



JOHNNY MORRIS ROAD  
Engagement Summary  
Public Meeting #2

January 2019

# OVERVIEW

## ENGAGEMENT SUMMARY

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A Preliminary Engineering Report (PER) is being developed for Johnny Morris Rd. between Loyola Lane and FM 969 Martin Luther King Jr. Blvd. The project is part of the City of Austin's 2016 Mobility Bond for Substandard Streets and Capital Renewal. The purpose of Johnny Morris PER is to identify improvements to address the existing substandard street conditions, as well as increase connectivity, safety and access for all roadway users.

As part of this project's outreach, two public meetings and one pop-up informational session were held to raise awareness of the project and solicit feedback on [draft project recommendations](#). A summary of the second public meeting and second public comment period is below.

## PUBLIC MEETING #2

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*Pecan Park Mobile Homes — Main Office*

*Tuesday, October 23, 2018*

*6:00 PM – 8:00 PM*

### EVENT INFORMATION

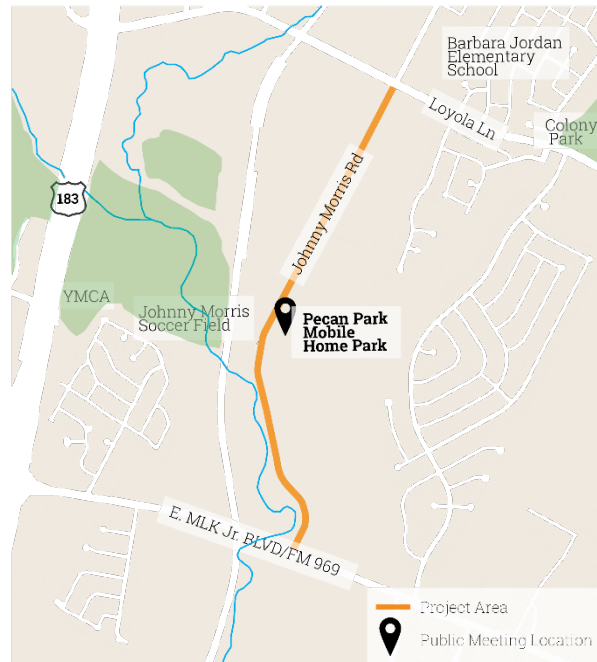
The project's second public meeting was held Tuesday, October 23, 2018 at Pecan Park Mobile Homes. The community is home to over five-hundred households on Johnny Morris Road. The project team held the public meeting at Pecan Park Mobile Homes to make the meeting accessible for a greater number of people who are vested in the road's future.

### WHAT WE HEARD

The focus of the meeting was to share the draft project recommendations with neighbors and to collect feedback on whether the draft recommendations met community goals for Johnny Morris Road. Participants were largely supportive of the draft recommendations. Approximately 40 neighborhood residents attended the public meeting.

### EVENT PROMOTION

Nearly 1,700 postcards were mailed advertising the meeting to adjacent property owners, residents, businesses, and schools on Johnny Morris Road and in surrounding communities, including Sendero Hills, Loma Vista, Colony Park, and Community First.



### Figure 3-1: Mailer / Yard Signs

The project team relied on Travis County Appraisal District data to mail property owners at registered addresses and worked with Pecan Park Mobile Homes property management to directly mail over 500 residences on premise. Six bidirectional yard signs were placed at three key locations near the two intersections of Loyola and FM 969 and at the entrance of Pecan Park Mobile Homes on Johnny Morris Road.



### Figure 3-2: English / Spanish Event Postcard



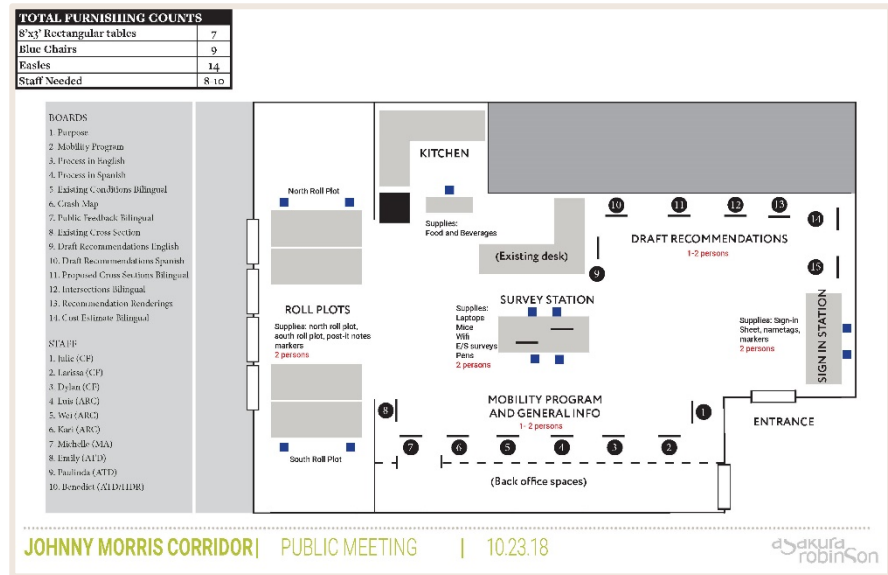
### Thursday Folders

The project team collaborated with Barbara Jordan Elementary School officials to distribute over six hundred public meeting postcards through the school’s weekly “Thursday Folders.”

## MEETING MATERIALS

### Figure 3-3: Room Layout

This graphic illustrates the layout of the meeting space for the second public meeting. The room was set up to allow people to chronologically absorb information, starting with existing conditions and public input. This was followed by reviewing two roll plot maps and post it notes where participants could view aerials of Johnny Morris and make additional observations to the project team regarding the draft recommendations. Guests were invited to take a survey and share thoughts on the recommendations and if any other considerations should be taken into account.



### Figure 3-4: Exhibits

#### PURPOSE

The City of Austin is analyzing Johnny Morris Road between FM 969 and Loyola Ln. in order to identify mobility and safety improvement recommendations to be included in a Preliminary Engineering Report. This is part of the 2016 Mobility Bond for substandard streets.

#### 2016 MOBILITY BOND

- \$720 million for transportation and mobility improvements citywide
- Corridor Mobility Program - \$482 million
- Regional Mobility Program - \$101 million
- Local Mobility Program - \$137 million
  - Sidewalks - \$37.5 million
  - Safe Routes to School - \$27.5 million
  - Urban Trails - \$20 million
  - Bikeways - \$20 million
  - Intersection Safety/Vision Zero - \$15 million
  - Substandard Streets/Capital Renewal - \$11 million

Substandard streets are publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements because they may have pavement widths that are less than 24 feet and typically lack curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure.

#### PROCESS

- This project includes a review of existing conditions and constraints
- A preliminary Engineering Report will be developed to address substandard elements of the street
- There are no design or construction funds allocated for improvements, but having a plan ready allows the City to move forward quickly, as funding is identified
- Community engagement will be coordinated throughout the project to share information and collect feedback

We are here

#### PROCESO

- El proyecto evalúa condiciones actuales y exigencias
- Un estudio de ingeniería preliminar será avanzado para guiar mejoramientos de elementos deficientes de la calle
- Durante este momento, no hay fondos para el diseño y construcción de mejoramientos, pero la elaboración del estudio de ingeniería permite al Municipio de Austin avanzar ágilmente cuando fondos estén disponibles
- Participación ciudadana será coordinado durante el proyecto para compartir información y recopilar sugerencias del público

Aquí estamos

### EXISTING CONDITIONS

### CONDICIONES ACTUALES

South

North

- 22 ft. wide roadway
- Poor pavement quality
- Missing sidewalks
- Drainage issues
- Pobre estado de pavimentación
- Sin banquetas
- Problemas de drenaje
- No hay ciclovías

### EXISTING CROSS SECTION

### ACTUALES SECCIONES DE CARRIL

Annual Average Daily Traffic = 5,605 Vehicles

### CRASH LOCATIONS

### UBICACIÓN DE CHOQUES

### PUBLIC FEEDBACK

**WHAT WE HEARD**

- Desire for sidewalks
- Poor visibility
- Excessive vehicle speeds
- Frequent flooding
- Many crashes

### SUGERENCIAS DEL PUBLICO

**ESCUCHAMOS**

- Falta de banquetas
- Pobre visibilidad
- Conducción a alta velocidad
- Riesgo de inundación
- Riesgo de choques

### DRAFT RECOMMENDATIONS

- Pecan Mobile Home Park perspective
- Johnny Morris soccer fields perspective

### RECOMENDACIONES DE BORRADOR

Looking north

Looking south

## DRAFT RECOMMENDATIONS

### RECOMENDACIONES DE BORRADOR

**DRAFT PROPOSED CONSTRAINED CROSS SECTION (NORTHBOUND)**

**WIDTH:**

1. STREET FRONT SETBACK TO MEET A DEVELOPMENT FRONT YARD
2. 12' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
3. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
4. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
5. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
6. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE

**DRAFT PROPOSED IDEAL CROSS SECTION (NORTHBOUND)**

**WIDTH:**

1. STREET FRONT SETBACK TO MEET A DEVELOPMENT FRONT YARD
2. 12' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
3. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
4. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
5. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE
6. 10' TRAVEL LANE WITH 10' SHOULDER ON EACH SIDE

### DRAFT RECOMMENDATIONS

- Drainage improvements, including installation of a storm drain system and water quality pond
- New wider pavement that is designed to handle the repeated stress of rainfall events
- Add 5 ft. sidewalk at the west side of the road, 10 ft. shared use path at the east side of the road and vegetated buffers for improved pedestrian and bicycle mobility
- New on-street parking in front of soccer field
- Signal and intersection layout modifications to improve traffic operations and reduce delays at FM 969 and Loyola Lane Intersections.
  - New southbound right turn lane at Johnny Morris Road and FM 969
  - New eastbound left turn lane at Johnny Morris Road and Loyola Lane
  - New signalized intersection at Johnny Morris Road and Loyola Lane
  - New signalized intersection at Johnny Morris Road and Loyola Lane
  - New signalized intersection at Johnny Morris Road and Loyola Lane
  - New signalized intersection at Johnny Morris Road and Loyola Lane
- Reduce parking along Loyola Lane intersection by approximately 15 ft. to increase turning clearance to available

## RECOMMENDATION SURVEY

The project website featured a bilingual survey during October and early November to collect input on the draft recommendations. The survey was also made available at the public meeting. 15 surveys were completed at the meeting, with a total of 18 surveys completed by the survey's closing date. A summary of the responses follows. See Figure 3-5 for a full list of questions.

Most survey takers (>60%) live on Johnny Morris Road and drive Johnny Morris Road between five and seven days a week. Nearly 90% of participants reported driving through Johnny Morris Road and 40% walk or bike the roadway as well. Recommendations presented were identified as solutions that would make an impact on people's everyday experiences. For example, zero of the eighteen respondents to question #3 (if the proposed enhancements are built, do you think you would) responded with a "see no change" answer choice. 83% selected that they would feel safer while driving, walking or bicycling. 72% responded that they would bike more often. 66% selected that they would feel both safer driving and save time while doing so. And, 61% of respondents claimed they would walk more while 50% recognized they would have more access to community resources. Moreover, when asked to rate recommendations overall on a scale of 1-5 (lowest to highest), 13 of 15 respondents to this question selected 5, with one respondent selecting 4 and another selecting 3.

### **Safety & Driving**

When asked how recommendations would improve safety with open-ended responses, people suggested these improvements would reduce conflict between modes, reduce accidents, and ease congestion. Several respondents were eager to see work start soon and inquired with the project team how they can stay involved after the PER ends to continue advocating for implementation. Visibility and limited space for all road users was identified as the major causes of current concern regarding roadway conditions.

### **Walking & Bicycling**

Participants also expressed support for the recommended draft pedestrian facilities, noting that they are likely to help those who currently walk in this area, as well as entice more people to walk to nearby destinations, including children in the neighborhood. In addition, survey responses suggest additional buffered space for pedestrians and cyclists on the street could prompt school buses to feature boarding and alighting on Johnny Morris Road rather than circulating internally at Pecan Park Mobile Home Park. Many residents expressed concern about school buses driving

through the mobile home park, as the internal streets are not equipped to handle the load carrying capacity of school buses. Respondents also cited that a shared-use path or a clearly delineated bikeway has the potential to draw more people toward active transportation. These comments suggest bike improvements could serve transportation and recreation purposes, as some respondents mentioned they would bike or walk for exercise purposes.

### **Additional Comments**


The survey also included open space for people to make additional suggestions not captured by the questions. Responses are included below. Spanish responses were translated to English for this engagement report.

- It's a slap in the face that a turn lane, where cars can already turn fine, is funded but that vital, nonexistent sidewalks where there are NONE are not.
- For the project to take place soon because it is an imminent risk for our children who currently walk on the street to access school and with the everyday traffic.
- All projects to improve our quality of life are well-received.
- The bus stops must have one by the commercial businesses.
- Please illuminate all of Johnny Morris Street so that people stop littering and for it to be safer to drive at night.
- Hope this is not just a proposal, but would like to see this be implemented.
- More lights for all who travel.
- The walking improvements will be good for students. A lot of people walk and it's dangerous for them.



**Figure 3-5: Surveys**

SURVEY



**JOHNNY MORRIS SUBSTANDARD STREET PROJECT**

1. How do you use Johnny Morris? (select all that apply)
  - I work along the road       I live along the road
  - I travel on the road       I travel on the road to access Capital Metro Lakeline Station
  - Other (please specify) \_\_\_\_\_
2. What mode of transportation do you use on this road? (select all that apply)
  - Driving       Bicycling
  - Walking
  - Other (please specify) \_\_\_\_\_
3. With the proposed improvements, do you think you would: (select all that apply)
  - Save time driving       Feel safer while walking or cycling
  - Feel safer while driving       Take transit more often
  - Walk more       Bicycle more
  - Have more access to community resources (parks and recreation areas, health services, school, etc.)       See no change
4. How many days per week do you travel along Johnny Morris?
  - Less than once/week     1     2     3     4     5     6     7
5. What are your thoughts after reviewing the proposed SAFETY improvements?
 

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6. What are your thoughts after reviewing the proposed WALKING improvements?
 

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7. What are your thoughts after reviewing the proposed BICYCLING improvements?
 

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8. What are your thoughts after reviewing the proposed DRIVING improvements?
 

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9. Do you support the recommended improvements? (1 lowest, 5 highest)
  - 1     2     3     4     5
10. How have you participated in the Johnny Morris project? (select all that apply)
  - Attended February 6th public meeting at Barbara Jordan Elementary School
  - Online survey (Winter 2018 – Summer 2018)
  - Attended March 3rd pop-up event at Pecan Park Mobile Homes Community Park
  - Not sure
  - Other (please specify) \_\_\_\_\_
11. Do you have additional comments you'd like to share?
 

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12. What is your ZIP code? (optional) \_\_\_\_\_
13. Please share your email address if you wish to receive updates for: (check all that apply)

**Figure 3-6: Event Photos**

