરો
- Appelez Austin 3-1-1 pour plus d'informations

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

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512.974.7840 corridors@austintexas.gov

austin 3.1.1



News outlets

8,176 stakeholders received an open house announcement in the 2016 Mobility Bond newsletter. The announcement was also included in the Austin-American Statesman, Community Impact, KXAN, and Austin Mobility News newsletters.

Austin-American Statesman - September 14, 2018:

Community news: Open house Thursday for Burnet Road Corridor project

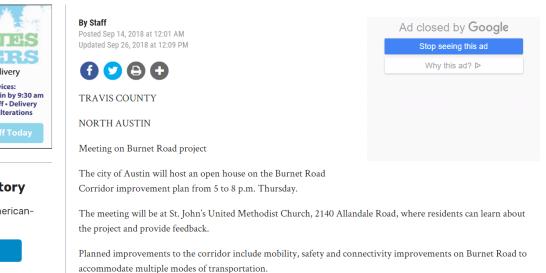


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- American-Statesman staff



Community Impact - August 29, 2018:

Austin hosts open house Sept. 6 for improvements on Burnet Road



Burnet Road will receive \$53.2 million from the 2016 Mobility Bond for multimodal improvements, such as sidewalks, bike lanes and pavement repairs. (Amy Denney/Community Impact Newspaper)

By Amy Denney 🖂 | 10:56 am Aug. 29, 2018 CST



The city is now designing these improvements, an effort that will take 12-36 months, according to the city. Construction on projects will take place in 2012-24.

As part of the program, the city started fieldwork on Burnet Road in late July to gather more information on the corridor, including conducting topographic, boundary and tree surveys as well as taking samples of the pavement, soil and rocks.

For residents unable to attend the Sept. 6 open house, all materials will be posted online at www.austintexas.gov/burnetroad.



As part of its Corridor Construction Program, the city of Austin is hosting an open house Sept. 6 for residents to learn more about some of the improvements being designed.

The come-and-go meeting is from 5-8 p.m. at St. John's United Methodist Church, 2140 Allandale Road, Austin. Members of the city's project team will answer any questions and discuss the projects that will be designed to reduce delays and crashes; improve transit; and add continuous sidewalks and bicycle facilities between Koenig Lane and MoPac.

Corridorwide improvements will also include rehabbing pavement, improving intersections, replacing traffic signals, said Sara Behunek, communications manager for the city's Corridor Program Office.

Burnet Road is receiving about \$53.2 million in funding for improvements from the \$720 million 2016 Mobility Bond, which earmarks \$482 million for nine corridors citywide.

In April, Austin City Council adopted the Corridor Construction Program that outlines improvements on the nine roadways based on preliminary engineering work.

KXAN

A two-and-a-half minute news story was featured on the KXAN evening news on September 6, 2018. The link to the story is here: <u>https://www.kxan.com/news/local/austin/austin-plans-improvements-to-spots-plagued-by-traffic-woes/1422191219</u>

The story was also posted on the KXAN website.





AUSTIN (KXAN) -- For many across the area, it's no surprise when encountering traffic. Stefon Andrews has noticed the increase of cars on the road over the years.

"There's a lot more traffic than there used to be," said Andrews.

There are several problem spots throughout the city of Austin, including Burnet Road. The Burnet Road Corridor stretches from Koenig Lane all the up Burnet to Gracy Farms Lane near MoPac.

"As great as Austin is, we do struggle with mobility," said Mandy McClendon, senior public information specialist for Austin's Corridor Program Office. McClendon is one of several people who has been working on improving the current affairs on roads over the past few years.

In April, the city council approved upgrades on Burnet for drivers, walkers, bikers or those using public transit. Around \$50 million from the 2016 Mobility Bond is earmarked for these enhancements.

"[We're working on] improving pedestrian facilities and bicycle facilities, intersections and signal timing at some of those key intersections along Burnet Road to help the flow of traffic," McClendon said, adding those are just a few of the items on the list.

For Andrews, a dedicated left turn signal onto Justin Lane would ease some of his traffic woes.

"It's difficult when there is a lot of traffic to turn left on Justin when you're going south on Burnet," he said. He lives nearby and uses the lane to turn into his neighborhood.

He says a left turn arrow would help. It's a simple change for some, but a big difference for many. It's one Andrews hopes to see soon.

Thursday night, Austin's Corridor Program Office would like to hear from the community. An open house will be hosted Thursday afternoon beginning at 5 p.m. through 8 p.m. at Saint John's United Methodist Church located at 2140 Allandale Road.

To learn more about the ongoing project, click here.

Improving roadways

Nearly \$500 million from the 2016 Mobility Bond will be used for The Smart Corridor Plan.

The plan will pay for the following:

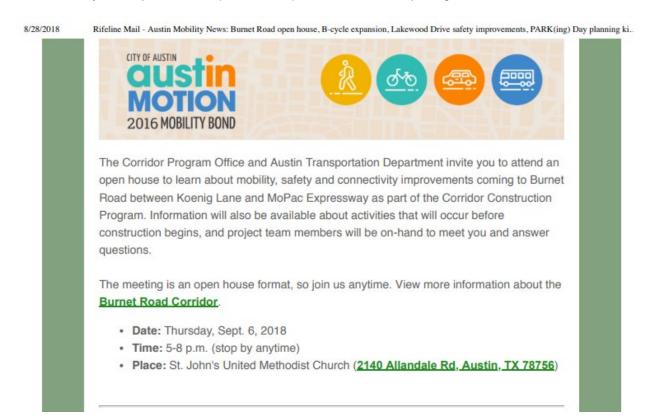
- 30 miles of pavement rehabilitation
- 120 traffic signal upgrades
- 30 intersection improvements
- Transit signal priority and better connections to transit
- 75 miles of ADA-compliant sidewalks or shared-use paths, creating continuous pedestrian facilities along the entire length of each corridor
- 40 miles of bicycle lanes to create continuous bicycle facilities along the entire length of each corridor
- As many as 40 new mid-block signals for pedestrian crossings as well as other improvements



The corridors will be:

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

Austin Mobility News (Austin Transportation Department Newsletter) - August 28, 2018:





2016 Mobility Bond newsletter 2018 e-Newsletter August 2018:

UPCOMING CORRIDOR MOBILITY OPEN HOUSES







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

The <u>Corridor Construction Program</u> is receiving funding from the \$482 million dedicated to corridor improvements from the <u>2016 Mobility Bond</u>.

Confirmed open houses include:

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

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

LEARN MORE



E-mail

740 Burnet Road stakeholders received three e-blasts regarding the Burnet Road open house.

First e-blast sent on August 29, 2018



JOIN US FOR A COMMUNITY OPEN HOUSE ABOUT BURNET ROAD MOBILITY IMPROVEMENTS

The City of Austin Corridor Program Office and Austin Transportation Department invite you to attend an open house to learn about mobility, safety and connectivity improvements planned for Burnet Road between Koenig Lane and MoPac. The improvements are being funded by the 2016 Mobility Bond as part of the Corridor Construction Program.

Burnet Road Corridor Open House Thursday, Sept. 6, 2018 5 p.m. to 8 p.m. (stop by anytime) St. John's United Methodist Church, 2140 Allandale Rd

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

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

Persons interested in attending the meeting who have special communication or accommodation needs are encouraged to contact the Communications Liaison for Burnet Road in the City of Austin Corridor Program Office at Mandy.McClendon@AustinTexas.gov or call 512-974-7899.

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





About the Corridor Construction Program

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

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

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

Visit our <u>What's New webpage</u> to see news and upcoming events related to 2016 Mobility Bond projects.



About the Corridor Construction Program

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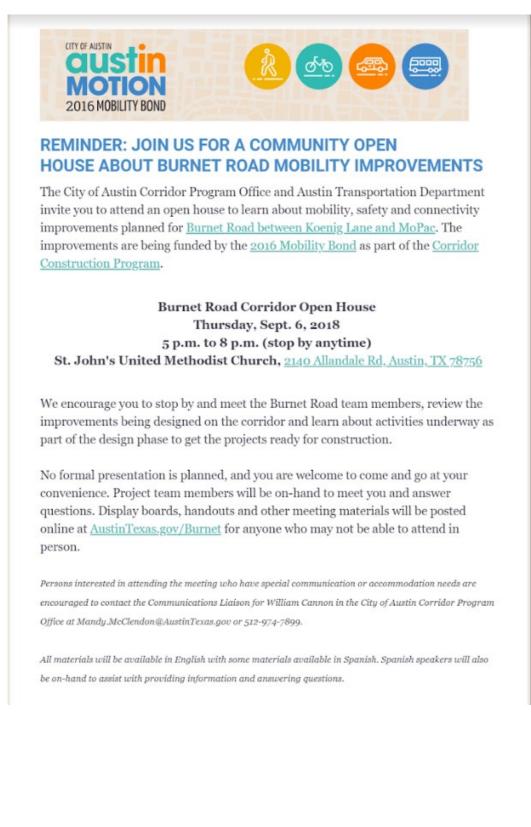


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email address: 2016bond@austintexas.gov



Reminder e-blast sent on September 4, 2018







Visit our <u>What's New webpage</u> to see news and upcoming events related to 2016 Mobility Bond projects.

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Follow-up e-blast sent on September 11, 2018



THANK YOU! & GIVE US YOUR FEEDBACK

The City of Austin Corridor Program Office and Austin Transportation Department are seeking feedback on mobility, safety and connectivity improvements to be constructed on Burnet Road between Koenig Lane and MoPac. These improvements are currently in design.

On Thursday, September 6, we hosted an open house meeting from 5 p.m. to 8 p.m. at St. John's United Methodist Church. At the meeting, we provided information about planned improvements for Burnet Road and got community feedback that will help refine the design of the improvements. Thank you to those of you who came to the meeting and visited with us!

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

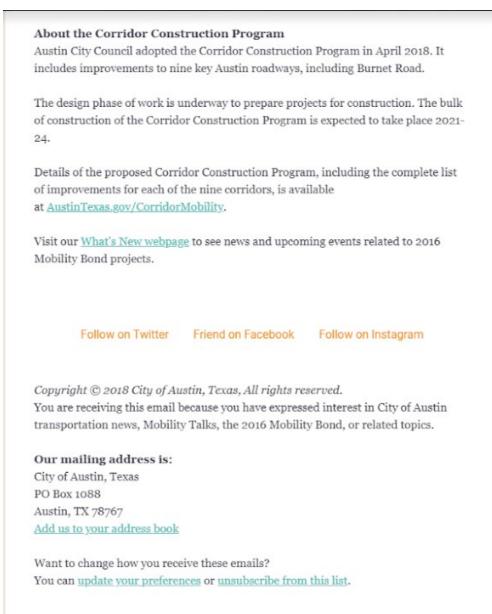
- Meeting Boards
- Handouts
- Interactive Map.
- Survey.
- Questions and Comments

If you would like to sign up to receive updates about other roadways that are being improved by the 2016 Mobility Bond, <u>click here</u>.

Please Note: The official comment period for the open house meeting ends on Friday, September 21, 2018. While input provided after this date will be considered by the project team, it may not be captured as part of the official summary for the open house meeting.









Webpage

Announcements were made on the Burnet Road Corridor webpage and the What's New webpage.



What's New

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

Burnet Road Corridor: Open House

The Corridor Program Office and Austin Transportation Department invite you to attend an open house to learn about mobility, safety and connectivity improvements coming to Burnet Road between Koenig Lane and MoPac Expressway as part of the Corridor Construction Program. Information will also be available about activities that will occur before construction begins, and project team members will be on-hand to meet you and answer questions.

The meeting is an open house format, so join us anytime. More information about the Burnet Road Corridor can be found <u>here</u>.

Date: Thursday, September 6 2018 Time: 5 p.m. to 8 p.m. (stop by anytime) Location: St. John's United Methodist Church (2140 Allandale Rd, Austin, TX 78756)



Social Media

Posts were made to both Twitter and Facebook.







Corridor Mobility Program @ATXcorridors · 4 Sep 2018

Don't forget the Burnet OPEN HOUSE on September 6th from 5:00 PM - 8:00 PM at St. John's United Methodist Church (2140 Allandale Rd, 78756). For more information, check out austintexas.gov/burnet for more info! #atx #austINmotion #mobility





Corridor Mobility Program @ATXcorridors · 6 Sep 2018

TONIGHT: Don't forget our Open House today from 5:00pm - 8:00pm at St. John's United Methodist Church (2140 Allandale Rd, 78756). For more information, check out austintexas.gov/burnet! #atx #austINmotion #mobility



Burnet Road Corridor Landing page for the Burnet Road Corridor data.austintexas.gov



Facebook post on August 17th, 2018:





- Thursday, September 6, 2018 at 5:00 PM 8:00 PM CDT about 4 months ago
- Saint John's United Methodist Church 2140 Allandale Rd, Austin, Texas 78756

Show Map

Details

The City of Austin's Corridor Program Office & Austin Transportation Department are working to improve mobility, safety, and connectivity along Burnet Road (between Koenig Lane and MoPac) as part of the Corridor Mobility Program. The Burnet Road corridor is part of the City Counciladopted Corridor Construction Program, to be funded in part by the 2016 Mobility Bond. The bond program dedicates \$482 million for corridor improvements.

Date: Thursday, September 6 Time: 5 p.m. to 8 p.m. (drop in anytime!) Location: St. John's United Methodist Church (2140 Allandale Rd.)

At this meeting, you can learn more about preliminary engineering work along the roadway, current corridor conditions and what's planned for construction on Burnet Road. We'll also collect input that will help refine the design of the improvements.

Spanish interpretation services will be available.

Learn more at AustinTexas.gov/Burnet.





Flyers

A two-sided, English and Spanish flyer was dropped off at each of the locations listed below. Each location received 20 flyers.

- Old Quarry Branch Library
- Recycled Reads Bookstore
- Millwood Branch Library
- Yarborough Branch Library
- Spicewood Springs Branch Library
- Northwest Recreation Center







MEJORAS EN BURNET ROAD REUNIÓN PÚBLICA

6 de Septiembre

¡Traiga su familia









Mejoras de movilidad, seguridad y conectividad llegaran a William Cannon Drive entre Southwest Parkway y McKinney Falls Parkway. La fase de diseño está en progreso y estamos refinando mejoras.

ÚNETE PARA ESTA REUNIÓN PÚBLICA PARA:

- Explore exhibiciones
- Aprende sobre el proyecto
- Hable con los miembros del proyecto
- · Comparta su opinión





Oportunidades para participar en otras reuniones públicas:

9/15 AIRPORT BLVD. | 10am-1pm ACC Highland



- Habrá material en español e intérpretes . durante la reunión.
- Si necesita asistencia en otros idiomas u otros arreglos, comuníquese con info@cortezconsulting.com o llame al 512-273-7967.
- · Por favor notifíquenos antes para que podamos hacer todos los esfuerzos razonables para facilitar sus solicitudes.



VMS sign

A variable-message sign was placed at the intersection of Burnet and Koenig two weeks prior to the meeting. Message board read:

Burnet Rd Corridor **Open House**

9/6 St Johns UM Church 5PM - 8PM



Newspaper Advertisement

A display ad was published in The Villager newspaper on August 17, 2018.

The Villager:

www.theaustinvillager.com	HEADLINES	Page 5 ~ THE VILLAGER/August 17, 2018
	AVE THE DATE! Nic Open House Fall 2018	COLOR MOBILITY BOND
Slaughter Lane Wednesday, August Bethany Lutheran 5:00pm - 8:00 pm	St. Johns Unit 5:00 pm - 8:00	ed
William Cannon Drive Saturday, August 25 Langford Elementa 10:00 am - 1:00 pm		

Phone calls

Neighborhood association phone calls were made one week prior to the meeting to remind them about the open house.



Notifications to Elected and Appointed Officials

An open house meeting announcement and follow-up email was sent by Mike Trimble to Austin City Council members and City Board and Commissions. Follow-up phone calls were also placed to Council Member offices.

Email sent July 20, 2018:

From: Trimble, Michael
Sent: Friday, July 20, 2018 12:56 PM
Subject: Corridor Construction Program - First Public Meeting for East Riverside Drive - August 11th

Dear Council Members,

Next month, the Corridor Program Office and the Austin Transportation Department will begin hosting the first round of public meetings for all nine corridors included in the City Council-adopted Corridor Construction Program, to be funded in part by the 2016 Mobility Bond. These public meetings are intended to provide information to the public, property owners and businesses about preliminary engineering activities that are underway, and the mobility, safety and connectivity improvements that will be built in each corridor. The Corridor Program Office will also collect input that will help refine the designs of the projects, which are based on Corridor Mobility Plans that City staff has worked with the community to create since 2011.

The first public meeting has been scheduled for East Riverside Drive on Saturday, August 11 from 10 a.m. – 1 p.m at IDEA Montopolis (<u>1701 Vargas Road</u>).

The Corridor Program Office and the Austin Transportation Department will be promoting this and other upcoming public meetings broadly, but we welcome you to share information with your constituents and, of course, to attend.

Following is a <u>tentative</u> schedule of all other open houses planned for this fall. The Corridor Program office communications team will follow up with City Council offices whose districts contain all or part of the corridor about a week prior to each open house meeting, as a reminder:

- East Riverside Drive: Saturday August 11 (confirmed) IDEA Montopolis
- William Cannon Drive: Saturday, August 18
- Slaughter Lane: Wednesday, August 22 (confirmed) Bethany Lutheran Church
- South Lamar Boulevard: Thursday, September 6
- East MLK/FM 969: Thursday, September 13
- Burnet Road: Tuesday, September 18
- Airport Boulevard: Tuesday, September 25
- North Lamar Boulevard: Thursday, September 27
- Guadalupe Street: Tuesday, October 2

The design phase of the Corridor Construction Program is currently underway and could last 12 to 36 months, depending on the project. Preliminary engineering activities are taking place now to refine project designs and prepare them for construction. Fieldwork and land surveys will be completed throughout the summer to gather additional data on topographical features, boundaries, trees, and geotechnical elements, such as soils and pavements.

The Corridor Program Office anticipates completing a second round of public meetings by early 2019 to share updated project designs that are informed by the results of the analyses currently underway. Throughout both rounds of meetings, the Corridor Program Office will continue coordinating with partner agencies and their planning processes, including ASMP and ProjectConnect.

Corridor Construction Program Background:



The Corridor Construction Program includes mobility, safety and connectivity improvements to nine major Austin corridors:

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

Projects include improvements to intersections, pavement, traffic signals, sidewalks, bicycle facilities, and transit-supportive improvements. More information about the East Riverside Drive corridor, including the Corridor Mobility Plan and the improvements included in the Corridor Construction Program can be found at <u>Austintexas.gov/Riverside</u>. More information about the Corridor Construction Program can be found online at <u>Austintexas.gov/CorridorMobility</u>.

Following is some language you are welcome to use on your social media channels or in your newsletter regarding the East Riverside Drive public meeting:

Facebook:

The City of Austin is hosting an open house about the planned improvements for East Riverside Drive, which are funded in part by the 2016 Mobility Bond. The event is on Saturday, 8/11, from 10 a.m.-1 p.m. at IDEA Montopolis. You can drop in anytime to share your input, ask questions, and speak with the project team in English or in Spanish. Details at <u>AustinTexas.gov/Riverside</u>.

Twitter:

Join us for an E Riverside open house! 8/11, 10-1 @ IDEA Montopolis. Ask questions; give input in Eng/Span. More info <u>https://bit.ly/2uEZ9Kj</u>

If you have any questions or would like additional information, please don't hesitate to contact me or Sara Behunek, Communications Manager, at (512) 974-7840.

Sincerely,

Mike Trimble, PfMP, CNU-A

Director, Corridor Program Office

City of Austin

512-974-3442

Mike.trimble@austintexas.gov



Follow-up email sent August 20, 2018:

5	From: Trimble, Michael Sent: Monday, August 20, 2018 4 fo: Mayor and Council Staff DL ⊲ Subject: Corridor Construction Pr	MACStaffDL@austintexas.g		
c	Dear Council Members.			
	sent you an email last month witl 2016 Mobility Bond. This is anothe		es for the Corridor Construction Program, funder lates of corridor open houses.	d by the
	Dur next four open houses will oc	cur on the following dates:		
	Slaughter Lane	Wednesday, Aug. 22	Bethany Lutheran Church, 3701 W Slaughter Ln, Austin, TX 78749	5 pm – 8 pm
	William Cannon Drive	Saturday, Aug. 25	Langford Elementary, 2206 Blue Meadow Dr, Austin, TX 78744	10 am – 1 pm
	Burnet Road	Thursday, Sept. 6	St. Johns United Methodist Church,2140 Allandale Rd, Austin, TX 78756	5 pm – 8 pm
	Airport Boulevard	Saturday, Sept. 15	Austin Community College Highland, 6101 Highland Campus Dr, Austin, TX 78752	10 am – 1 pm
	or East Riverside at AustinTexas. As a reminder, the Corridor Progra corridors included in the Corridor voublic, property owners, and busir	gov/Riverside. am Office is hosting the first Construction Program. Thes resses about the mobility, si	round of public meetings for improvements on the public meetings are intended to provide inform afety and connectivity improvements as well as p Ip refine the designs of the projects.	he nine hation to the
	Corridor Program Office will be information with your constit		her upcoming public meetings broadly, but w	ve welcome you to
	u have any questions, please (12) 974-7899.	do hesitate to reach out to	o our Senior Public Information Specialist, M	landy McClendon
Sinc	erely,			
Mike	e Trimble			
Dire	ctor			
Corr	idor Program Office City of A	ustin		
Aust	lintexas.gov/CorridorMobility			
	CORRIDO MOBILITY BOND	DR 'Y M		



Calendar postings

Calendar postings were made to the following online calendars: Corridor Program Office, Austin Transportation Department, and the City of Austin.

City of Austin:

	Explore your city		SE	ARCH
austintexas*gov	🖸 Pay Online 🕟 Ser	vices 🕲 Calendar 🛞 M	edia 🔒 Departments 🌘	🕽 3-1-1 🌎 Translate
Resident	Business	Development	Government	Environment
Burnet Road Open House				
DUDUET DO LO ODELLUQUOE				

BURNET ROAD OPEN HOUSE

Thursday, September 6, 2018 - 5:00pm

The City of Austin's Corridor Program Office & Austin Transportation Department are working to improve mobility, safety, and connectivity along Burnet Road (between Koenig Lane and MoPac) as part of the Corridor Mobility Program. The Burnet Road corridor is part of the City Council-adopted Corridor Construction Program, to be funded in part by the 2016 Mobility Bond. The bond program dedicates \$482 million for corridor improvements.

Date: Thursday, September 6

Time: 5 p.m. to 8 p.m. (drop in anytime!)

Location: St. John's United Methodist Church (2206 Blue Meadow Dr.)

At this meeting, you can learn more about preliminary engineering work along the roadway, current corridor conditions and what's planned for construction on Burnet Road. We'll also collect input that will help refine the design of the improvements.

Spanish interpretation services will be available.

Learn more at AustinTexas.gov/Burnet.

Location Information

Saint John's United Methodist Church 2140 Allandale Rd Austin, TX See map: Google Maps

Contact Information

Mandy McClendon +1-512-974-7899 Email



Media Advisory The following press release was sent to 250+ media outlets on August 22, 2018.

Email not displaying correctly? <u>View it in your browser</u> .
City of Austin Corridor Program Office 3701 Lake Austin Blvd. Corridors@austintexas.gov Austin, TX 78703 AustinTexas.gov/CorridorMobility
MEDIA ADVISORY
For immediate release: August 22, 2018 Contact: Mandy McClendon, Corridor Program Office, (512) 974-7899, mandy.mcclendon@austintexas.gov
City to host corridor mobility public open houses
On Saturday, the City of Austin Corridor Program Office and Austin Transportation Department will host a public open house for corridor mobility improvements on William Cannon Drive.
The meeting is an open house format, so join us anytime. Learn about what is planned for the William Cannon corridor.
William Cannon Drive Corridor Open House
Saturday, August 25, 2018
10 a.m. to 1 p.m. (stop by anytime)



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

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

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

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

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

Parkway

• Slaughter Lane from FM 1826 to Vertex Boulevard



William Cannon Drive from Southwest Parkway to McKinney Falls
 Parkway

• Slaughter Lane from FM 1826 to Vertex Boulevard

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

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

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

###

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Television interview

An on-camera interview with KXAN was conducted on August 9th. The interview was featured in a 2-minute community update within the news hour.

The link to the story is here: <u>https://www.kxan.com/news/local/austin/austin-plans-improvements-to-spots-plagued-by-traffic-woes/1422191219</u>



NextDoor

16,058 stakeholders were reached via NextDoor with the following message on August 28, 2018:

Burnet Road Corridor Mobility Open House / Reunión Pública de Burnet Road Communications & Public Information Office from City of Austin · 28 Aug The City of Austin Corridor Program Office and Austin Transportation Department invites you to attend an open house to learn about and provide feedback on mobility, safety and connectivity improvements coming to Burnet Road between Koenig Lane and MoPac Expressway as part of the Corridor Construction Program. Information will be available about activities that will occur before construction begins, and project team members will be on-hand to meet you and answer questions. Date: Thursday, September 6, 2018 Time: 5:00 pm to 8:00 pm (stop by anytime) Location: St. John's United Methodist Church (2140 Allandale Rd) No formal presentation is planned and you are welcome to come and go at your convenience. If you plan to attend and would like to request translation services or other accommodations, please contact your corridor liaison at Mandy.McClendon@AustinTexas.gov or call 512-974-7899. Display boards, handouts and other meeting materials, including a survey, will be posted online at AustinTexas.gov/Burnet for anyone who may not be able to attend in person.

About the Corridor Construction Program

Adopted by Austin City Council in April, the Corridor Construction Program is funded in part by the 2016 Mobility Bond. It includes improvements to nine important Austin roadways, including Burnet.

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

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

Follow us on Twitter at @atxcorridors



La Ciudad de Austin lo invita a asistir en una reunión pública para aprender acerca de las mejoras de movilidad, seguridad y conectividad que se realizarán en Burnet Road entre Koenig Lane y MoPac Expressway como parte del Programa de Construcción del Corredor. También habrá información disponible sobre las actividades que occurrirán antes de que comience la construcción, y los miembros del equipo del proyecto estarán disponibles para atenderlo y responder preguntas.

CUÁNDO: 6 de septiembre de 2018 HORA: 5 p.m. a 8 p.m. DÓNDE: St. John's United Methodist Church, 2140 Allandale Rd

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

Después de la Reunión Pública, se exhibirán carteles, folletos y otros materiales de reuniones en línea a AustinTexas.gov/Burnet para cualquier persona que no pueda asistir en persona.

Para obtener información en español, llame a Austin 3-1-1.

Sobre el Programa de Construcción del Corredor

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

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

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

Síganos en Twitter con @atxcorridors

28 Aug · Subscribers of City of Austin in 26 neighborhoods in General



II. Sign-in sheets

austin Motion			SIGN IN SHEET
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SIGN IN SHEET

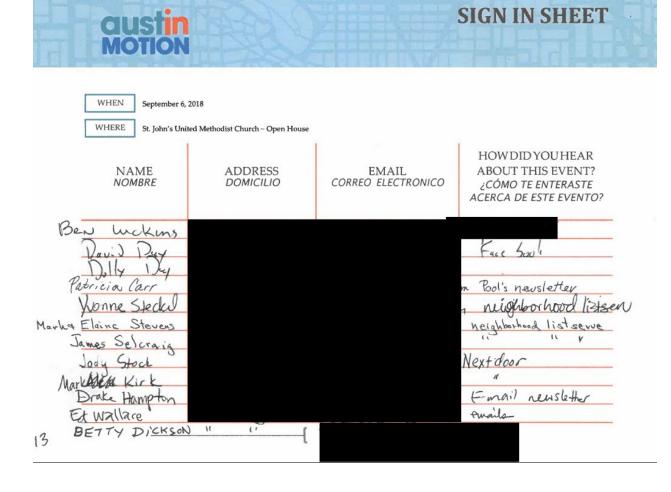
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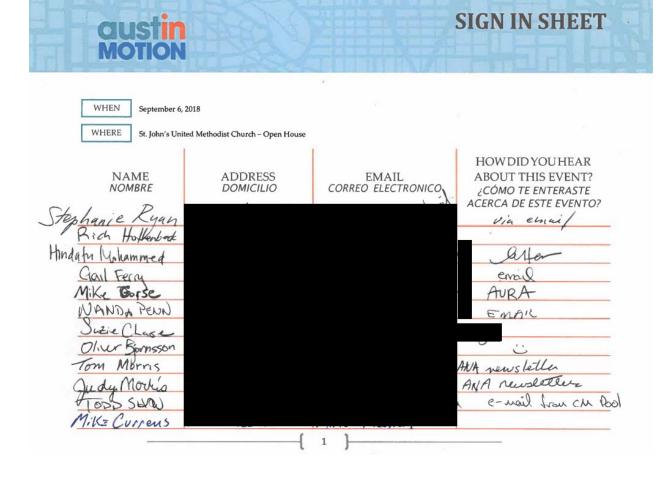






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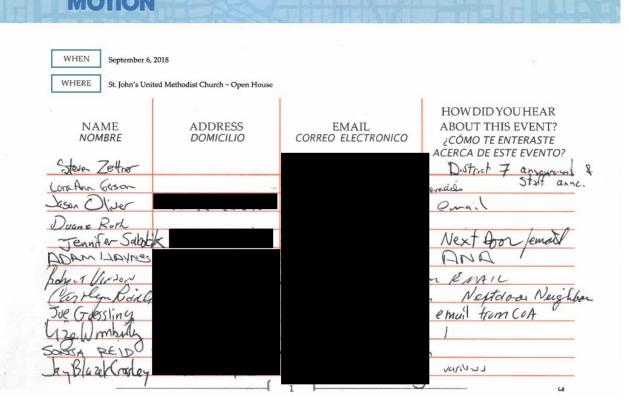
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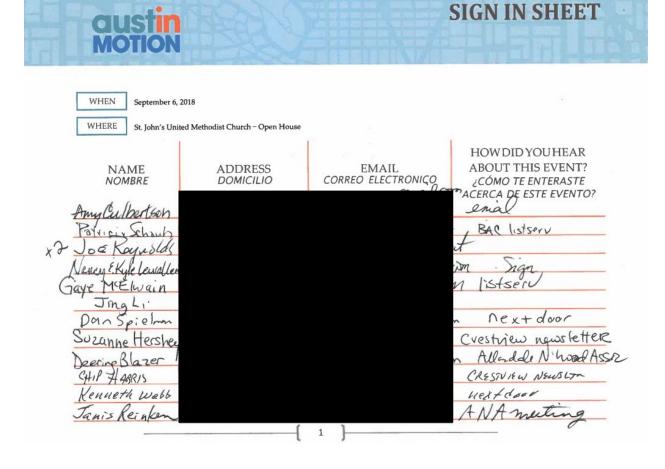


SIGN IN SHEET



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III. Figures

Meeting Display Boards (English)

Welcome Bienvenido



Sign In Registrarse

Q

Explore and Learn Explorar y aprender



Chat with us Habla con nosotros



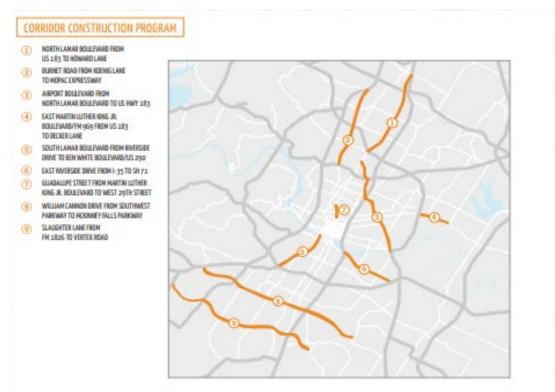
Give us feedback Danos su opinión





Corridor Construction Program

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



CORRIDOR

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PROGRAM

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2016 MOBILITY BOND

PROJECTS ARE EXPECTED TO:

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



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Project Purpose & Goals

CORRIDOR

MOBILITY

PROGRAM

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

MOBILITY

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

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2016 MOBILITY BOND

 Improve effectiveness of transit operations

SAFETY

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

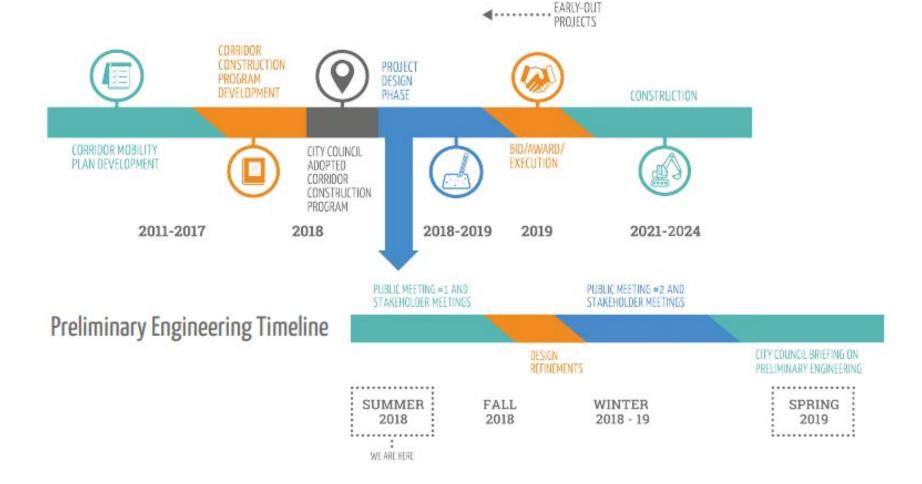
CONNECTIVITY

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

QUALITY OF LIFE

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

Corridor Construction Program Timeline







Preliminary Engineering / **Design-Phase Activities**

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



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

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





Corridor Mobility Plan Development and Public Feedback

The City of Austin has completed Corridor Mobility Plans for nine major Austin corridors. The improvements in the Corridor Construction Program are based on recommendations in these Corridor Mobility Plans. The North Lamar Boulevard/Burnet Road Corridor Mobility Plan was finalized in December 2013. The Corridor Mobility Plan recommends improvements to mobility, safety and connectivity along Burnet Road between MoPac Expressway and Koenig Lane.

Development of the Plan Included

- Public engagement
- Data collection
- Assessing needs and missing infrastructure
- Drainage analysis
- Future travel demand analysis
- Recommendations for improvements

Public engagement was an important component of the Corridor Mobility Plan development process for Burnet Road. It included:

- Two public meetings
- An open house meeting for businesses and the general public
- Stakeholder meetings with transportation and public agencies, major landowners, transportation advocates and interest groups

The majority of issues identified by public meeting attendees were related to poor conditions for pedestrians, bicyclists, and transit users.

Throughout the planning process, members of the public often expressed the need for improved bicycle and pedestrian infrastructure and safety. Burnet Road neighborhoods also expressed a strong desire for child-friendly improvements, improvements that would support transit, and pedestrianfriendly spaces and streetscapes.

Questionnaires completed at the second public meeting generally reflected support for the recommended improvements, with the highest support expressed for sidewalks, bicycle lanes, landscaping improvements, pedestrian crossings with beacons, and raised medians.

- 24 Sidewalks
- 19 Bicycle lanes
- 18 Landscaping improvements
- 17 Pedestrian crossings with beacons
- 14 Raised median
- 12 Lighting improvements
- 11 Bus shelters
- 10 Driveway consolidation
- 9 Left- and right-turn lanes
- 9 Bus only lanes
- 8 Traffic signal retiming
- 8 Drainage improvements
- 6 4 lanes to a 3-lane conversion
- 4 Center two-way left turn lane





Other Nearby Improvements

CORRIDOR MOBILITY PROGRAM

West Rundberg Lane Extension

The Corridor Mobility Program project includes an update to the design of improvements for an extension to West Rundberg Lane, as well as an update to construction and land acquisition cost estimates. The project limits are West Rundberg Lane from Burnet Road to Metric Boulevard.

The West Rundberg Lane extension was selected for funding through the CAMPO 2019-2022 Call for Projects, which will allow for full design and construction of the project. A timeline for construction has not been determined at this time.

North Lamar Blvd./Guadalupe St. Corridor Mobility Plan Development

The 2016 Mobility Bond puts \$482 million to corridor improvements. Of that, \$5 million is being invested in the development of new Corridor Mobility Plans, to be further developed, designed and constructed with future funding sources. One of the Corridor Mobility Plans currently in development is for North Lamar Boulevard/Guadalupe Street. The limits of the North Lamar Boulevard/Guadalupe Street Corridor Mobility Plan are between Lady Bird Lake and US 183 for the North Lamar portion, and from 29th Street to North Lamar Boulevard for the Guadalupe Street portion.

SIDEWALKS

The 2016 Mobility Bond dedicates \$37.5 million for improvements to sidewalks, with a focus on sidewalks rated as "very high" or "high" priorities in the City of Austin 2016 Sidewalk Master Plan/ADA Transition Plan. Projects include installation or rehabilitation/ replacement of curb ramps, sidewalks, curbs, driveway aprons and related construction to conform to United States Department of Justice guidance and ADA requirements.



As part of the 2016 Medality Group, new ADA compliant sciences and carb temps in the Restlacted Neighborhood were recently complete

SAFE ROUTES TO SCHOOL

The 2016 Mobility Bond dedicates \$27.5 million for Safe Routes to School. The Safe Routes to School Program partners with local school districts to address safety concerns of school routes and encourage children and families to bike or walk to school. These projects are either underway or have been completed.





in placedination with Surveysit Demontany, this Sofe Pointes to School project will construct an ADA adversity and outs raings on the suith sale of Adelph Lane from the extense of the Jefferson at Waterspark Apartments to the existing sidewalk on Adelphi Lane.

INTERSECTION SAFETY/VISION ZERO

The 2006 Mobility Bond dedicates \$15 million to fatality reduction strategies for projects listed on the Top Crash Location Intersection Priorities Improvement List. Improvements include intersection reconfiguration, median modification, pedestrian and bicycle facilities, and traffic and pedestrian signals.

An Intersection Salety/Vision Zero project is planned at the Braker Lane/Stonelake Boulevard intersection. Improvements will include the addition or modification of raised mediana for access management, enhanced pedestrian and bicycle facilities, signal phasing changes, intersection reconfiguration, associated signing, striping and paving. This project is currently in the preliminary phase.

Gullett Elementary



project constructing ASA sidewalks and carb large improvements of dualant Drive from Treacherell Routevard to Greet Northern Rouisverd

URBAN TRAILS

The 2016 Mobility Bond dedicates \$26 million to urban trails. Austin's urban trail network is a citywide network of nonvehicular, multi-use pathways. Projects include the design and construction of various trail connections. Urban trails funded through the hond program have a transportation and mobility purpose.

One nearby Urban Trail project, funded by the 2016 Mohility Bond, is the Red Line Trail (Walnut Creek Trail to Broker Lane). The project will include the preliminary engineering report and design of an urban trail along the Red Line, connecting Braker Lane and the Kramer Red Line Station to the existing Northern Walnut Greek trail system. The project location is from Northern Walnut Creek Trail to Braker Capital Metro Lane along the Red Line Rail, and the project is currently in the preliminary phase.

CORRIDOR MODILITY BOND





What We Want to Achieve

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

CURRENT CORRIDOR CONDITIONS

- · Bicycle accommodations are limited or missing along the corridor
- Sidewalks are missing or interrupted by driveways, and are not ADA-compliant in some areas
- · Signalized pedestrian crossings are spaced too far apart
- · Many of the traffic signals have outdated technology
- · Bicycle and pedestrian connections to transit stops are largely missing

CORRIDOR

MOBILITY

PROGRAM

Source: City of Austin Transportation Department

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2016 MOBILITY BOND

CRASH FREQUENCY

HOW WE ARE IMPROVING THE CORRIDOR

- Reducing delay by an estimated 25% on average for all of the corridors compared with doing nothing
- Upgrading intersections, including potential turn lane modifications
- Adding and upgrading traffic signals with enhanced technology
- Installing Shared Use Paths along both sides of the corridor to create bicycle facilities along the full length of the corridor and complete an ADA-compliant sidewalk network. Of the sidewalks we are addressing, more than 60% are high/very high priority in the Sidewalk Master Plan
- Adding connections to 8 existing bike routes, resulting in connections to 22 interconnected routes
- Adding intermittent median islands from W Koenig Ln to W Anderson Ln to improve safety and vehicular and transit efficiency
- · Coordinating transit improvements with Capital Metro
- Improving connectivity to transit stops through added sidewalks, bicycle facilities and midblock pedestrian crosswalks (pedestrian hybrid beacons)



Burnet Road Mobility, Safety & Connectivity Improvements

The Corridor Construction Program includes mobility, safety and connectivity improvements on Burnet Road between Koenig Lane and MoPac Expressway.

We anticipate putting between \$49.5 million and \$54.7 million from the 2016 Mobility Bond into improvements on Burnet Road that best meet City Council's Contract With Voters.







Environmental Considerations

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

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



Air Quality and Traffic Noise (where applicable)





Cultural Resources (including historic places and archaeological sites)



Geology, Soils and Land-Use Patterns



Hazardous Materials

Parkland Impacts



Social and Community Impacts

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

Water Resources





Public Outreach

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

WHAT WE HEARD

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

- Improve safety for pedestrians, including adding crosswalks/pedestrian hybrid beacons and completing missing sidewalk segments.
- A desire for improved ADA-compliant facilities on sidewalks along the entire corridor.
- Concerns from some businesses that City of Austin rightof-way may no longer be available to them for parking.
- Continue ongoing collaboration and coordination with Capital Metro.
- Concerns about medians and the elimination of center turn lanes.
- Some people would like protected bike lanes on Burnet Road to reduce bike traffic on Shoal Creek; others feel that additional bike lanes are not needed.
- Concerns about traffic congestion during construction.
- A desire for drainage improvements to improve pedestrian access.
- A desire to preserve the character of the neighborhoods along the corridor.
- Concerns about increasing property taxes resulting from passage of the 2016 Mobility Bond.
- A desire for improved operations at intersections.



rocess.	WE HOSTED A POP-IN MEETING LAST YEAR		WE HAD AN ONLINE SURVEY		PROP	WE SPOKE WITH PROPERTY-OWNERS & BUSINESSES	
leting 1 in right- rking.	127	conversations with the public	536	community surveys completed for the Burnet	226	letters sent to property owners	
with enter urnet feel ction	23,148	postcards sent to homes and businesses	Road corridor	268	door-to-door conversations with corridor businesses		
hoods ig from	12,044	residents reached through NextDoor			idewalks need to be ll along Burnet Rd " stakeholder		



Placemaking

As part of the design phase, we want you to think about how to enhance the character of the corridor through placemaking. Use these images to inspire you as you respond to the questionnaire. "Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution." – Project for Public Spaces





Help Us Refine Improvements

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

MOBILITY

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

SAFETY

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

CONNECTIVITY

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

QUALITY OF LIFE

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



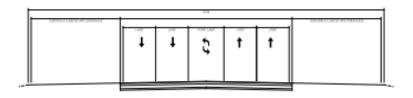




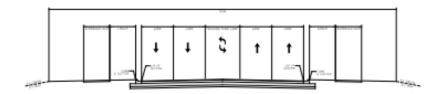
Typical Cross-Sections

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

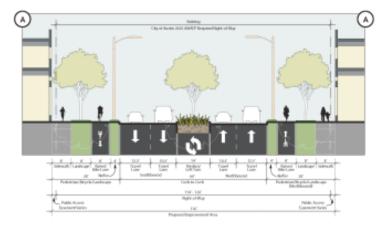
EXISTING CONDITIONS



PROPOSED



FUTURE ENHANCEMENTS







Understanding the Impacts

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

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

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

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

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

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





Supporting Businesses During Construction

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



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

WHAT WE ARE DOING:

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





Project Partners

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

Public Agency Partners

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

CORRIDOR MODILITY BOND

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

City of Austin Partners

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

COORDINATION WITH CAPITAL METRO

OPTIMIZATION OF TRANSIT ACCESS

The goal of the Corridor Mobility Program is to enhance mobility, safety, and connectivity for all users—whether you drive, bike, walk, or take transit. The Corridor Construction Program will enhance some transit signal priority, create better connections to transit stops and optimize bus stop locations in some areas along the nine corridors. These improvements have either been suggested or confirmed by Capital Metro through our coordination efforts.

CAP REMAP

In June 2018, Capital Metro rolled out changes to local bus service to make buses more frequent, more reliable, and better connected. Cap Remap will serve as a base for future high-capacity transit implemented by Capital Metro. The Corridor Mobility Program worked with Capital Metro to reflect Cap Remap transit stop optimization into its plans and exhibits.

PROJECT CONNECT

Project Connect is a planning process to create a system of high-capacity transit options led by Capital Metro. The purpose of Project Connect is to identify preferred high-capacity transit solutions for Central Texas.

Some of the corridors that are being evaluated as part of Project Connect are also corridors included in the Corridor Construction Program. Capital Metro and the City of Austin are working closely together to identify areas along the corridors that may be affected, and the Corridor Program Office will consider modifications to corridor improvements as necessary. All corridor improvements will be coordinated with Capital Metro to ensure alignment with Project Connect as both efforts move forward.

Anticipated Project Connect Timeline:







Corridor Construction Program Implementation Strategy

In November 2016. Austin voters authorized \$482 million for corridor improvements. Because the funding need exceeds the amount available through the 2016 Mobility Bond, the improvements were prioritized for design and construction using guidance provided through City Council's Contract With Voters.

Improvements approved by City Council to be funded by the 2016 Mobility Bond include:

- · Design and construct Corridor-wide Mobility Improvements for all modes of travel along the entire length of all nine corridors
- · Design and construct Enhanced Multimodal Improvements on East Riverside Drive between Shore District Drive and Montopolis Drive
- Initiate design of Enhanced Multimodal Improvements on Airport Boulevard and William Cannon Drive, as well as sections of North Lamar Boulevard and South Lamar Boulevard

The Corridor Construction Program is composed of all mobility recommendations in Corridor Mobility Plans for nine key Austin corridors. The estimated cost to design, engineer, and construct all of those recommendations is approximately \$1.4 billion.

Corridor-wide Mobility Improvements include elements such as:











Meeting Display Boards (Spanish)

Welcome Bienvenido



Sign In Registrarse

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Explore and Learn Explorar y aprender



Chat with us Habla con nosotros



Give us feedback Danos su opinión





Programa de Construcción del Corredor

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

PROJECT CORRIDORS

- NORTH LAMAR BOULEVARD FROM US HWY 183 TO HOWARD LANE
 BURNET ROAD FROM KDENIG LANE
- TO MOPAC EXPRESSWAY

 AIRPORT BOULEVARD FROM
- NORTH LAMAR BOULEVARD TO US HWY 183
- EAST MARTIN LUTHER KING JR. BOULEVARD/FM 969 FROM US HWY 183 TO DECKER LANE.
- SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US HWY 290 WEST
- 6 EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- (7) GLADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET AND WEST 24TH STREET FROM GLADALUPE TO NORTH LAMAR BOULEVARD
- (8) WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY
- (9) SLAUGHTER LANE FROM FM 1826 TO VERTEX BOULEVARD



SE ESPERA QUE ESTOS PROYECTOS:

• Mejoren la seguridad para todos los modos de transporte

- Reduzcan el retraso vehicular
- Mejoren la efectividad del tránsito

 Construir banquetas continuas que cumplan con la Ley para Estadunidenses americanos (ADA por sus siglas en inglés) a lo largo de todo el corredor

- Construir instalaciones continuas para bicicletas a lo largo de todo el corredor.





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Propósito y objetivos del proyecto

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

MOVILIDAD

- Reducir demoras
- Aumentar el flujo de personas
- Mejorar la confiable
- Mejorar el nivel de servicio
- para todos los modos de
- transporte

aust

MOTI

- Mejorar la conectividad
- Controlar la congestión
- Mejorar la efectividad de las operaciones del transporte público

SEGURIDAD

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

transporte

CONFCTIVIDAD

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

publico

CALIDAD DE VIDA

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





Ayúdenos a perfeccionar las mejoras

MOVILIDAD:

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

 ¿Dónde están localizados los destinos que más frecuenta en el corredor?

SEGURIDAD:

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

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

CONECTIVIDAD:

 ¿Están los señalameientos peatorales demediados de cuadra (Balizas Híbridos Peatonales) ubicados en los mejores sitios?

CALIDAD DE VIDA:

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





Mejoras de Movilidad, Seguridad y Conectividad

El programa de construcción del corredor incluye mejoras de movilidad, seguridad y conectividad en Burnet Road entre Koenig Lane and MoPac Expressway.

Anticipamos invertir aproximadamente \$49.5 -\$54.7 millones del Bono de Movilidad del 2016 en mejoras en Burnet Road que se ajusten al Contrato Con Votantes del Concejo Municipal.







Planeación: Comentarios del público

Como parte de la fase de diseño, queremos su opinión sobre cómo mejorar la personalidad del corredor a través de la creación de espacios. "La creación de espacios facilita los patrones creativos de uso, prestando particularatención a las identidades físicas, culturales y sociales que definen un lugar y apoyan su evolución continua." - Proyecto de espacios públicos





















Apoyando a negocios durante la construcción

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



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

QUÉ ESTAMOS HACIENDO:

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





Entendiendo el impacto



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

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

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

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

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





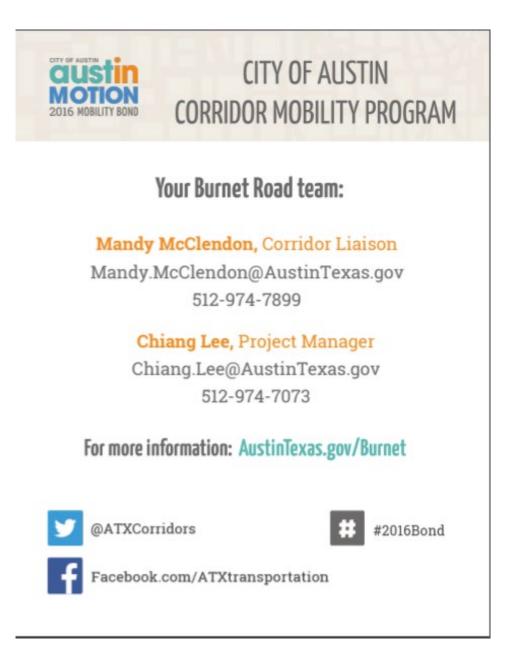


Meeting Handouts

Upon arrival at the Open House, attendees were asked to sign in and were offered a set of handouts, either English or Spanish, that included:

- The Burnet Road team contact information
- Information on the project

English:





Corridor Construction Program: Project Design Phase



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

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

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

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

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



Design phase activities include:

- Confirm existing corridor conditions through land surveys, identifying utility locations, drainage, traffic counts and signal timings
 Complete preliminary environmental investigations and documentation
 Identify placemaking opportunities along the corridors
 Refine and finalize corridor design plans
 Update cost estimates, look for budget efficiencies, and explore leveraging/partnership opportunities

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

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

Contact Us

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

- MATXCORRIDORS
- @AUSTINTEXASGOV 0
- f /ATXTRANSPORTATION





Spanish:

COLO MOBILITY BOND	Programa de Movilidad del Corredor de la Ciudad de Austin					
Su equipo de Burnet Road:						
Mandy McClendon, Comunicador para el Corredor						
Chiang Lee, Gerente de Proyecto						
Para más información en español, por favor contácte						
Info@CortezConsulting.com						
512-273-7967						
Para más información: AustinTexas.gov/Burnet						
MATXC	orridors #2016Bond					
Faceboo	ok.com/ATXtransportation					



Programa de Construcción de Corredor: Fase de Diseño

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

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



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

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

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



Las actividades de la fase de diseño incluyen:

- de servicios públicos, drenaje, recuentos de tráfico y tiempos de señales Completar investigaciones ambientales preliminares y documentación Identificar oportunidades de creación de espacios a lo largo de los corredores Refinar y finalizar los planes de diseño del corredor Actualizar las estimaciones de costos, buscar eficiencias presupuestarias y explorar oportunidades

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

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

Para Más Información

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

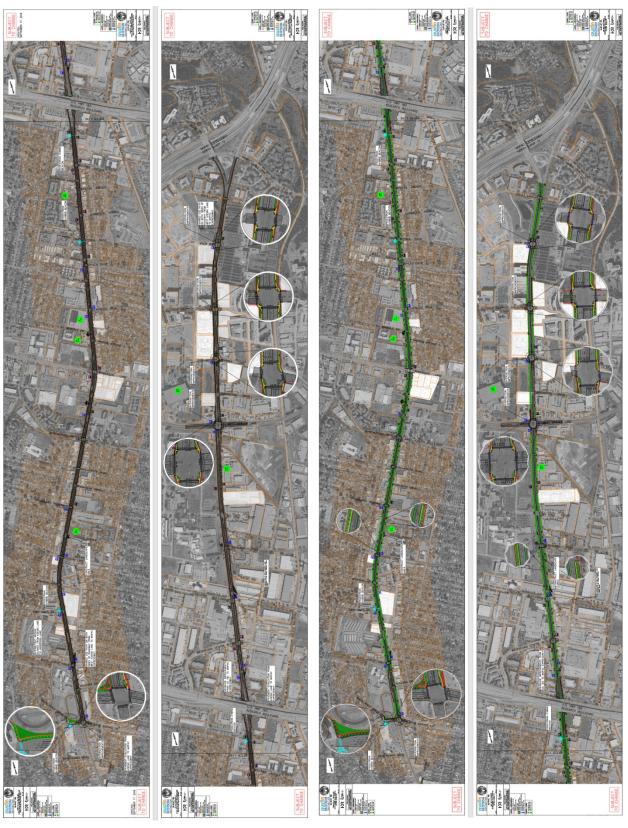






Roll plot

A roll plot of the corridor-wide improvements was available at the open house. It was also available as a downloadable PDF and a geographic information system (GIS) interactive map.

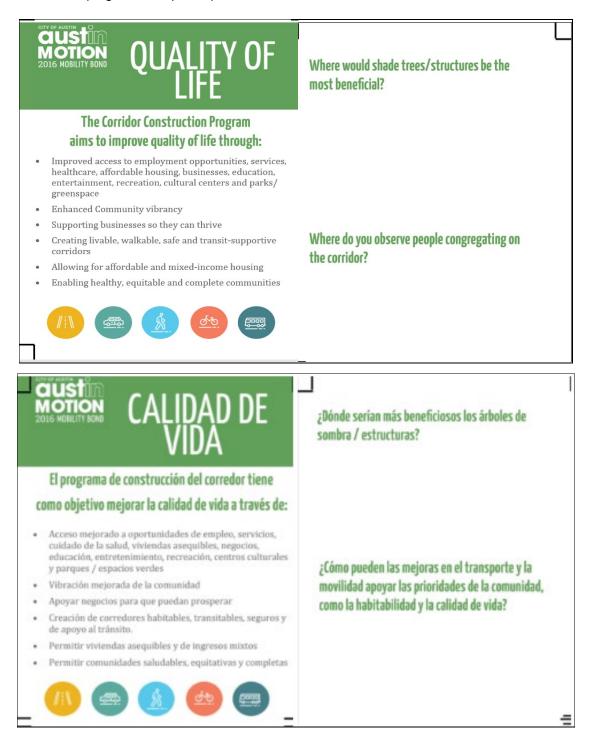




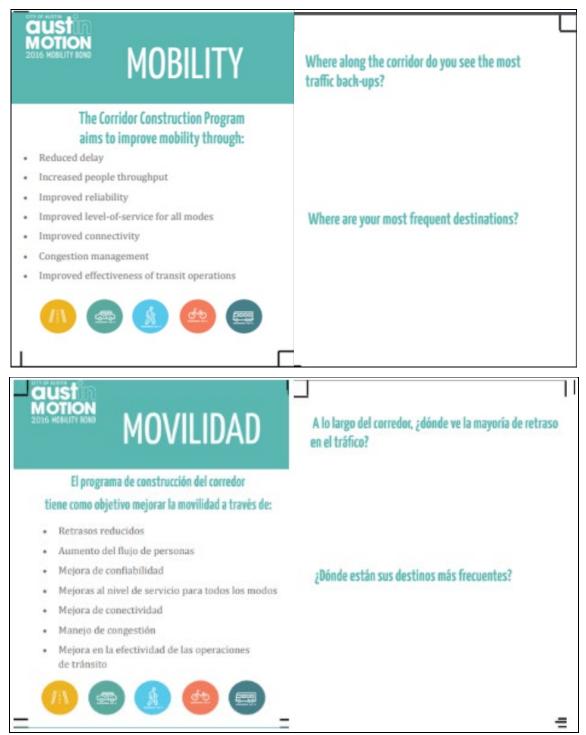
Comment cards and Online survey

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

Comment Cards (English and Spanish):











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



CONECTIVIDAD

El programa de construcción del corredor

tiene como objetivo mejorar la conectividad a través de:

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

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

-



Where along the corridor are good spots for community gatherings or events?	CREACIÓN DE ESPACIOS 2016 MOBILITY BOND 2016 MOBILITY BOND 2016 de lo largo del corredor hay buenos lugares
What are your favorite places along the corridor?	para reuniones o eventos comunitarios?
	¿Cuáles son sus lugares favoritos a lo largo del corredor?
What is important for us to know culturally and historically about the corridor?	
	¿Qué es importante para nosotros saber cultural e históricamente sobre el corredor?



How can the City of Austin support businesses during construction?

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

DRAFT-FOR INTERNAL USE ONLY

austin Motion

construcción?



Austin Motion 2016 HOBILITI SON	COMMENTS? QUESTIONS? FEEDBACK?

Burnet Road Corridor Improvements Online Survey (English and Spanish):



Burnet Road Corridor Improvements Survey

Introduction

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

Help us refine the Burnet Road improvements by giving us feedback. You may answer any/all questions or provide general feedback in the space provided. Please provide as much detail as possible when answering the questions. <u>Oprima aquí para la encuesta en español.</u>





Mobility

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

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

Think about how you experience mobility on Burnet Road and answer the questions below.

1. Where along Burnet Road do you see the most traffic back-ups?

2. Where are your most frequent destinations on Burnet Road?





Burnet Road Corridor Improvements Survey

Safety

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

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

Think about how you experience safety on Burnet Road and answer the questions below.

3. Are there locations on Burnet Road where it's difficult to see?

4. When biking or walking along Burnet Road, are there particular places that feel unsafe?





EDIT

Connectivity

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

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

Think about how you experience connectivity on Burnet Road and answer the question below.

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

Improvements on Burnet Road include evaluation and possible construction of new or reconfigured midblock pedestrian crosswalk signals for cyclists and pedestrians in the vicinity of Allandale Road/West Koenig Lane and White Block Drive, Twin Oaks Drive, Penny Lane/Doris Drive, and South of US 183.









Quality of Life

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

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

Think about how you experience quality of life on Burnet Road and answer the questions below.

6. Where would shade trees/structures be the most beneficial on Burnet Road?

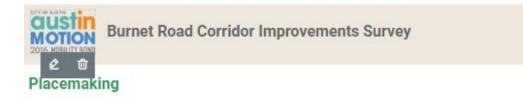
7. How can transportation and mobility improvements support community priorities like livability and quality of life in the Burnet Road corridor?

4

150



EDIT



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

As part of the design phase of the Corridor Construction Program, we want you to think about how to enhance the character of the Burnet Road corridor through placemaking. Use these images to inspire you as you answer the questions below.

Images from Left to Right (Row 1 - Two boys sitting on a bench, a flower bed, kids playing hopscotch and a creative bus stop with kids sitting; Row 2 - Art along a stone fence, street signs, creative cross walks and another pained stone fence)



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

9. Where are your favorite places along Burnet Road?

10. What is important for us to know culturally and historically about Burnet Road?

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Burnet Road Corridor Improvements Survey

Supporting Businesses During Construction

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

What we are doing:

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

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

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

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





Other Comments?

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



Encuesta de Mejoras del Corredor Burnet Road

Introducción

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

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





Movilidad

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

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

Piense en cómo experimenta la movilidad en Burnet Road y responda las siguientes preguntas.

1. ¿A lo largo de Burnet Road, donde ve usted la mayor cantidad de retrasos de tráfico?

2. ¿Dónde están sus destinos más frecuentes en Burnet Road?





Seguridad

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

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

Piense en cómo experimenta el sentimiento de seguridad en Burnet Road y responda las siguientes preguntas.

3. ¿Existen en Burnet Road algunos puntos donde se dificulta la visibilidad?

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







Conectividad

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

- Mejorar su capacidad de llegar de manera segura a su destino
- Incrementar el número de conexiones en las rutas en bicicleta

• Proveer con banquetas conectadas y que cumplan con los requisitos del ADA, Acta para los Americanos con Discapacidades (ADA, por sus siglas en inglés, Americans with Disabilities Act)

• Mejorar el acceso a las instalaciones de transporte publico

Piense en cómo experimenta la conectividad en Burnet Road y responda la pregunta a continuación.

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

Las mejoras en Burnet Road incluyen la evaluación y posible construcción de señales peatonales nuevos o reconfigurados señalamientos peatonales de mediados de cuadra (Balizas Híbridas Peatonales PHB) para ciclistas y peatones en las inmediaciones de Allandale Road/West Koenig Lane y White Block Drive, Twin Oaks Drive, Penny Lane/Doris Drive, y sur de US 183.









Calidad de Vida

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

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

Piense en cómo experimenta la calidad de vida en Burnet Road y responda las preguntas a continuación.

6. ¿Dónde sería más conveniente proveer espacios con árboles de sombra/estructuras con sombras en Burnet Road?

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





Creación de Espacios

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

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



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



9. ¿Dónde están sus lugares favoritos en Burnet Road?

10. ¿Qué es importante que nosotros sepamos desde una perspectiva cultural e históricamente sobre Burnet Road?





Apoyar a las empresas durante la construcción

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

Qué estamos haciendo:

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

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

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

12. Si posee o administ	ra un negocio en el corredor y desea participar en una reunión de:
mesa redonda para ne	gocios este otoño, por favor proporcione la siguiente información
para que podamos por	nernos en contacto con usted.

Tu Nombre	
Nombre del Negocio	
Nombre del Negocio	
Dirección de Negocios	
Número de Teléfono	
Numero de Telefono	
Dirección de Correo	
Electrónico	
1	



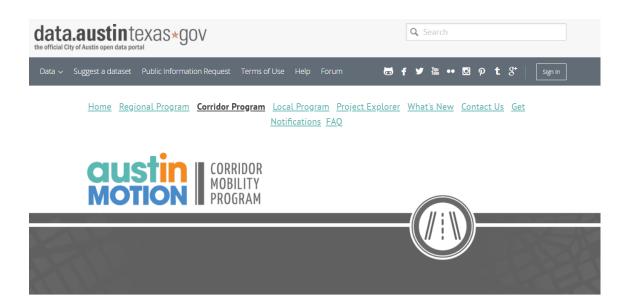


¿Otros Comentarios?

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

Screenshots of webpage

English:



Burnet Road Corridor

Haga clic aquí para español.

Transportation and mobility improvements are coming to Burnet Road between Koenig Lane and MoPac Expressway as part of the <u>Corridor Construction Program</u>, funded in part by the <u>2016 Mobility Bond</u>.

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

During preliminary engineering, the following activities take place:



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

Learn more about preliminary engineering on our FAQ page.

<u>Click here</u> to view a timeline of major milestones and activities.

Sign Up for Our Newsletter

Learn about planned improvements to Burnet Road

On Thursday, September 6, 2018, we hosted an open house meeting from 5 p.m. to 8 p.m. at St. John's United Methodist Church, <u>2140 Allandale Rd, Austin, TX 78756</u>. At the meeting, we provided information about planned improvements for Burnet Road and got community feedback that will help refine the design of the improvements.

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



If you would like to sign up to receive updates about Burnet Road or other roadways that are being improved by the 2016 Mobility Bond, <u>click here</u>.

Please Note: The official comment period for the open house meeting closed on Friday, September 21, 2018. While input provided after this date will be considered by the project team, it may not be captured as part of the official summary for the open house meeting, which will be posted on this webpage when it is available.



If you would prefer to download a PDF of the preliminary improvements layout for Burnet Road, <u>click here</u>.

View a one-page summary of the improvements here.

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



Corridor Construction Program

In spring 2018, the Austin City Council approved a Corridor Construction Program that includes mobility, safety, and connectivity improvements on Burnet Road from Koenig Lane to MoPac Expressway.

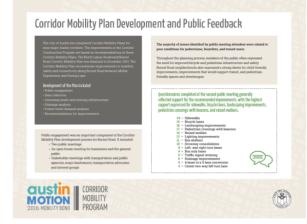
These projects are expected to:

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

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



Burnet/North Lamar Corridor Mobility Plan



The City of Austin finalized a Corridor Mobility Plan for Burnet Road/North Lamar Boulevard in December 2013.

This plan recommended short and long-term improvements for mobility and safety along the Burnet Road and North Lamar Boulevard corridors.

The Corridor Mobility Plan was the basis for development of the <u>Corridor Construction Program</u>.

Click on the following link to read the plan: <u>North Lamar -</u> <u>Burnet Corridor Report (FULL REPORT)</u> - (PDF, 7.5 MB)

Stakeholder Engagement

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



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We hosted a pop-in meeting last year

- 127 conversations with the public
- 23,148 postcards sent to homes and businesses
- 12,044 residents reached through NextDoor

We had an online survey

• 536 community surveys completed for East Riverside Drive corridor

We spoke with property-owners and businesses

- 226 letters sent to property owners
- 268 door-to-door conversations with corridor businesses.

Click <u>here</u> to learn about outreach conducted since the plan was completed, during development of the Corridor Construction Program.



Public Outreach

CORRIDOR MODILITY 2016 MOBILITY BOND 23,148

12,04

WHAT WE HEARD Your feedback help



Spanish:



Corredor de Burnet Road

Click here for English language

Mejoras de transporte y movilidad vienen a Burnet Corridor entre la Koenig Lane y MoPac Expressway como parte del Programa de Construcción de Corredores que se llevará a cabo con los fondos del Bono de Movilidad 2016.

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

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



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

Conozca más sobre la ingeniería preliminar en nuestra página de Preguntas Frecuentes.

Conozca más sobre las mejoras programadas para Burnet Road

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

El jueves de 6 de Septiembre del 2018 tuvimos una audiencia pública de 5 p.m. a 8 p.m. en St. John's United Methodist Church, ubicada en <u>2140 Allandale Rd, Austin, TX 78756</u>. En la audiencia, proporcionamos información sobre las mejoras planificadas para Burnet Road y obtuvimos comentarios de la comunidad que ayudarán a refinar el diseño de las mejoras.

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

Si desea registrarse para recibir actualizaciones sobre Burnet Road u otras vías que se están mejorando con el Bono de Movilidad 2016, <u>haga clic aquí</u>.



Nota: El período de comentarios oficiales para las audiencias públicas se cerró el Viernes, 21 de septiembre de 2018. Si bien el equipo del proyecto considerará las aportaciones proporcionadas después de esta fecha, no podrá capturarse como parte del resumen oficial de la reunión de jornadas de información, que se publicará en esta página web cuando esté disponible.



Si usted prefiere descargar la información en formato PDF de las mejoras preliminares de Burnet Road, haga clic aquí.

Vea el resumen de la página de las mejoras <u>aquí</u>.

¿Quieres contactar con el equipo del corredor de Burnet Road?



Puede enviar comentarios y / o preguntas o entregarlos en persona en la Oficina del Programa de Corredores ubicada en 5202 East Ben White Boulevard, o enviando un correo electrónico a <u>corridors@austintexas.gov</u>.

Programa de Construcción de Corredores

En la primavera de 2018, el Consejo de la Ciudad de Austin aprobó un Programa de Construcción de Corredores que incluye mejoras de movilidad, seguridad y conectividad en Burnet Road de Koenig Lane y MoPac Expressway.

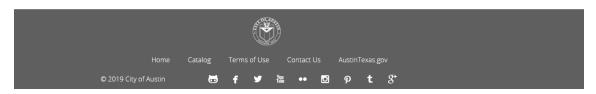
Se espera que estos proyectos:

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

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









IV. Photographs





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