

## Public Meeting & Community Feedback Report

### Project Location

City of Austin Corridor Construction Program – South Lamar Boulevard Corridor Improvements

City of Austin Project: 11887.001

TxDOT Project: Control Section Job (CSJ):

- 0113-09-072 – South Lamar Boulevard (US 290 – South of Collier Street)
- 0113-10-001 South Lamar Boulevard (South of Collier Street – Barton Springs Road)
- 0113-12-002 South Lamar Boulevard (Barton Springs Road – West Riverside Drive)

### Project Limits

Riverside Drive to US 290

### Meeting Location

Town Lake Center, Room 130  
721 Barton Springs Rd  
Austin, TX 78704

### Meeting Date and Time

October 1, 2018 from 4:30 p.m. to 7:30 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.

### Elected Officials in Attendance

Austin City Councilmember Ann Kitchen (District 5)

### Total Number of Attendees (approx.)

74

### Total Number of Comments & Survey Responses

212

## Project Team Members

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## A. Introduction

The City of Austin Corridor Program Office is conducting preliminary engineering on mobility, safety and connectivity improvements to South Lamar Boulevard between Riverside Drive and US 290. 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 Monday, October 1st, 2018 at Town Lake Center, Room 130, 721 Barton Springs Rd, Austin, TX 78704 from 4:30 p.m. to 7:30 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 South Lamar Boulevard Corridor Mobility Plan, present conceptual improvements, and collect feedback. The conceptual improvements were based on recommendations from the South Lamar Boulevard Corridor Mobility Plan, finalized in April 2016. 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 B: 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.

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 South Lamar Boulevard through printed cards with survey questions organized by theme: “mobility,” “safety,” “connectivity,” “placemaking,” “quality of life,” and “businesses.” The Project Team encouraged attendees to look at roadway roll plots and respond to the questions. The responses from the meeting and the online survey are below.

### Mobility

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

1	Paton safety & mobility. We need to keep left turn off so Lamar @ Butler. We live on Lee Barton and no other way to get there.
2	Can we put two center run dedicated lanes on South Lamar?
3	S. Lamar headed south between Marg/Oltorf.
4	Concerned it will take a long time to set the improvements. Likes the improvements proposed. Want improvement at Collier soon. One crash per week at the intersection. Has told Kitchen's office they want this soon
5	W. Mary & everyone When a train is going through traffic backs up west of everyone. A round about in this location is not desirable.
6	Manchaca + S. Lamar Barton Springs + S. Lamar Treadwell + S. Lamar Bluebonnet + S. Lamar
7	W. Mary (west bound) rush hour. Must have the left turn!
8	South Bound (rush hour) between Oltorf up to Manchaca Rd.
9	Concerned about back up on Mary St. give train crossing will impede flow of round about
10	S. Lamar @ Barton Springs
11	Northbound AM- from Treadwell to Barton Springs Southbound PM- from Collier to Bluebonnet
12	Oltorf-Bluebonnet-Manchaca stretch
13	Near the Barton Springs intersection heading south. Traffic is slow along the areas most populated with restaurants and stores, probably because people are trying to figure out where to turn.
14	Barton Springs & Oltorf intersections
15	Between Barton Springs and Ben White
16	Panther Trail to Oltorf; Riverside to Mary
17	Pedestrian lights and construction lane closures
18	Next to Lady Bird Lake
19	Lamar and Manchaca. Lamar and Barton Springs Road. Lamar and 5th street.
20	S. Lamar and Ben White, S. Lamar and Barton Springs
21	The Bluebonnet Lane intersection and the area between Barton Springs Road and Lady Bird Lake.

*Question: Where are your most frequent destinations?*

1	Can't cross Barton Springs to get there.
2	Downtown/Lake from S. Lamar
3	RR crossing. So neighborhood (Barton Hills (Zilker)) can get Becker elem.
4	Frequently as W. Mary to get from Lamar to S.1st or Congress. It is very major route out of the Zilker neighborhood.
5	Between Treadwell + Juliet on west side need to consider business access for office building 40-50 employees. Same south of Panther Trail, east side at new dev. office.
6	Home - @ S. Lamar + La Casa Wheatsville BS + Lamar
7	Library on Mary St.
8	Walgreen's 2501 South Lamar must be able to turn left from Bluebonnet onto South Lamar, south bound!
9	Alamo Drafthouse S. Lamar
10	From my house to shops and restaurants and the express bus station at Oltorf. I walk a lot to Irie Bean Coffee, Walgreens at Bluebonnet, Patika Coffee, yoga (Sukha and Sanctuary Yoga), MOD fitness, the soup Peddler, and The Alamo. My partner walks everyday from Goodrich to his work at Manchaca and Lamar.
11	Lamar Union, my street (Kinney), both ends (leaving the area), Brodie Oaks and Lakehills Plaza
12	Wholly Cow, the apartments at 3403 South Lamar, Southside Pizza
13	at the intersections of Del Curto, Bluebonnet, & Barton Springs
14	Lamar and Ben White, Lamar and Oxford, Lamar and Mary.
15	Treadwell@ South Lamar; Panther Trail @ South Lamar
16	Cesar Chavez, Ben White and Westgate
17	Barton Springs Rd intersection, Treadwell St intersection, Oltorf St intersection, Manchaca Rd intersection, Wheatsville Food Co-op
18	South of Oltorf typically.
19	Lamar Union, Broken Spoke, Matt's El Rancho, Gourdough's
20	(1) The MetroRapid 803 stops at Barton Springs and South Lamar and businesses around it (P Terry's, House Wine), (2) Lamar Union and businesses around it (Stonehouse Coffee, Ramen Tatsuya, Saxon Pub, etc.), and (3) businesses near the intersection of Oltorf and South Lamar.

## Safety

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

1	Treadwell to Barton Springs - its steep + bicyclists are going fast. Sometimes bikes go wrong way in bike lanes + sidewalk increasing chance of collision with cars.
2	Pass to Trans Eng* 2010 Prather Ln. S. Lamar to Manchaca No other comm. to BW sidewalk on north side Lots of bike/ped Lots of speeding
3	The current plan calls for w median on S. Lamar at Butler - preventing S. bound traffic from turning left onto Butler. This should be changed to allow S. bound traffic to turn left on to Butler, in order to access bridges on the Park Condos from Lee Barton Drive.
4	Manchaca Rd. turning on to S. Lamar
5	We need to keep left turn off South Bound Lamar @ Butler - we live on Lee Barton and no other way to get there.
6	Not really.
7	Don't know
8	Not really
9	Yes, W. Mary Street @ South Lamar; westbound Gibson; westbound Treadwell @ South Lamar ( the big hill makes it difficult to see Lamar traffic.
10	No
11	Not that I can think of.
12	The hill just south of Barton Springs Rd.
13	Trying to get to my #3 bus stop at Goodrich is a daily dose of cheating death. The lights are timed just right that there is never a break in traffic and you can't see the cars coming from the Bluebonnet or Oltorf signal to cross the street.
14	Coming up the hill going south from barton springs, if there;s someone turning right slowly I might come up on them too fast.
15	I haven't experienced an issue with that.

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

1	At-grade bicycle and ped crossing at Treadwell is great but that area is not prepared w/ infrastructure for full bike connectivity.
2	More protected bike lanes! ROW throughout S. Lamar corridor
3	1. All of it on a bicycle! 2. By the apts at S. Lamar but Treadwell + Juliet (?) on the west side!!
4	Cap Metro P+R Tommi Ferguson
5	All along S. Lamar particularly Oltorf to Barton Spgs.
6	Speed from Lamar to Bluebonnet is significant
7	the area of S. Lamar + 290 - cars go fast, how can we manage speeds for people getting off transit, shopping, + pedestrians.
8	1. Crossing Lamar at US 290/Loop 360 is extremely hazardous for pedestrians as is crossing US 290 at Lamar. 2. Bicycling northbound from Treadwell to Riverside Dr., bicyclists are required to merge; also southbound from Riverside Dr. to Barton Springs Rd. 3. Bicycling south of Panther Trail, no bike lanes are available.
9	Can't cross Barton Springs to get there?
10	Yes, for walking the intersection of Riverside and South Lamar is a frequently used pedestrian crossing to get to the pedestrian bridge, yet cars are always turning north onto Lamar from Riverside and almost hitting pedestrians and cyclists. Installing a concrete median at the southern-most point of

	the South Lamar bridge would give a pedestrian island for pedestrians to more safely cross Lamar. For bicycling, I am an avid bike commuter but I currently avoid South Lamar because it is so unsafe. Cars frequently drive in the bike lane and the bike lane, when there is one, is too tight. Maintain a bike lane the entire distance of South Lamar and either use a concrete barrier like the LAB downtown or use those white plastic sticks. If there is not physically enough room for a bike lane all the way down South Lamar, then I would recommend getting rid of the bike lane altogether and having a VERY wide sidewalk so that both pedestrians and cyclists can use the wide sidewalk. It would have to be pretty wide to accommodate that though. Slowing the speed limit to 35 MPH along South Lamar and putting more trees along the sides of South Lamar would go a long way toward slowing traffic, making it more safe for bicyclists and pedestrians, and providing shade. Finally, the stretch of South Lamar from Barton Springs Road to Lady Bird Lake should have separate, protected bike lanes. There's plenty of room for it there and that is the most used part of South Lamar for cyclists.
11	The whole thing from Brodie to downtown.
12	Don't know
13	Entire length really. Unprotected bike lanes so I never bike along Lamar, narrow sidewalks, very fast traffic. Pedestrian/cross traffic light should have been put at South Lamar and Westrock.
14	Intersection of West Mary @ south Lamar
15	No
16	Walking on S. Lamar between bluebonnet and Oltorf on the west side has a really really bad sidewalk design and I often feel unsafe. Also, crossing the street is very annoying because there is nowhere to cross in between the Oltorf pedestrian beacon and bluebonnet, and at bluebonnet, to cross from east to west over Lamar, there is no pedestrian crossing on the north side of the light. It takes nearly 15 minutes to walk across Lamar even though you're less than 100 feet from where you want to go, or the closest bus stop. A lot of people jay walk constantly, and it makes me so nervous all the time when I see it.
17	Transition from bike lane to taking the lane around Treadwell going northbound, going through the Manchaca/Barton Skyway intersection, everything south of Panther Trail
18	The intersection at Oltorf and the intersection at Hether/Mary are hard to cross, you have to wait a long time, and doesn't have crosswalks on all sides. Crossing between Oltorf and Bluebonnet and Crossing near Collier is a scary mad dash. Between Collier and Treadwell always has people scrambling across. I know someone who accidentally killed a pedestrian who was crossing there. It's heartbreaking- but there's no other way to get across.
19	Biking: pretty much the whole thing. It's worse if I'm biking uphill because I slow down the vehicle traffic more than usual and people get mad and pass me extra-close.
20	Yes -- When biking, the entire corridor feels unsafe.

## Connectivity

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

1	More or less, yes. I'm near the one @ Oxford/Lamar
2	One around Juliet street to slow all modes down would be good.
3	Yes. Include one @ Goodrich
4	not sure
	looks like two of those already exist (in front of Matt's El Rancho and the one near Kinney) The places most in need of crosswalks to me are- between Collier and Lamar Sq (Post Apts area) midway between Oltorf and Bluebonnet
5	Somewhere in front westoak
6	Sure -- just need more
7	I am not sure. I don't walk on south lamar much.
8	Yes !!
9	Sure
10	They seem ok
11	No. Move the existing light and crosswalk to Westrock to serve the neighborhood and both apartment complexes as well as the shopping center. More lights/crosswalks will slow traffic further
	MUST be synchronized with traffic lights. Don't make traffic light timing even worse by adding another random stop. Everything with lights must be coordinated to where all traffic along the corridor sees simultaneous green lights. Any deviation, including pedestrican crosswalks will make traffic worse. I support the pedestrian crosswalks, they just need to be synchronized with vehicle traffic signals. Implementations to date have missed an opportunity to do pedestrican crosswalks well. Instead they just mess things up and piss everyone off, which will lead to unsafe conditions in the end.
12	
	Yes, except that two more are needed: one roughly halfway between the Collier St/Lamar intersection and the Lamar Square/Lamar intersection. This is a long stretch without an intersection and there is a curve in the road; I can't tell you how many times I've seen pedestrians trying to cross in that area and almost being hit by cars. Second, and most importantly, one between the Treadwell/Lamar intersection and the Lamar Square/Lamar intersection (from the Lamar Union Plaza across the street to Stonehouse Coffee/Gibson Street Bar/Odd Duck/etc.). I realize that area already has two street intersections, but like it or not pedestrians try to cross there constantly and a realization that this will continue to take place and that the safest thing to do (and that cars can live with because it will hardly delay them at all) is to install a pedestrian crossing there. It really is necessary and I hope that y'all
13	take that seriously.

## Quality-of-Life

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

1	Along both sides of Lamar and down median enough to totally shade the street Mexican Sycamores!!
2	Fix (get rid of or otherwise diminish the pressure) of the electrical wires at Lamar + Bluebonnet. Look at it from the west side of Bluebonnet to the east and you will see what I mean.
3	Everywhere!
	On the northbound portion of Lamar between Riverside and Barton Springs next to the vacant Taco Cabana (i.e. just north of the Bridges on the Park apartments).
4	On both sides of Lamar between Barton Springs Road and Bluff Street. On both sides of the street between the Lamar Union/Lamar intersection and the Mary Street/Lamar intersections.
5	Where pedestrians and bicyclists benefit from the shade. Austin heat will seriously detract from our ability to promote alternative modes of transportation. Shade is essential for improving participation.
6	Trees all along the length would beautify and make it more pleasant
7	Anywhere you can put them is beneficial.
8	By bus stops
9	Near transit stops primarily.
10	Everywhere
11	OMG everywhere. The hottest walks on Lamar are the whole west side of Lamar from the Alamo down past Wholly Cow burgers (Westoak)
12	By bus stops, walking routes
13	The entire corridor needs shade trees. Bus stops need structures.

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

1	By respecting and creating walkable spaces/terrain.
2	1. More green = more oxygen, peace of mind, SHADE! 2. Slow down traffic! Less noise safer for bicyclists. 3. Safer for cars - no chicken lane 4. More pleasant to be on a boulevard.
3	Divided bike lanes and sidewalks separated from road
4	In short, making it easier for people living along South Lamar to either bike, walk, or take transit will hugely improve livability and quality of life in that corridor. Make a safe way for bicyclists to ride the length of South Lamar, whether by creating a separated bike lane the whole length or widening the sidewalk significantly. Create bus pullouts at each of the MetroRapid stops. Move the 803 MetroRapid northbound and southbound stops (but especially the southbound stop) closer to the Toomey/Lamar intersection, which is where everyone in that area actually lives and works; making people walk an extra quarter or half a mile from the apartments on Toomey to bus stops with no apartments or life businesses around them is a strong disincentive to use the MetroRapid in that area.
5	The current plan does that.
6	Please provide protected bike lanes the length of the street so more of us feel safe riding there. Optimize not maximize the pedestrian crossings. Local buses don't run often enough and the rapid buses aren't convenient for many of us - the more dense neighborhoods like ours should have convenient transit options
7	I'm still uncomfortable with biking, walking and now scooting on this street. I would like to see some dividers between the car and bus traffic and other modalities, but I'm not sure it's possible.
8	Make it easier to drive on south lamar so people don't get angry in traffic
9	If transit services work, it gives people the ability to go out late, not drive, and gives businesses more opportunities to build on that sustainability.
10	Wider sidewalks
11	Transitioning South Lamar from a place to move through to a place to go to! More pedestrian infrastructure, more shade to help people walk longer, more storefronts to browse, and highly visible plazas/parkettes for people to gather!

12	Make left-turning across the road safer for peds and cyclists by giving drivers clearer signals when to turn and better visibility to oncoming traffic. Additionally, it might be better to prevent left turns in places without explicit signals or lights and require drivers to U-turn to get to a destination on the opposite side of the road. Since a lot of people need to slow down in the right lane to find the store or road where they're going, it might be better to have a slower speed limit in the right lane to make it clearer that drivers need to be cautious in the right lane, and to prevent drivers who are passing through from getting angry at slower drivers.
13	Provide protected bike lanes, shade trees, and lots of greenery.

## 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	Faith Church/Pre-school Area that includes Torchy's & Kerbey Lane
2	Existing zoning/land use not amendable to good places to gather; no density means long walking distances with no "central location."
3	1. Lamar Union 2. Barton Springs Road 3. Panther Trail
4	South Lamar + Manchaca/Lightsy
5	The large, tree-filled island at the Mary Street/Lamar intersection. Lamar Square in general is underutilized; that entire square could be spruced up and that park could be expanded/used more. The West Bouldin Creek trail/parks are also significantly under-utilized; increase signage, access points, and lighting (that could be an excellent bicycling commuting alternative to South Lamar if it was spruced up). The Lamar Union Plaza should either be opened to two-way car traffic, or closed entirely to cars and made pedestrian-only.
6	Oltorf and Barton Springs Road.
7	Alamo Draffhouse area, Bluebonnet, New Austin Church, Kirby Lane Cafe shopping center
8	North of Oltorf, possible in the Treadwell and Gibson area.
9	Barton Springs and Lamar
10	There are lots of nice public plaes along riverside/near the bridge, or barton springs road. Noted, though: there is no Rapid bus stop at riverside dr.
11	Irie Bean Coffee! Lots of locals congregate there- back patio/music venue with lots of great community programming There are two empty parking lots at the SW/SE corner of bluebonnet that used to host markets and food trucks. Soup Peddler has a great patio at Manchaca South Lamar Alamo is a cultural institution- it's a shame the restaurants/shops around it are too fancy to attract the clientele to linger OPA is a local favorite hangout I wish One to One and Saxon Pub could have outdoor seating, great local venues The parking lot at the Savers/Wheatesville is such a wasted space and the best place to view the sunsets in Austin (well, that and Mt. Bonnell) Music Lab always seems to be where musicians hangout in between sessions Austin Beer Garden and Brewery (ABGB) is beer garden heaven and has great music/dancing Also, what's up with that dead space of green grass in between Austin's Pizza and ZIPS cleaners?
12	The stretch between the lake and Barton Springs Blvd. -- both sides.

*Question: What are your favorite places along the corridor?*

1	Barton Creek Greenbelt would be ideal if it were pedestrian viable, but there's too much legally - mandated parking for the bars there.
2	Collier St
3	Wheatsville South Lamar Philis/Amy's Town Lake/Zach Scott Broken Spoke
4	Stonehouse Coffee/Gibson Street Bar, Opa's, Saxon Pub, the area around P. Terry's at the Butler Road/Lamar intersection, and most importantly the West Bouldin Creek trail.
5	Disappointed by the whole thing.
6	Shopping centers at Ben White and Westgate (Sprouts, Central Market, Target), Kirby Lane shopping Center, Alamo Draffhouse



7	Riverside to Treadwell is my favorite part
8	Sazon, Alamo Draft House, Maria's Taco Express
9	Zilker park isn't far off from there, that would be my favorite. But if we're talking about directly on Lamar, I'd say Corner Bar, Ramen Tatsuya, Alamo Drafthouse, Reds Porch, The Park (restaurant/bar near brodie oaks)
10	Lamar Union, Red's Porch, many other bars/restaurants/coffee shops, Bicycle Sport Shop
11	Irie Bean Coffee Alamo The new Shell at Goodrich! Confituras Kitchen Patika Coffee Target (for necessity)
12	The whole road feels dangerous and unpleasant. I don't drive, and it feels like the road is reserved for those who do.

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

1	Oltorf & Lamar former "enchanted forest" an underground music venue slated for future development.
2	Broken Spoke (?) connection to Menchaca
3	Whatever placemaking y'all do on South Lamar, keep it laid-back. South Austin is one of the only areas of Austin that is still keeping the chill vibe of old Austin. Don't make the placemaking too corporate and perhaps have it reference music history of the area such as Saxon Pub and the Broken Spoke.
4	It's a great mix of services like auto repair as well as great restaurants and shops. The street has changed dramatically over time and in general the changes are good. My visitors envy my access to shops, restaurants, and groceries. But I feel like I must drive due to dangers to pedestrians and bikers. I would like to see more facilities for pedestrians, SAFE biking, trees, places to sit or gather, convenient bus service along Lamar and to downtown for local residents. This is an opportunity to make this street a cultural attraction especially for the local neighborhood!
5	If Austin is a music city, then South Lamar is where you make the music happen. On South Lamar, there are multiple places to learn how to play an instrument, to buy your music gear, multiple groups to connect you with a band, and even a couple of venues to perform. It's a whole music incubator on one street. It's Austin's secret music district.
6	When I was growing up, the kiddie park at the NE corner of Lamar & Barton Springs was the place to go for birthdays etc. Now that intersection just feels like a big, hostile mess of cars like you can find anywhere else.
7	Cars -> people. Change this first.
8	While it is a State Hwy, emphasis should be on communities & alternate transits.
9	n/a
10	not sure
11	I'm not sure I can answer that.

## 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	Cash payments during construction to help them survive, but only to local businesses like Stonehouse Coffee. Don't give any money to national chains like Starbucks or McDonald's. Those can survive without city funding assistance.
2	Time the traffic lights once and for all! A green light should last about 5 minutes long to get traffic up to speed and flowing. Do most of the construction at night and restore 4 lanes of traffic during the day in time for rush hour. Move bus routes off Lamar temporarily. It's going to be ugly no matter what happens.
3	Clear signage and easy to see access
4	make sure they can be easily accessed during construction - signage that is understandable and standardized is key.
5	Make them safely accessible to cars and people
6	ensure businesses are accessible at all times, and do EVERYTHING humanly possible to speed up construction processes. For instance, I see a privately funded corporate fast food chain get built within 1-2 months. However, simple road repairs by the city, or bus stop installations, take nearly 2 months as well. This needs to be done as quickly as possible once it starts.
7	Communicate the benefits of pedestrians to their business- more walk-bys! Make temporary public spaces out front (a mini parking day?) to activate their storefronts during construction?
8	Provide financial incentives for quick completion, like the city did on N. Lamar years ago.

## 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 pointed to several themes among respondent priorities and concerns.

In response to mobility-related questions, when asked about their most frequent destinations, people listed their homes and neighborhoods, as well as corridor restaurants, businesses and recreational areas in and around the following locations: Treadwell Street, between US 290 and Panther Trail, between downtown and Lady Bird Lake, between Manchaca Road and Oltorf Street, and West Mary Street.

Survey respondents also cited **traffic backups in the corridor near the Barton Springs Road intersection, the West Mary Street intersection, and the area between Manchaca Street and Collier Street**. One respondent stated that they see the most traffic backups, *“Near the Barton Springs intersection heading south. Traffic is slow along the areas most populated with restaurants and stores, probably because people are trying to figure out where to turn.”*

In terms of safety, when asked if there are locations on the corridor where it is difficult to see, respondents cited the area between Treadwell Street and Barton Springs Road where there is a hill. A couple of respondents also cited the intersection at Manchaca Road. Several respondents cited **safety concerns for cyclists** throughout the entire corridor, while a few **suggested the addition of protected bike lanes**. Others cited particular areas where there are **sidewalks or bike lanes that are missing, narrow or in need of repair**. Some respondents also cited a **need for additional pedestrian crossings**.

Feedback included the following responses, which are representative of broader community feedback. An online respondent stated, *“For bicycling, I am an avid bike commuter but I currently avoid South Lamar because it is so unsafe. Cars frequently drive in the bike lane and the bike lane, when there is one, is too tight. Maintain a bike lane the entire distance of South Lamar and either use a concrete barrier like the LAB downtown or use those white plastic sticks.”* A meeting attendee wrote, *“More protected bike lanes!”*

In terms of connectivity, survey respondents **affirmed and were overall pleased with the proposed placement of Pedestrian Hybrid Beacons; with a few requests for additional locations to be considered**. One open house attendee commented, *“One around Juliet street to slow all modes down would be good.”* A couple of respondents expressed concern that additional crossings would slow traffic down.

In terms of quality of life, several survey respondents **identified a desire for more shading along the entire South Lamar Boulevard corridor as well as at transit stops in particular**. One person commented, *“The hottest walks on Lamar are the whole west side of Lamar from the Alamo down past Wholly Cow burgers”*. Another online respondent stated, *“Near transit stops primarily”*.

When asked how improvements can support community priorities, respondents **suggested better and safer bicycle and pedestrian facilities, better transit service, and adding trees and landscaping**. Additionally, some respondents **suggested measures to make left-turn movements across the road safer for drivers, cyclists and pedestrians**. One survey respondent stated, *“...it might be better to prevent left turns in places without explicit signals or lights and require drivers to U-turn to get to a destination on the opposite side of the road.”*

Participants were able to provide input to placemaking questions as well. When asked about good spots for community gatherings or events, and what their favorite places along the corridor are, respondents named several existing corridor destinations, such as restaurants, bars and music venues. Some cited specific areas they felt could be repurposed or enhanced, including parking lots and undeveloped spaces.

**When asked what is important historically and culturally to the corridor, “music” was a common theme.** One respondent stated, *“If Austin is a music city, then South Lamar is where you make the music happen. On South Lamar, there are multiple places to learn how to play an instrument, to buy your music gear, multiple groups to connect you with a band, and even a couple of venues to perform. It’s a whole music incubator on one street. It’s Austin’s secret music district.”*

When asked how the City of Austin can support businesses during construction, respondents provided a variety of suggestions, with the common themes being that **the City should provide clear signage and maintain access to businesses.**

### What We Heard & What We’re Doing

The City of Austin estimates that it will invest \$36 million in South Lamar Boulevard as part of the Corridor Construction Program, funded in part by the 2016 Mobility Bond. The following table depicts feedback based on theme and provides information about proposed improvements that address the feedback. The improvements are still conceptual. The City of Austin is conducting additional analyses and surveys to better understand right-of-way, topography, and traffic conditions in the corridor. We expect to return to the community with updated information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.

What We Heard	What We’re Doing
Desire for improved and safer bicycle facilities, including protected bicycle lanes	<ul style="list-style-type: none"> <li>Up to six miles of new or improved bicycle facilities in the form of bike lanes, protected bike lanes or shared-use paths to enhance safety and mobility for bicyclists and drivers</li> <li>Protected bicycle lanes between Riverside Drive and Barton Springs Road</li> </ul>
Desire for better pedestrian connectivity, improved and safer sidewalks	<ul style="list-style-type: none"> <li>Up to six miles of new or rehabilitated sidewalks and shared-use paths to create continuous ADA-compliant sidewalks along the corridor</li> <li>Wider sidewalks between Riverside Drive and Barton Springs Road</li> <li>Evaluation and possible construction of up to four new midblock pedestrian crosswalk signals (Pedestrian Hybrid Beacons) to better connect to transit stops and other destinations.</li> </ul>
Support for Pedestrian Hybrid Beacons, and a call for more to be added	
Concerns about traffic congestion along the corridor	<ul style="list-style-type: none"> <li>Up to five intersection improvements with turn lane modifications to enhance vehicular and transit efficiency, and pedestrian and bicyclist safety (Barton Springs Road, Hether Street, Mary Street, Bluebonnet Lane and Manchaca Road)</li> <li>Up to 15 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety</li> </ul>

Desire for better transit service	<ul style="list-style-type: none"> <li>Enhancing transit signal priority, creating better connections to transit stops and coordinating with Cap Metro to optimize bus stop locations in some areas.</li> <li>Adding queue jumps with new dedicated transit priority lanes (northbound through intersections) at Manchaca Road, Lightsey Road, Bluebonnet Lane, Oltorf Street and Barton Springs Road.</li> </ul>
Desire for safer left-turn movements across the corridor	<ul style="list-style-type: none"> <li>Installing intermittent median islands at various locations to define where left hand turns can occur to reduce potential points of conflict, improve vehicular and transit efficiency, and increase safety for all corridor users.</li> </ul>
Concern about changes to access	<ul style="list-style-type: none"> <li>Continuous center-running turn lanes and a significant number of driveways create several potential points of conflict. This configuration does not safely accommodate the increase in vehicular, cyclist and pedestrian traffic that has grown in recent years.</li> <li>Access management tools including the addition of intermittent median islands at various locations and dedicated left-hand turn lanes will help reduce crashes (and resulting traffic congestion) by defining where left-hand turns take place. There will be breaks in between the medians to allow access to businesses and neighborhoods. In some instances, driveway modifications may be necessary to improve mobility and safety. Data is being gathered to determine traffic flow on the corridor and an Access Management Plan is being developed with recommendations for where medians and openings should be located throughout the corridor to better manage operations and safety.</li> </ul>
Desire for pedestrian and bicycle crossing at the railroad tracks near Treadwell Street	<ul style="list-style-type: none"> <li>Exploring a railroad crossing for pedestrians and bicyclists to provide a safer connection to West Bouldin Creek Greenbelt. Requires coordination with the railroad owner.</li> </ul>
Concerns about property impacts	<ul style="list-style-type: none"> <li>The City of Austin is conducting additional analyses and surveys during Preliminary Engineering. We expect to return to the community with updated information about improvements and potential impacts to properties when this phase of work is complete, anticipated in Spring 2019. The Corridor Program Office will work within</li> </ul>

	existing right-of-way as much as possible to implement the mobility, safety and connectivity improvements in each corridor. However, designing the improvements within existing right-of-way is a challenge in some areas. In instances where the City of Austin needs an easement, or the use of a portion of private property, we will work with property owners to purchase needed property and will adhere to the State of Texas Landowner's Bill of Rights.
Concerns that the roundabout near West Mary Street and Evergreen Avenue will increase traffic congestion	<ul style="list-style-type: none"> <li>Two proposed roundabouts are being evaluated during Preliminary Engineering and are still conceptual</li> </ul>
Desire for more landscaping, shade and beautification	<ul style="list-style-type: none"> <li>Adding landscaping and streetscape enhancements in the area between Riverside Drive and Barton Springs Road. Other landscaping may be added as funding and available right-of-way allows.</li> <li>Exploring placemaking opportunities along the corridor, which may be implemented as funding and available space allows.</li> </ul>
"Music" is important historically and culturally to the corridor	
Provide clear signage and maintain access to businesses during construction	<ul style="list-style-type: none"> <li>Actively considering how impacts to businesses can be minimized.</li> </ul>

## D. Comment/response matrix

During the 15-day comment period, the Corridor Program Office received 54 comments. The public provided these comments at the public meeting, by e-mail/online contact form, letter, or by filling out an online comment card on the project website. Of the 54 comments received, 28 were from the public meeting, 16 were provided by email/online contact forms, one was submitted by mail, and nine were submitted through online comment cards.

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

Row	Date Received	Source	Comment	Response
1	October 1, 2018	Open House Comment Card	<p>Anne [REDACTED] [REDACTED] I own the property at [REDACTED] [REDACTED]</p> <p>Concerns: 1. Taking more of my property to make sidewalks, bike lanes, landscape zone with trees. When Lamar was widened and the right turn lane onto Barton Springs was put in much of this property was shaved off. We are in the 100 year flood zone (soon to be changed). The only size bldg allowed in this flood zone is what we have: 540 sqft. We can't build bigger. We complied w/ city regs on the # of parking spaces, the sidewalk we put in, and the existing landscaping. If more property is taken, we can't comply w/ these city regulations</p>	<p>Improving mobility and safety for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the Corridor Construction Program. The roll plots shown at the open house represent a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan. The improvements are being analyzed now during Preliminary Engineering to better understand right-of-way, topography, and traffic conditions in the corridor.</p> <p>These suggestions and questions will be shared with the technical team as the improvements are further refined. They will consider how landscaping can be incorporated while maintaining visibility, as well as how and where travel modes may intersect, including at business ingress and egress points. In some instances, driveway modifications may be necessary to improve mobility and safety.</p> <p>More information will be available at the end of this phase of work, anticipated in spring 2019, and the City of Austin will coordinate with the owners of properties and businesses that may be affected by the mobility and safety improvements.</p>

			<p>and the business can't function there.</p> <p>2. On conceptual drawing you show a shared driveway w/ the bar next door. We fought hard for our 2 existing curb cuts on Lamar - the way the drive through lanes flow at P. Terry's, these are needed. Also - you have families who walk/bike up to the order window here; this is supposed to be a safety improvement. Having walking families using the same driveway as patrons exiting the bar in cars is not safe. Please do not take my curb cut away and/or combine our 2 existing (P Terry's and bar's) curb cut entrances. P Terry's employees park + our grease tray is located where you want to put combined driveway. There are also some monitor wells there.</p> <p>3. If you put in the bike path, please consider how business patrons will cross it for ingress/egress into businesses.</p> <p>4. Will a landscape zone with trees impede sight of bikers for business patrons?</p>	
2	October 1, 2018	Open House Comment Card	<p>P Terry Owners. Anne [REDACTED] cell: [REDACTED]</p> <p>Concerned property owners office: [REDACTED]</p>	See response to comment in row 1. (P Terry's)



			<p>In 100-yr flood plain currently. Limited to 504 sqft building. Currently maxed out limits use. Landscaped to city regulations when P. Terry came in. Sidewalk as well. Parking has current allowed amount. When Lamar was first widened, property was shaved off. Space is very limited. Property owners very concerned about future construction making property unusable. Keep property owners in loop. Does not share with the next door bar their curb cut. Concerned about their walk up to P. Terrys. Does not want to share curb cut due to concern of families mixing bar attendees.</p>	
3	October 1, 2018	Open House Comment Card	<p>Between Bluebonnet &amp; Del Curto are two bus stops that should be combined.</p>	<p>Comment noted.</p> <p>The roll plot shown at the open house represent a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>The Corridor Program Office's coordination with Capital Metro is still ongoing. Facilitating implementation of Capital Metro's service changes as part of Cap Remap and optimizing bus stop locations so they are within close proximity to bicycle and pedestrian facilities are just some of the factors that will be considered to determine the ultimate locations for bus stops.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>

4	October 1, 2018	Open House Comment Card	<p>[REDACTED], Agent for building owner [REDACTED]</p> <p>Currently, there is no median along this property's frontage. A median and median cut is shown along South Lamar @ the South bound left turn into this property. Our question/concern is with how this median cut is planned to be used - that is will a left turn out of the property continue to be allowed as well as south bound left turn into the property. For a location reference this property is located just north of Pluckers.</p>	<p>Email Responses to Stakeholder:</p> <p>From: Engelhardt, Jessica &lt;Jessica.Engelhardt@austintexas.gov&gt; Sent: Monday, October 29, 2018 5:18 PM To: [REDACTED] Cc: Cantero, Fernando &lt;Fernando.Cantero@austintexas.gov&gt; Subject: RE: Thank you for your inquiry</p> <p>Hi Mr [REDACTED], I wanted to follow-up on my previous email. The medians shown on the roll plots at the S. Lamar Boulevard open house are very preliminary/conceptual at this point. The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway. We should be able to provide you with additional information about precise median locations and breaks in Spring 2019. We will make sure to follow-up with you when we have more details to share, but you are welcome to contact me with any additional questions or concerns in the meantime.</p> <p>Best, -- Jessica Engelhardt Communications and Public Engagement Corridor Program Office   City of Austin (m) 512-775-9230 <a href="mailto:Austintexas.gov/CorridorMobility">Austintexas.gov/CorridorMobility</a></p> <p>From: Engelhardt, Jessica Sent: Friday, October 19, 2018 9:04 AM To: [REDACTED] Subject: Thank you for your inquiry</p>

				<p>Good morning,</p> <p>The City of Austin's Corridor Program Office has received the inquiry you submitted for South Lamar Boulevard at the open house held earlier this month.</p> <p>Comment received:</p> <p>████████████████████</p> <p>Agent for building owner @ ██████████.</p> <p>Currently, there is no median along this property's frontage. A median and median cut is shown along South Lamar @ the South bound left turn into this property. Our question/concern is with how this median cut is planned to be used - that is will a left turn out of the property continue to be allowed as well as south bound left turn into the property. For a location reference this property is located just north of Pluckers.</p> <p>Your input will be relayed to our technical team for their review, and it has also been recorded as part of our formal 15-day comment period for South Lamar Boulevard open house. Our team will be in touch with you to follow up on your question regarding access into/out of the property at ██████████.</p> <p>In the meantime, please feel free to reach out to us with any additional questions or comments.</p> <p>Best,</p> <p>--</p> <p>Jessica Engelhardt Communications and Public Engagement Corridor Program Office   City of Austin (m) 512-775-9230</p>
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5	October 4, 2018	Email	<p>my name is guy [REDACTED], and my family owns property along south Lamar. I went to the Monday meeting and took pictures (attached) and have the following questions:</p> <p>Picture one - [REDACTED] - Why is the bus stop being moved from Maudies to in front of our property? If this is being done for some transportation standards/etc, could you please tell me what those standards are, if they are being applied without variance to the entire corridor?</p> <p>Picture two - legend, no questions</p> <p>Picture Three - [REDACTED] - Why is the bus stop being proposed in front of our property vs somewhere else? If this is being done for some transportation standards/etc, could you please tell me what those standards are, if they are being applied without variance to the entire corridor? Also, I see a medain is proposed in front of our property, but not in front of others - why is that RIGHT here and not farther on way or the other.</p> <p>picture Four - Your email address, no questions</p>	<p>Email Responses to Stakeholder:</p> <p>From: Behunek, Sara &lt;Sara.Behunek@austintexas.gov&gt; Sent: Thursday, October 4, 2018 4:17 PM To: [REDACTED] Cc: Jordan, Frances; Engelhardt, Jessica Subject: RE: I have some questions about the south lamar Corridor</p> <p>Hello [REDACTED]</p> <p>Thank you for your email. These a great questions, and we are working on getting you a response. In the meantime, please let me know if you have any additional questions.</p> <p>Sara Behunek Communications Manager Corridor Program Office   City of Austin (o) 512-974-7840   (m) 917-375-1498 Austintexas.gov/CorridorMobility</p>
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			<p>Picture Five - Storm drains - At our property at [REDACTED] South Lamar, we have a MASSIVE drainage problem during BIG rains, where all the gutters and our sand a grease trap back up on/around our property and others in the vicinity- Are you able to share any plans that might help alleviate the problem?</p> <p>If you can give me some high level answers, and then maybe we can schedule a face to face appointment to dig deeper into the details, that would be great.</p> <p>[REDACTED]</p>	
6	October 4, 2018	Email	<p>Follow-up email from [REDACTED]</p> <p>From: [REDACTED] [REDACTED] Sent: Thursday, October 4, 2018 4:22 PM To: Behunek, Sara &lt;Sara.Behunek@austintexas.gov&gt; Cc: Jordan, Frances &lt;Frances.Jordan@austintexas.gov&gt;; Engelhardt, Jessica &lt;Jessica.Engelhardt@austintexas.gov&gt; Subject: Re: I have some questions about the south lamar Corridor</p>	<p>Email Response to Stakeholder:</p> <p>From: Engelhardt, Jessica Sent: Friday, October 12, 2018 3:19 PM To: [REDACTED] Cc: Behunek, Sara &lt;Sara.Behunek@austintexas.gov&gt; Subject: RE: I have some questions about the south lamar Corridor</p> <p>Hi Mr. [REDACTED], thanks for contacting the City of Austin's Corridor Program Office with your questions regarding improvements to the South Lamar Boulevard corridor. I appreciate your patience as we pulled together information to answer your questions.</p> <p>Bus Stop Locations The roll plot shown at the Open House meeting on October 1 (also available online) reflects input that Capital Metro provided to our office regarding possible bus stop relocations. The bus stop location near [REDACTED] reflects Capital Metro's preference that stops be located on the far side of intersections. Near [REDACTED], the</p>

		<p>lets start with these questions/corridors, and then we will move on to other questions/corridors. I look forward to hearing from you soon.</p> <p>Thanks for the response.</p> <p>-Guy</p>	<p>bus stop location is proposed to improve bus stop spacing by moving it one block to the south, which happens to be in front of your property. Please note that our coordination with Capital Metro is still ongoing. Our current activities during the design phase of work includes additional surveys and analysis, and refinements to the improvements may be reflected in informational materials and roll plots that we share with the public, possibly early next year. Facilitating implementation of Capital Metro's service changes as part of Cap Remap and optimizing bus stop locations so they are within close proximity to bicycle and pedestrian facilities are just some of the factors that will be considered to determine the ultimate locations for bus stops.</p> <p><b>Medians</b> Intermittent median islands are proposed at various locations on South Lamar Boulevard to enhance safety and improve mobility. Medians and dedicated left-hand turn lanes are access management tools that will help reduce crashes (and resulting traffic congestion) by defining where left-hand turns take place.</p> <p>The roll plot indicates where we believe median segments will be located, but this will be confirmed as part of the design phase activities that are currently underway. Placement of the median near [REDACTED] is proposed because it would still provide access to side street intersections with Goodrich Avenue, Kinney Avenue, and Oxford Avenue. Ultimately, the median locations, breaks and allowances for u-turns will be determined by a few factors, including safety (through access management) and available right-of-way.</p> <p><b>Drainage</b> On-corridor stormwater drainage upgrades are proposed in between Oxford Avenue and Panther Trail to support mobility improvements. The drainage infrastructure is being identified and analyzed now as part of the design phase activities, but specific improvements have not yet been determined.</p> <p>Please note that while the roll plots reflect the most up to date information we had at the time of the open house, they are still conceptual. We're gathering and analyzing a lot of additional data as part of the design phase activities, including various surveys, traffic studies, coordination with other agencies and departments, etc. We</p>
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				<p>will have more information about the improvements to share early next year. In the meantime, please let us know if you have any additional questions.</p> <p>Best, -- Jessica Engelhardt Communications and Public Engagement Corridor Program Office   City of Austin (m) 512-775-9230 <a href="http://AustinTexas.gov/CorridorMobility">AustinTexas.gov/CorridorMobility</a></p>
7	October 4, 2018	Online Contact Form	<p>The addition of more mixed-use complexes just add to the traffic problems on Lamar. Make all intersections right turn only with returns(uturns) spaced appropriately beyond them. This will keep Lamar flowing while still allowing access to businesses.</p>	<p>Recommended improvements are based on traffic analyses and patterns and must adhere to City of Austin transportation criteria. The City-owned right-of-way on South Lamar is very limited and u-turns would need to be wide enough to accommodate the turning radius for trucks and emergency vehicles. Incorporating u-turns would likely require additional right-of-way.</p> <p>To improve traffic flow and safety for all modes of travel, the improvements will include access management strategies. Intermittent median islands at various locations and dedicated left-hand turn lanes will help reduce crashes (and resulting traffic congestion) by defining where left-hand turns take place. There will be breaks in between the medians to allow access to businesses along the roadway. The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>

8	October 8, 2018	Online Contact Form	<p>There needs to be a conversation about expanding the right of way at critical locations to make significant improvements. There should be about three traffic circles added to Lamar to manage vehicular traffic. Lamar simply must be upgraded to be the transit corridor it already has become. This may require the acquisition of private property.</p>	<p>Email Response to Stakeholder:</p> <p>Good afternoon, The Corridor Program Office (CPO) team has received your feedback submitted through our online comment form for South Lamar Boulevard.</p> <p>Comment received: There needs to be a conversation about expanding the right of way at critical locations to make significant improvements. There should be about three traffic circles added to Lamar to manage vehicular traffic. Lamar simply must be upgraded to be the transit corridor it already has become. This may require the acquisition of private property.</p> <p>Your input will be relayed to our technical team for their review, and it has also been recorded as part of our formal 15-day comment period for South Lamar Boulevard. Our team will be in touch with you to follow up on your feedback specific to right of way acquisition and traffic circles along South Lamar.</p> <p>Thank you for being engaged, and please feel free to reach out to us with any additional questions or comments.</p> <p>Kelly Buethe Public Information Specialist, Sr. Corridor Program Office   City of Austin (o) 512-974-2615 <a href="http://www.AustinTexas.gov/CorridorOffice">www.AustinTexas.gov/CorridorOffice</a></p> <p>Follow-up response (10/29/18):</p> <p>Mr. [REDACTED] I wanted to follow-up with you regarding your comment related to improvements for South Lamar Boulevard.</p> <p>Preliminary Engineering is currently underway to better understand the right-of-way, topography, and traffic conditions along South Lamar Boulevard. The improvements planned along South Lamar Boulevard are based on recommendations from the South Lamar Boulevard Corridor Mobility Plan that was finalized in April 2016. Traffic circles (or</p>
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				<p>roundabouts) on South Lamar Boulevard were not proposed in the Corridor Mobility Plan and would likely not be possible to construct given the existing right-of-way.</p> <p>Designing improvements within the existing right-of-way is a challenge and we are currently determining how much right-of-way would be needed to implement the Corridor Mobility Plan vision. Approximately \$36 million from the 2016 Mobility Bond has been allocated for improvements to South Lamar Boulevard including any costs to obtain right-of-way. Of course, property values along South Lamar Boulevard are high.</p> <p>Regarding transit, several improvements that would benefit transit are included in the Corridor Construction Program, including significant improvements to the intersections at Manchaca Road, Bluebonnet Lane, Mary Street/Hether Street, and Barton Springs Road. In addition, up to 15 traffic signal improvements (including transit signal priority) are being evaluated, and queue jumps with new dedicated transit priority lanes (northbound through intersections) are proposed at Manchaca Road, Lightsey Road, Bluebonnet Lane, Oltorf Street and Barton Springs Road.</p> <p>The Corridor Program Offices' Engineering Consultants are conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway. We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, possibly early next year. In the meantime, you are welcome to contact me at any time.</p> <p>Best, -- Jessica Engelhardt Communications and Public Engagement Corridor Program Office   City of Austin (m) 512-775-9230 <a href="http://Austintexas.gov/CorridorMobility">Austintexas.gov/CorridorMobility</a></p>
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9	October 1, 2018	Open House Comment Card	Mental comfort of having trees (ideal) or a concrete barrier for bikes. Plants would be a great way to separate bikes.	<p>In April 2016 Austin City Council approved a Corridor Construction Program that includes improvements to nine major roadways, including South Lamar Boulevard between Riverside and US 290. Some of the improvements will be designed and constructed with the 2016 Mobility Bond.</p> <p>Along South Lamar Boulevard, those include elements along the full length of the corridor such as pavement rehabilitation, intersection improvements, up to 15 traffic signal upgrades, transit signal priority and queue jumps with new dedicated transit priority lanes, better connections to transit stops, a fully connected ADA-compliant sidewalk network, an improved connected bicycle network, and intermittent median islands for safety. Additionally, the area between Riverside Drive and Barton Springs Road will be brought up to the vision established in the South Lamar Boulevard Corridor Mobility Plan by implementing improvements that could include full street reconstruction, wider sidewalks, protected bicycle lanes, intermittent median islands for safety, and streetscape improvements, such as landscaping and trees.</p> <p>Funding has not yet been identified to implement the full Corridor Mobility Plan vision throughout the entire corridor (including street trees, wider sidewalks, and bike facilities that are separated by trees, plants or concrete barriers), but the City will seek other funding sources, coordination opportunities and partnerships.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
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10	October 11, 2018	Online Contact Form	<p>Apparently construction began yesterday on our part of South Lamar between Barton Skyway and the stoplight near the Broken Spoke. The sidewalk for the entire length was marked closed and an area that looks like a future bus stop was enclosed with a construction barrier. No accommodation was made for people needing to use the sidewalk for accessing businesses or using the bus. I walked past a mother and a child in a wheelchair waiting for a bus on this "closed" sidewalk. Someone had knocked down the sidewalk closure sign but left it still blocking the sidewalk. This lack of consideration for on-going use during construction is totally unacceptable. Get it together Austin.</p>	<p>Email Response to Stakeholder: 10/15/2018 Initial Response:</p> <p>Good afternoon,</p> <p>The Corridor Program Office (CPO) team has received your feedback submitted through our online comment form.</p> <p>Comment received: Apparently construction began yesterday on our part of South Lamar between Barton Skyway and the stoplight near the Broken Spoke. The sidewalk for the entire length was marked closed and an area that looks like a future bus stop was enclosed with a construction barrier.</p> <p>No accommodation was made for people needing to use the sidewalk for accessing businesses or using the bus. I walked past a mother and a child in a wheelchair waiting for a bus on this "closed" sidewalk. Someone had knocked down the sidewalk closure sign but left it still blocking the sidewalk.</p> <p>This lack of consideration for on-going use during construction is totally unacceptable. Get it together Austin.</p> <p>Thank you for your input. We have been sure to record your feedback as part of our formal 15-day comment period for South Lamar Boulevard. We are sorry to hear about your experience along South Lamar Boulevard between Barton Skyway and the stoplight near the Broken Spoke. This construction is/was not affiliated with the Corridor Mobility Program, but our team is working to identify the best point of contact for your concern. Corridor Mobility Program improvements, including those for South Lamar Boulevard, are currently in design phase, and the bulk of our construction will take place 2021-2024. Once we do begin construction, our team will be working hard to mitigate construction impacts on businesses and community members.</p> <p>Thank you for being engaged, and please feel free to reach out to us with any additional questions or comments.</p>

				<p>10/18/2018 Follow-up Response:</p> <p>Hi [REDACTED]</p> <p>The work you were referencing along South Lamar Boulevard between Barton Skyway and the stoplight near Broken Spoke is the installation of a new bus stop. Capital Metro is installing new bus stations southbound and northbound on South Lamar Boulevard near Broken Spoke. If the weather allows, the southbound station could be completed within the next week. This station includes a 10ft x 15ft concrete pad with a bench and a trash can. After the southbound station is finished, work will begin on the northbound station, which will include a sidewalk and canopy. The new northbound station installation is expected to last a few weeks from the start date, weather permitting.</p> <p>If you have further questions on the construction of the new bus stations near Broken Spoke, feel free to reach out to Kyle Carvell with Public Works. And of course, if you have additional questions/comments on Corridor Mobility Program improvements along South Lamar, you are welcome to contact my colleague Jessica Engelhardt or me.</p> <p>Thank you again for being engaged and submitting your feedback!</p> <p>Kelly Buethe Public Information Specialist, Sr. Corridor Program Office   City of Austin (o) 512-974-2615 <a href="http://www.AustinTexas.gov/CorridorOffice">www.AustinTexas.gov/CorridorOffice</a></p>
11	October 12, 2018	Online Comment Card	Protected/separated bike lanes with tree cover as much as possible along South Lamar would make that corridor safer to bike on. That will help drivers in the long run by convincing people to switch	The City of Austin's Corridor Construction Program includes mobility, safety, and connectivity improvements to South Lamar Boulevard from Riverside Drive to US 290. Improvements to the intersection of South Lamar and Toomey Road are included and could extend along Toomey Road up to approximately 150 feet. Any other improvements to Toomey Road would be funded through other sources and as part

			<p>transportation modes.</p> <p>Toomey Road may not be in the corridor, but trees along the westbound sidewalk would be helpful.</p>	<p>of a separate process, as Toomey Road is outside the limits of the South Lamar Boulevard corridor.</p> <p>See response to comment in row 9.</p>
12	October 1, 2018	Online Comment Card	<p>The entire corridor needs well-protected bike lanes and street trees.</p>	<p>See response to comment in row 9.</p>
13	October 1, 2018	Open House Comment Card	<p>Traffic backs up past Evergreen on Mary St. when train comes @ Bluebonnet WB has no left?? No WB -&gt; SB left @ Mary/Heather?? [REDACTED] [REDACTED]</p>	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>Left turns onto South Lamar Boulevard would not be permissible from westbound Bluebonnet Lane. Instead, traffic would be able to turn left onto southbound South Lamar Boulevard from Del Curto Road. The design is intended to help improve both safety and traffic flow in the area.</p> <p>This same concept is reflected in the design of the intersection at Hether Street/Mary Street. Left turns onto South Lamar Boulevard would not be permissible from westbound Mary Street. Instead, traffic would be able to turn left onto southbound South Lamar Boulevard from Evergreen Avenue.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>

14	October 1, 2018	Online Contact Form	I noticed it says the feedback closed on October 16th but it isn't that date yet! "Please Note: The official comment period for the open house meeting closed on Tuesday, October 16, 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.	Comment was received on October 1 and has been included in the official comment period for the open house, as have all comments received between October 1-16. All other comments will be considered as well, but may not be included in the official record for the open house.
15	October 4, 2018	Online Comment Card	please make the sidewalks wider	See response to comment in row 9.
16	October 4, 2018	Online Comment Card	I think adding another light at Del Curto will make traffic worse. There should be no light there, like it is now, and protected lefts all 4 ways at Bluebonnet and Lamar. That is 4-way intersection that is useful. Adding an additional light so close to that will make traffic move more slowly and build up.	<p>Comment noted.</p> <p>Any new proposed signal will go through a warrant study, which includes traffic observations, identification of pedestrian generators (establishments, developments or public spaces that generate pedestrian activity such as schools, multifamily developments, shops, parks and bus stops), and crash history investigations.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>

17	October 3, 2018	Online Survey Response	Transit signal priority is key to making transit a viable option for everyone on south lamar. Making transit and walkability along these streets is what's going to get people out of their cars. If it's faster, cleaner, and safer, people will use it!	Improving mobility and safety for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the Corridor Construction Program.  See response to comment in row 3 (coordination with Capital Metro).  See response to comment in row 9 (2016 Mobility Bond-funded improvements).
18	October 4, 2018	Online Comment Card	I think I've said it already , but this is the last chance for a long time to rebuild south Lamar into a convenient and vibrant corridor fir the neighborhood, pedestrians and bikers rather than only a fast car traffic corridor	Comment noted.
19	October 2, 2018	Online Comment Card	Y'all are doing a great job on getting the word out about the project!	Comment noted.
20	October 1, 2018	Open House Comment Card	Citizen likes murals	Comment noted.
21	October 1, 2018	Open House Comment Card	██████████ - Artist/Graphic Design work is compelling	Comment noted.
22	October 1, 2018	Open House Comment Card	West Austin Studio Tour for Artists.	Comment noted.
23	October 1, 2018	Open House	Keep up existing murals on South of Tredwell between Collier.	Comment noted.

		Comment Card		
24	October 1, 2018	Open House Comment Card	On [REDACTED], repaired water leak resulted in a hump (diagonal) on SB side on road. - Share via 311 or ATD. Regular road humps are marked. This one isn't and it's very jarring many people swerve into another lane 8" tall. Pattie [REDACTED] [REDACTED]	The City of Austin's Corridor Construction Program includes mobility, safety, and connectivity improvements to South Lamar Boulevard from Riverside Drive to US 290. Seminary Ridge is outside the limits of the corridor.  Comment shared with City of Austin Public Works Department via an Austin 3-1-1 service request submitted on behalf of the stakeholder.
25	October 1, 2018	Open House Comment Card	Likes the improvements proposed.  Want improvement at Collier soon. One crash per week at the intersection. Has told Kitchen's office they want this soon. Concerned it will take a long time to set the improvements.  RR crossing. So neighborhood (Barton Hills & Zilker) can get to Becker elem.	Comment noted.  The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.  The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.  The Corridor Program Office continues to evaluate the feasibility of constructing an at-grade pedestrian across the railroad tracks in the vicinity of Treadwell Street using 2016 Mobility Bond funds. Implementation of this infrastructure requires coordination with the owner of the railroad.  We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.
26	October 3, 2018	Online	Neighbors in Bouldin Creek neighborhood would like to see the	See response to comment in row 25. (RR Crossing)



		Contact Form	pedestrian/bike crossing over the rail tracks at Treadwell Street as soon as possible. Can this be expedited?	
27	October 1, 2018	Open House Comment Card	<p>I have concern about the "access management" board. The conditions where cars will face up to one another + block visibility while attempting to turn is dangerous. The same condition exists on Far West Blvd.</p> <p>Suggestion: Eliminate the thickness of the barrier</p>	<p>Comment noted.</p> <p>The materials shown at the open house represent a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. This work will help determine the functionality and design of left turns into properties. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
28	October 1, 2018	Open House Comment Card	<p>Explain bus jumps. Include an illustration of one.</p>	<p>Comment noted.</p> <p>Transit queue jumps are dedicated transit priority lanes that allow busses to proceed through traffic signals at intersections where there is a dedicated or proposed right-turn-only lane. Bus queue jumps will be constructed along northbound South Lamar at Manchaca Rd., Lightsey Rd., Bluebonnet Ln., Oltorf St. and Barton Springs Rd.</p> <p>Transit queue jumps also include special traffic signals that give busses the ability to proceed through an intersection prior to other traffic traveling in the same direction. The signal displays symbols instead of standard green, yellow and red bulbs in order to minimize driver confusion.</p>

				<p>Transit queue jumps are already present in other Austin locations, including:</p> <ul style="list-style-type: none"> <li>• Martin Luther King Jr. Boulevard and Lavaca Street</li> <li>• North Lamar Boulevard at the Crestview MetroRail Station</li> <li>• Republic Square Park transit station</li> </ul> <p>More information (including illustrations and photos) about transit priority lanes and queue jumps can be found online at <a href="https://www.austintexas.gov/prioritylanes">https://www.austintexas.gov/prioritylanes</a></p>
29	October 1, 2018	Open House Comment Card	<p>[REDACTED]</p> <p>I have a continuous curb cut that serves head in parking for tenants. Reducing the curb cut as shown on the preliminary design will kill 6-8 parking spaces (I would have to go back + measure). My tenants would be affected to the point of moving out for lack of parking and the value of my investments reduced.</p> <p>[REDACTED]</p>	<p>Comment noted.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
30	October 1, 2018	Open House Comment Card	<p>Looks like there needs to be more queuing spaces for cars waiting to turn in median.</p>	<p>Comment noted.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>Where medians with dedicated left-hand turn lanes would be implemented, the storage length (space needed for cars to wait until they can complete their turn) will be designed to meet anticipated 2035 traffic volumes, and medians will be designed using specifications from the City of Austin Transportation Criteria Manual.</p>

				<p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
31	October 11, 2018	Online Contact Form	<p>Starting at Treadwell and moving south, there are roughly 14 streets that provide service to Zilker and Barton Hills neighborhoods. I am concerned that the proposed plan is cutting off access to the majority of those streets from people traveling from south to north, and attempting to turn left. It appears that 8 of the 14 streets will be cut off with the raised median.</p>	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The improvements include the addition of intermittent median islands at various locations and dedicated left-hand turn lanes – the locations of which are currently being determined. These access management tools will help reduce crashes (and resulting traffic congestion) by defining where left-hand turns take place. There will be breaks in between the medians to allow access to businesses and neighborhoods along the roadway.</p> <p>Proposed median locations are depicted in green on the preliminary roll plot shown at the open house.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
32	October 4, 2018	Online	<p>I am a resident of Barton Hills. Barton Hills and Zilker</p>	<p>See responses to comments in row 30.</p>

		<p>Contact Form</p> <p>neighborhoods together are essentially a giant cul-de-sac. You cannot access these from the south or the west – cut off by green belts in both directions. Also, you have minimal entry from the north, with Azie Morton Road the primary entry, and to a lesser extent Kinney. So, most of the access to this large area is from South Lamar. Any restrictions on turning movements and/or entry into any of these streets from South Lamar (especially left turns or north bound traffic) into these neighborhoods will adversely affect the neighborhood access, as well as adversely affect S. Lamar traffic, and will increase congestion on S. Lamar. The fact that there are numerous entries up and down S. Lamar into these neighborhoods is helpful to overall traffic and congestion relief, in that if there is too much back up for one entry, you can move to the next entry – you need these entries as you can't get there from other directions – so this area is somewhat unique in Austin in that there are geographic barriers to the neighborhood entry, and now the primary means of the neighborhood entry will be forcibly restricted. The proposed plan does a couple of things. 1) it cuts off large numbers</p>	<p>The improvements included in the South Lamar Boulevard Corridor Mobility Plan assumed growth and development in the corridor through 2035. Additionally, the recommended improvements from the Corridor Mobility Plan have been updated to reflect current corridor conditions, more recent plans, policies, and best practices, as instructed by Austin City Council's Contract With Voters. This includes the collection of new traffic counts.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The improvements include the addition of intermittent median islands at various locations and dedicated left-hand turn lanes. These access management tools will help reduce crashes (and resulting traffic congestion) by defining where left-hand turns take place. There will be breaks in between the medians to allow access to businesses and neighborhoods along the roadway.</p> <p>Proposed median locations are depicted in green on the preliminary roll plot shown at the open house. Medians were not shown in front of Westland Drive, Westrock Drive, Westoak Drive, Westforest Drive, La Casa Drive, Montclair Street, Goodrich Avenue, Kinney Avenue, Oxford Avenue, or Collier Street. As part of Preliminary Engineering, traffic data is being gathered to determine the traffic flow on South Lamar Boulevard and an Access Management Plan will be developed with recommendations for where medians and openings should be located throughout the corridor.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
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			<p>of left turns from north-bound (NB) traffic into numerous streets of entry into the neighborhood. And 2) at the same time, it reduces queue lengths in the remaining allowable left turn lanes (via the median restrictions). This will result in an increase in left turn quantities in the remaining streets that are allowed left turn lanes. And without sufficient storage capacity in these remaining left turn lanes, the traffic will back up beyond left turn lane storage capacity and into the north bound through-lanes, creating much worse congestion than previously existed. It appears that the traffic counts for all of the roadway entries into the area were either not collected (judging from the 2015 Appendix Intersection Maps and turning counts), or did not show figures and turning movement counts for all the entries into the neighborhood. For example, in the vicinity and just south of the NB left turn lane onto Barton Skyway, there are available left turns on the following streets: Westland Dr., Westrock Dr., Westoak Dr, and Westforest Dr. These are used in various conditions but certainly in peak conditions when Barton Skyway is backed up; however, they were not shown in the</p>	
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			<p>Appendix C. In the above example near Barton Skyway, the plan will remove the ability to utilize those 4 streets. Does the plan account for the increase in left turns that would have previously been accommodated by those 4 streets – but that will now be forced onto Barton Skyway? If I read the intersection counts correctly, the NB, left turns at Barton Skyway exceed the NB left turns at Barton Springs Rd for both a.m and p.m. and you will be forcing even greater numbers at this location. In addition, the traffic counts from 2015 do not account for the staggering amount of growth this corridor has seen from recent condo developments. I don't think the storage lanes provided will be adequate. This area should be allowed more 'open access' and not cut off the left turn lanes for other roads. Or significantly greater storage length for Barton Skyway, or both. There are similar areas up and down S. Lamar (eg. La Casa, Montclair, Goodrich, Kinney, Oxford, Collier) which were not shown or counted (at least not shown in the 2015 intersection figures) – but which are used and, if cut off, will increase forced turning counts elsewhere. (Bluebonnet NB</p>	
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			left turn is also roughly equivalent to or exceeds a.m. or p.m. left turns at Barton Springs, and several vicinity left turns into the neighborhood are proposed to be cut off).	
33	October 4, 2018	Online Contact Form	Support better bike infrastructure in corridor. One issue may be the transition from bike lane to share use path NB before Bluebonnet. The curve looks very sharp, especially for a bike going downhill at 25-30mph.	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
34	October 1, 2018	Open House Comment Card	<ol style="list-style-type: none"> <li>1. Non preference to 2-way bike lanes (I do not feel safe riding there)</li> <li>2. Continuity of design; changing from block to block is difficult for everyone - peds, cyclist, vehicles.</li> <li>3. Different design consideration for speeds (uphill vs. downhill speeds for bikes)</li> </ol>	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The design of the bicycle facilities throughout the corridor are currently being refined. Two-way protected bicycle lanes are proposed on both sides of the road in the area between Riverside Drive and Barton Springs Road, which eliminates the need for cyclists to cross Lamar Boulevard to reach destinations in this area.</p> <p>Design speeds for the corridor will be guided by the City of Austin's Transportation Criteria Manual with guidance from standards issued by the American Association of State Highway and Transportation Officials.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and</p>

				<p>traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
35	October 1, 2018	Open House Comment Card	<p>Creating better shade experiences along S.Lamar South of Treadwell. No ped crossing for Uchi! Dri</p> <p>Future improvements to park connecting from Treadwell over the Railroad. If bicycle access is improved over rail, the park to Dawson access should be improved.</p>	<p>The roll plots shown at the open house represent a conceptual translation of improvements from the South Lamar Boulevard Corridor Mobility Plan. Some of the improvements will be designed and constructed with the 2016 Mobility Bond.</p> <p>Enhancements that produce shade for bicyclists and pedestrians are most likely to be implemented in between Riverside Drive and Barton Springs Road, as 2016 Mobility Bond funds have been identified to build this segment out to reflect the ultimate corridor vision. When additional funding becomes available, the goal is to implement the South Lamar Boulevard Corridor Mobility Plan vision throughout the entire corridor.</p> <p>Pedestrian crossings exist at Treadwell Street and Barton Springs Road (approximately .2 and .3 miles respectively from Uchi). Given the close proximity of these existing crossings, an additional pedestrian crossing was not proposed in the vicinity of Juliet Street.</p> <p>See response to comment in row 25. (RR Crossing)</p> <p>Bicycle improvements from the proposed railroad crossing to Nicholas Dawson Neighborhood Park are not earmarked for funding through the 2016 Mobility Bond. However, the Corridor Program Office is exploring partnership and leveraging opportunities to enhance off-corridor bicycle and pedestrian connections.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p>



				We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.
36	October 1, 2018	Open House Comment Card	Site Plan Comment/Inquiry [REDACTED] [REDACTED] [REDACTED] -> owner gave email to Bryan	Comment noted.
37	October 1, 2018	Open House Comment Card	[REDACTED] Owner: [REDACTED] prefers exiting continuous center lane. To have sufficient left turn bay depth to accommodate left turn traffic, the bays must be long and almost continuous. [REDACTED]	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>Improving mobility and safety for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the Corridor Construction Program. The planned improvements for South Lamar Boulevard include access management tools that will help reduce potential points of conflict (where crashes occur) and improve traffic flow. Intermittent median islands at various locations and dedicated left-hand turn lanes will help reduce crashes and resulting traffic congestion by defining where left-hand turns take place. There will be breaks in between the medians to allow access to businesses and neighborhoods along the roadway.</p> <p>Where medians with dedicated left-hand turn lanes would be implemented, the storage length (space needed for cars to wait until they can complete their turn) will be designed to meet anticipated 2035 traffic volumes.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>

38	October 9, 2018	Online Comment Card	<p>YES! We need U-turn / roundabouts in at least three places along the corridor so that people can get to businesses on both sides of the road. Today and future, there will be too much traffic to allow left turns. This isn't going to work.</p> <p>Time the traffic lights!!! City is getting a failing grade on traffic light management on Lamar. I should be able to drive from Ben White to 5th street hitting only ONE red light max. It is UNACCEPTABLE to wait multiple cycles of the light to get through a given intersection. To accomplish this goal green lights need to be LONG. About 5 minutes long. This is a big change in philosophy that will benefit cars, buses and bikes alike. To get traffic moving, we have to stop timing the lights like stop signs.</p>	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>Austin City Council's Contract With Voters states that 2016 Mobility Bond-funded improvements should come from corridor plans, including the one for South Lamar Boulevard. It also states that the improvements should make allowances for the preservation of local businesses on the corridor and to use existing ROW as much as possible.</p> <p>Roundabouts on South Lamar Boulevard were not in the Corridor Mobility Plan and would likely not be possible to construct given right-of-way constraints. Designing improvements within the existing right-of-way is a challenge and we are currently determining how much right-of-way would be needed to implement the Corridor Mobility Plan vision.</p> <p>See response to comment in row 37 (medians).</p> <p>The 2016 Mobility Bond will fund improvements to up to 15 traffic signals along South Lamar Boulevard. These signals will include enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019</p>
39	October 12, 2018	Online Comment Card	Please add dedicated bus lanes!	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p>

				<p>The Corridor Program Office is coordinating with Capital Metro to implement improvements that will enhance transit. These include:</p> <ul style="list-style-type: none"> <li>• Up to 15 traffic signal improvements with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety</li> <li>• Transit queue jumps with dedicated transit priority lanes along northbound South Lamar at Manchaca Rd., Lightsey Rd., Bluebonnet Ln., Oltorf St. and Barton Springs Rd. These improvements allow busses to proceed through traffic signals at intersections where there is a dedicated or proposed right-turn-only lane.</li> </ul> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
40	October 1, 2018	Open House Comment Card	<p>When construction occurs, biking is the only way to get downtown or to get around?</p> <p>Del Curto down to river - entry and exit - can get to Mary.</p>	<p>Comment noted.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>While construction of improvements will impact travel along South Lamar Boulevard, all modes (bicycle, pedestrian, transit and vehicular) will still be able to utilize the corridor. Efforts will be made to minimize disruptions, and travel impacts will be communicated to the traveling public, as well as corridor businesses and neighborhoods.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p>

				We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.
41	October 1, 2018	Open House Comment Card	<p>Medians can cause more jaywalking - what are we doing about this?</p> <p>More PHBs cause people to park across businesses in neighborhoods and walk across - what are we doing about this?</p>	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The purpose of the improvements is to enhance mobility, safety, and connectivity for all users—whether you drive, bike, walk, or take transit.</p> <p>See response to comment in row 37 (medians).</p> <p>Pedestrians will benefit from safer crossings, as up to four new Pedestrian Hybrid Beacons are being evaluated for construction. While we cannot prevent people from crossing illegally, these improvements would reduce the distance that pedestrians would need to travel to get to a signalized crossing.</p> <p>The City of Austin's Corridor Program Office and Austin Transportation Department's Parking Enterprise Division will work with corridor residents that are concerned about parking in their neighborhoods.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
42	October 1, 2018	Open House	<p>1. More protected bike lanes - continuous pls.</p> <p>2. Mary st roundabout about will be</p>	Comment noted.

		Comment Card	<p>congested b/c of train track when train crosses</p> <p>3. Bike crossing @ Treadwell not helpful for Becker elem families</p> <p>4. Pls. prioritize PHB @ Post - very dangerous!</p>	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>See response to comment in row 9 (2016 Mobility Bond-funded improvements).</p> <p>See response to comment in row 13 (Roundabouts).</p> <p>See response to comment in row 25. (RR Crossing)</p> <p>All new proposed Pedestrian Hybrid Beacons (PHBs), including the one at Post Apartments, will be evaluated using the following criteria:</p> <ul style="list-style-type: none"> <li>• The difficulty for a pedestrian to cross the road.</li> <li>• Pedestrian needs, desires and safety history for crossing at that location.</li> <li>• Environmental and community issues at that location – whether a PHB is recommended as part of an adopted neighborhood, corridor or master plan or is within an Imagine Austin Center, whether the location is part of an existing or desired school route or whether it is within an Environmental Justice area.</li> </ul> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
43	October 2, 2018	Email	<p>Dear Frances and Fernando,</p> <p>I attended your S. Lamar Corridor</p>	<p>Oct. 11, 2018 Email Response to Stakeholder:</p> <p>██████████,</p>

			<p>on Monday night. Thanks for the presentation.</p> <p>I live in the 6 story condo building named "Bridges on the Park". My address is [REDACTED]. This [REDACTED]. This condo also has some retail stores fronting S. Lamar across from Zach Theater. Please note the drawing below.</p> <p>I would like you to send me a picture of the "plan" drawing on S. Lamar Corridor from Riverside to a block or two south of Barton Springs where the "plan" reduces to the existing right-of-way. The "plan" shows the increase in road right-of-way and the addition of bike lanes on both sides separated from the vehicle lanes by elevated landscaped dividers. I can not find a good drawing of this section like the one presented at your presentation. I believe it is better than the drawing presented on your website in the 2016 drawings.</p>	<p>I tried to give a call to clarify exactly which map you were referring to.</p> <p>Below are the current maps on our website: <a href="http://www.austintexas.gov/southlamar">www.austintexas.gov/southlamar</a></p> <p>Here is a grab from the GIS map:</p> <p>Here is the southernmost part of the corridor. I hope this helps!</p>
44	October 12, 2018	Email	<p>Follow up Email [REDACTED] (10/12/18):</p> <p>Frances,</p> <p>Thanks again for your help and patience. I still need your help.</p>	<p>Oct. 12, 2018 Email Response to Stakeholder:</p> <p>You will see it best if you click on the link: <a href="http://austin.maps.arcgis.com/apps/MapTools/index.html?appid=b9bdc4dfcfc244a691f22aebb0f09f61">http://austin.maps.arcgis.com/apps/MapTools/index.html?appid=b9bdc4dfcfc244a691f22aebb0f09f61</a></p> <p>You have to zoom out to see all of those intersections to take a screen</p>

			The map I would like is of +/- 0.3 miles of S. Lamar that includes the intersections S. Lamar with Riverside, Toomey, Butler and Barton Springs.	shot, but using the interactive map, you should be able to move up and down the corridor.
45	October 7, 2018	Email	<p>Hi Jessica,</p> <p>I was the student who stopped by the South Lamar open house the other day. Thanks again for showing me around the displays! I have a few questions for you regarding the project.</p> <ul style="list-style-type: none"> <li>• I'm wondering if the grass areas (green medians and areas next to the sidewalk) are planned to be built as green infrastructure (with plantings that can collect water runoff as opposed to where water might pool). Do you know if the landscaping plans have been arranged or discussed at this stage, and if the city has expressed interest in that?</li> <li>• Also, I'm wondering why some protected bike lanes disappear (and become normal bike lanes) after crossing intersections. For example, this occurs just after crossing northbound at Oltorf (the intersection we're looking at in our class).</li> </ul> <p>I appreciate your feedback or</p>	<p>Oct. 11, 2018 Email Response to Stakeholder:</p> <p>Hi Olivia, thanks for your patience as I pulled together some information.</p> <p>The intersections receiving improvements along South Lamar Boulevard (including Oltorf Street) will be fully built out to accommodate the Enhanced Multimodal Improvements envisioned in the Corridor Mobility Plan. This includes protected bike lanes at the intersections. Ultimately, when funding becomes available to implement the Enhanced Multimodal Improvements throughout the entire corridor, we can tie the protected bike lanes at the intersection into protected bike lanes on either side of it. In the interim however; intersections are where cyclists are at most risk so a protected intersection provides the most benefit to a cyclist.</p> <p>Presently, 2016 Mobility Bond funding will be used to design and construct Corridor-wide Mobility Improvements along the length of the corridor, as well as Enhanced Multimodal Improvements along the segment between Riverside Drive and Barton Springs Road. The Corridor Program Office will continue to seek funding to implement the Enhanced Multimodal Improvements along the lengths of all nine corridors, including South Lamar. More information about these types of improvements is on display board #24 from the open house, in case you are interested.</p> <p>Regarding landscaping, the specific design plans for green medians and areas next to the sidewalk have not been determined yet. However, we don't currently have funding to implement green infrastructure on the corridor. It's possible that partnerships or grant opportunities could be identified, but it's not budgeted through the 2016 Mobility Bond.</p>

			<p>pointing me to someone who deals directly with these planning questions.</p> <p>Thanks! Olivia</p> <p>Follow up response (10/16/18):</p> <p>Hi Jessica, Thanks so much for that detailed response!</p> <ul style="list-style-type: none"> <li>• Please correct me if I'm wrong - it seems like the ultimate goal is fully protected bike lanes, but for now, the priorities are particular intersections, is that correct?</li> <li>• Also, that makes sense about the stormwater/ green infrastructure points.</li> </ul> <p>I do have one more question. This evening, there is a workshop for businesses along the corridor. Is there a place we could look out for a brief summary of the event in the next couple weeks?</p> <p>Thank you again for providing a thorough response! Olivia</p>	<p>In order to implement green infrastructure in the medians, it would be necessary to adjust the cross slope of the road to drain to the center, which would be very costly. If you are interested, the City of Austin's Watershed Protection Department has a Green Infrastructure Working Group: <a href="http://www.austintexas.gov/page/green-infrastructure-working-group">http://www.austintexas.gov/page/green-infrastructure-working-group</a></p> <p>Additionally, the long-term vision for the corridor is to implement the Enhanced Multimodal Improvements, and the areas along the sidewalk/shared use paths could ultimately be space that would be used to implement protected bike lanes or shared use paths. That would mean any green infrastructure that gets put in could ultimately get removed.</p> <p>I hope this information was helpful! Please let me know if you have other questions.</p> <p>Best, Jessica</p>
46	October 16, 2018	Email	<p>From: [REDACTED] &gt;</p> <p>Sent: Tuesday, October 16, 2018 6:25 PM</p>	<p>Oct. 19, 2018 Email Response to Stakeholder:</p> <p>Hi Olivia, my apologies for the Friday late afternoon response.</p> <p>The Enhanced Multimodal Improvements on S. Lamar (ultimate vision</p>



			<p>To: Engelhardt, Jessica &lt;Jessica.Engelhardt@austintexas.gov&gt; Subject: Re: South Lamar Boulevard followup</p> <p>Hi Jessica,</p> <p>Thanks so much for that detailed response!</p> <ul style="list-style-type: none"> <li>• Please correct me if I'm wrong - it seems like the ultimate goal is fully protected bike lanes, but for now, the priorities are particular intersections, is that correct?</li> <li>• Also, that makes sense about the stormwater/ green infrastructure points.</li> </ul> <p>I do have one more question. This evening, there is a workshop for businesses along the corridor. Is there a place we could look out for a brief summary of the event in the next couple weeks?</p> <p>Thank you again for providing a thorough response! Olivia</p>	<p>for the corridor per the Corridor Mobility Plan) would include a bike lane behind the curb for the length of the corridor. And yes, protected bike lanes at particular intersections will be constructed in the near term with 2016 Mobility Bond funding, as would the stretch of South Lamar Boulevard between Riverside Drive and Barton Springs Road.</p> <p>Regarding the workshops for businesses that were held on Tuesday, October 16, 2018, I would be happy to send you those notes once we've got them compiled. The purpose of the workshops was to start a conversation with corridor businesses about how the City of Austin can help support them during construction. Even though the bulk of construction isn't anticipated until 2021-2024, we know that it will be disruptive and we want to start thinking now about ways we can minimize that, and how best to communicate with them going forward.</p> <p>I hope this information was helpful.</p> <p>Best, Jessica</p>
47	October 3, 2018	Email	<p>Bryan—I attended the South Lamar corridor plan open house Monday night and noted that the property where my business is the primary tenant, [REDACTED], was whited out. When I asked why that</p>	<p>Oct. 3, 2018 Email Response to Stakeholder:</p> <p>From: [REDACTED], Bryan Sent: Wednesday, October 3, 2018 1:59 PM To: [REDACTED] Cc: Jordan, Frances &lt;Frances.Jordan@austintexas.gov&gt; Subject: RE: 517 S Lamar site plan</p>

			<p>was I was told that the property owner had submitted some type of site plan for the property, and I was curious if that information is available to the public.</p> <p>The woman I was speaking with suggested that I contact you to find that information. Please let me know if there is some way to search the COA data base, or another means of finding that information.</p> <p>Thank you, Hill</p>	<p>Good afternoon,</p> <p>Currently, the only active permits for [REDACTED] are for commercial interior remodeling work. I believe that [REDACTED] was highlighted due to an older approved site plan for the Eberly off-site parking and was included for internal coordination purposes.</p> <p>You can track site plan and permit information at <a href="http://www.austintexas.gov/gis/propertyprofile/">http://www.austintexas.gov/gis/propertyprofile/</a>, searching either by “layers” and then selecting “review cases” and “permits”, or searching by property address.</p> <p>I hope this helps to clarify but please feel free to let me or Frances, copied here, know if you have any additional questions regarding the corridor.</p> <p>Thank you,</p> <p>Bryan Golden, CNUa Urban Designer, Leveraging and Partnerships Corridor Program Office   City of Austin (o) 512-974-2426 <a href="http://www.AustinTexas.gov/CorridorOffice">www.AustinTexas.gov/CorridorOffice</a></p>
48	October 1, 2018	Open House Comment Card	<p>I live in Barton Hills neighborhood and am in extreme favor of protected left-turn lanes along Lamar. The current head-to-head configuration is unsafe and easily changable, even if it requires cars to drive slightly passed the business they are driving to and go through a protected u-turn to get back to the business driveway. This configuration is managed successfully along Brodie Lane.</p>	<p>Comment noted.</p>

			Cars exiting businesses turning left currently must navigate through a bike lane, two car lanes and an unprotected turn lane with cars traveling both directions before they merge into the traffic. This is a situation custom-made for accidents and is easily resolved with smart, well-thought out protected turn lanes. Thank you!	
49	October 1, 2018	Open House Comment Card	Re: protected left turn signal at northbound Lamar onto Westbound Barton Skyway. That light needs attention to timing and consistency. Too few cars can get through during rush hours, and sometimes no protected left turn signal comes on.	<p>Comment noted.</p> <p>The 2016 Mobility Bond will fund improvements to up to 15 traffic signals along South Lamar Boulevard, including the one at Barton Skyway. These signals will include enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety.</p>
50	October 3, 2018	Online Contact Form	<p>There are three things that I would like ADT to consider as they're developing this project--</p> <ol style="list-style-type: none"> <li>1. A diagonal bicycle crossing from the northeast corner of Riverside and Lamar, starting from the south end of the Pfluger Ped bridge, that will take a cyclist to the northwest corner of that intersection. This would be ideal once the bike lanes are constructed on both sides of Lamar between Riverside and Barton Springs road.</li> <li>2. Eliminate the left turn that currently exists for north bound S. Lamar traffic to turn onto Kinney</li> </ol>	<p>Comment noted.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The intersection of Riverside Drive and S. Lamar Boulevard is a high-traffic area for vehicles, pedestrians and cyclists. Individuals using all modes of travel should proceed with caution when crossing South Lamar Boulevard at this location (in particular) for safety reasons. This intersection will be improved with an upgraded traffic signal and enhanced multi-modal facilities, however, a diagonal bicycle crossing was not considered because it would not conform with the City of Austin's Transportation Criteria Manual or the Texas Manual on Uniform Traffic Control Devices.</p> <p>As part of Preliminary Engineering, traffic data is being gathered to determine the traffic flow on South Lamar Boulevard and an Access Management Plan will be developed with recommendations for where</p>

			<p>Ave. This is a heavily used shortcut during morning rush hour, and it creates a line of fast moving traffic through the Zilker neighborhood between 7am and 9:30am Mon-Fri.</p> <p>3. Examine the hybrid pedestrian crossing that is just south of Oltorf, and how it makes it difficult for west bound Oltorf traffic to turn south on Lamar. Is there some way to synch the light and the ped beacon so that the ped beacon isn't backing up traffic just as the Oltorf light goes green? It can sometimes take 3 light cycles to get through that intersection if one is turning south on Lamar. I don't need to be contacted unless someone wishes to discuss these thoughts further. Thanks</p>	<p>medians and openings should be located throughout the corridor to better manage operations and safety. The Kinney Avenue intersection with South Lamar Boulevard is being analyzed as part of this process.</p> <p>The traffic signal at Oltorf Street will be upgraded with enhanced technology to promote vehicular and transit efficiency, and pedestrian and bicyclist safety. Additionally, the Pedestrian Hybrid Beacon south of Oltorf Street is recommended for modifications. This comment has been shared with the technical team and will be analyzed as part of Preliminary Engineering.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019.</p>
51	October 1, 2018	Open House Comment Card	<p>@ Kinney - make it a SB Rt only (No left) from Lamar to Kinney and from Kinney to Lamar How? 1. Extend Median Island 2. Make SB a RT only</p> <p>Can PHB be coordinated with W. Oltorf Signal?</p>	See response to comment in row 50.
52	October 1, 2018	Open House Comment Card	<p>1. At all hours of day and night , people cross S. Lamar on foot, many times standing in "chicken" lane while traffic goes by 35-50 + mph. If the medians that are</p>	<p>Comment noted.</p> <p>Improving mobility and safety for all travel modes (bikes, pedestrians, vehicles and transit) are goals of the Corridor Construction Program.</p>

		<p>proposed happen sooner than later as an "area of refuge," that would be great. This is a big safety problem on this corridor.</p> <p>2. Left turns should be limited to the "major" intersections and include protected U-turns. Left turns are the most common causes of car wrecks on S. Lamar.</p> <p>3. Traffic signal at Collier + S. Lamar. This is a common route/intersection for fire engine on Kinney + Collier.</p> <p>4. If the proposed medians are delayed, a pedestrian hybrid beacon or traffic signal at either Westrock or West Oak would be beneficial for all of the pedestrians crossing to go to Broken Spoke + other adjacent bars and restaurants. There have been fatalities at this spot with intoxicated people trying to make it across. Speeds are much higher on this section of Lamar.</p> <p>5. Protected bike lanes, especially with the new dockless scooters.</p>	<p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined.</p> <p>As part of Preliminary Engineering, traffic data is being gathered to determine the traffic flow on South Lamar Boulevard and an Access Management Plan will be developed with recommendations for where medians and openings should be located throughout the corridor.</p> <p>See response to comment in row 37 (medians).</p> <p>A new traffic signal is proposed at Collier Street.</p> <p>Pedestrians will benefit from safer crossings, as up to four new Pedestrian Hybrid Beacons (including one in the vicinity of West Oak Dr.) are being evaluated for construction. While we cannot prevent people from crossing illegally, these improvements would reduce the distance that pedestrians would need to travel to get to a signalized crossing.</p> <p>See response to comment in row 9 (2016 Mobility Bond-funded improvements).</p> <p>Austin Transportation is currently developing a location-specific active transportation ordinance, including safe and reasonable riding speeds and locations for all dockless scooter users. Austin Transportation anticipates bringing a Safe Riding Ordinance to the City Council for consideration in early 2019. More information about dockless mobility is available at <a href="http://www.austintexas.gov/docklessmobility">http://www.austintexas.gov/docklessmobility</a>.</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019. The bulk of construction is anticipated to occur between 2021-2024.</p>
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53	October 1, 2018	Open House Comment Card	<p>Bikes separated by landscape buffers are not expected and cause safety.</p> <p>Design conditions uphill + downhill increase visibility of bikes.</p> <p>Paint for lanes is poor.</p> <p>Add median @ La Casa.</p>	<p>Comment noted.</p> <p>The roll plot shown at the open house represents a conceptual translation of the improvements from the South Lamar Boulevard Corridor Mobility Plan.</p> <p>The Corridor Program Office is conducting additional analyses and surveys as part of the Preliminary Engineering phase of work that is currently underway to better understand right-of-way, topography, and traffic conditions in the corridor. Your comment will be shared with the technical team as the improvements are further refined. Proposed improvements would include pavement rehabilitation (including striping) for the length of the corridor between US 290 and Riverside Drive.</p> <p>As part of Preliminary Engineering, traffic data is being gathered to determine the traffic flow on South Lamar Boulevard and an Access Management Plan will be developed with recommendations for where medians and openings should be located throughout the corridor.</p> <p>See response to comment in row 37 (medians).</p> <p>We expect to return to the community with updated roll plots and information about design refinements after the Preliminary Engineering work is complete, anticipated in Spring 2019. The bulk of construction is anticipated to occur between 2021-2024.</p>
54	October 4, 2018	Letter	<p>No more bike lines!!! Don't change middle turn line. It works very well as is!! Just Pave it! Broken Spoke 54 year in business.</p>	<p>Comment noted.</p>

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## Appendix

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## I. Notices

### Mailing

The Corridor Program Office mailed 4,992 letters in English and Spanish to property owners along the corridor using addresses based on Travis Central Appraisal District information:



**CORRIDOR  
MOBILITY  
PROGRAM**



**September 14, 2018**

Dear Property Owner or Tenant,

The City of Austin Corridor Program Office and Austin Transportation Department invite you to attend a public open house to learn about and provide feedback on mobility, safety and connectivity improvements coming to South Lamar Boulevard between Riverside Drive and US 290. Our information indicates that you own or occupy one or more properties or businesses adjacent to South Lamar Boulevard. At the open house, the City will provide information 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 Monday, Oct. 1 from 4:30–7:30 p.m. at Town Lake Center (721 Barton Springs Road, Austin, TX 78704)**

No formal presentation is planned, and you are welcome to come and go at your convenience.

The improvements are part of the Corridor Construction Program, which is funded in part by the 2016 Mobility Bond. The design phase of the Corridor Construction Program is currently underway and could last 12 to 36 months, depending on the project. We do not have a construction schedule at this time; however, we are reaching out to make sure you are aware of the Corridor Construction Program and ask that you join us at the open house.

**About the Corridor Construction Program**

Austin City Council adopted the Corridor Construction Program in April 2018. It includes improvements to nine important Austin roadways, including South Lamar Boulevard.

Prioritized improvements include intersections, traffic signals, sidewalks, bicycle facilities, pavement and transit-supportive improvements.

Details of the Corridor Construction Program, including the complete list of improvements for each of the nine corridors, is available at [AustinTexas.gov/CorridorMobility](http://AustinTexas.gov/CorridorMobility).


If you have any questions or plan to attend and would like to request translation services or other accommodations, please contact me at [Frances.Jordan@austintexas.gov](mailto:Frances.Jordan@austintexas.gov) or call 512-974-7754.

Respectfully,

Frances Leigh Jordan  
City of Austin Corridor Program Office

- 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
- Appelez Austin 3-1-1 pour plus d'informations

- 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, ઓસ્ટિન-ને 3-1-1 કોલ કરો



Your All Day, Any Day, Info Center™

512.974.7840  
[corridors@austintexas.gov](mailto:corridors@austintexas.gov)

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





#### 14 de Septiembre 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 South Lamar Boulevard entre Riverside Drive y US 290. Nuestra información indica que usted es dueño/a u ocupa una o más propiedades o negocios adyacentes a South Lamar Boulevard. 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 Lunes 1 de Octubre de 4:30 pm a 7:30 pm en Town Lake Center (721 Barton Springs Rd, Austin, TX 78704)**

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 South Lamar Boulevard.

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



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

512.974.7840  
[corridors@austintexas.gov](mailto:corridors@austintexas.gov)

### e-Newsletters

7,800 stakeholders, including elected officials representing the South Lamar Boulevard corridor area, received an open house announcement in the 2016 Mobility Bond e-newsletter. The announcement was also included in the Austin Transportation Department e-newsletter.

*2016 Mobility Bond e-Newsletter:*

## YOU'RE INVITED TO CORRIDOR OPEN HOUSES FOR DESIGN OF IMPROVEMENTS ON SOUTH LAMAR BLVD, E. MLK JR./FM 969



The Corridor Program Office and Austin Transportation invite the community to learn about mobility, safety and connectivity improvements currently in design for [South Lamar Boulevard](#) and [E. Martin Luther King Jr. Boulevard/FM 969](#) at open house meetings next month.

The [2016 Mobility Bond dedicates \\$482 million to corridor improvements](#). As part of that funding, the City of Austin is designing and constructing improvements on nine key Austin corridors, including South Lamar Boulevard and E. Martin Luther King Jr. Boulevard/FM 969, as part of the [Corridor Construction Program](#).

The meetings are open house format, so join us anytime. Staff members will be on-hand to answer questions and take feedback.

**South Lamar Boulevard** (*Riverside Drive to US 290*)

Monday, Oct. 1, 2018

4:30-7:30 p.m. (*stop by anytime!*)

Town Lake Center, [721 Barton Springs Rd, Austin, TX 78704](#)

**E. Martin Luther King Jr. Boulevard/FM 969** (*US 183 to Decker Lane*)

Tuesday, Oct. 9, 2018

4:30-7:30 p.m. (*stop by anytime!*)

St. James Episcopal Church, [1941 Webberville Rd, Austin, TX 78721](#)

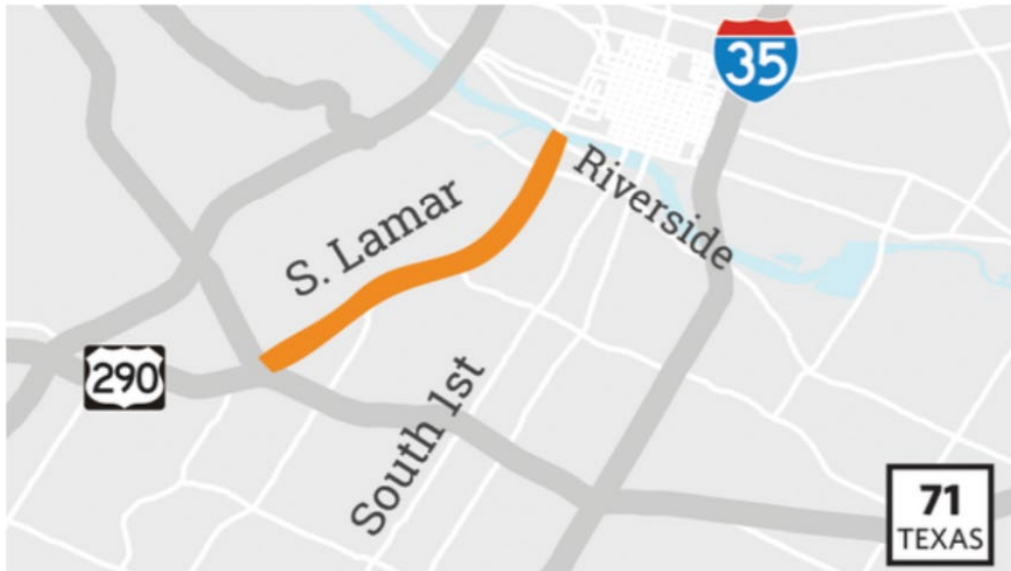
Information about improvements currently in design for [Burnet Road](#) and [Airport Boulevard](#) are available online. The City is collecting public comments through Friday, Sept. 21 on Burnet Road and Sunday, Sept. 30 on Airport Boulevard.

You may also view improvements for [East Riverside Drive](#), [William Cannon Drive](#) and [Slaughter Lane](#).

Open house meetings for North Lamar Boulevard and Guadalupe Street will also be hosted in this fall. Meeting details are still being confirmed. [Sign up to receive updates](#).

**LEARN MORE**

*Austin Mobility News (Austin Transportation Department e-newsletter):*



The City of Austin's Corridor Program Office and Transportation Department are working to improve mobility, safety, and connectivity along South Lamar Boulevard between Riverside Drive and US 290 as part of the Corridor Mobility Program. The South Lamar Boulevard 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:** Monday, Oct. 1 (today!)
- **Time:** 4:30-7:30 p.m.
- **Place:** Town Lake Center ([721 Barton Springs Rd, Austin, TX 78704](https://www.austintexas.gov/721-Barton-Springs-Rd-Austin-TX-78704))

At this meeting, you can learn more about preliminary engineering work along the roadway, current corridor conditions and what's planned for construction on South Lamar. 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/SouthLamar](https://www.austintexas.gov/SouthLamar).



## E-mail/E-Blasts

568 South Lamar Boulevard stakeholders received three e-blasts regarding the South Lamar Boulevard open house.

*First e-blast sent on September 21, 2018:*



### JOIN US AT A COMMUNITY OPEN HOUSE FOR THE DESIGN OF SOUTH LAMAR BOULEVARD MOBILITY IMPROVEMENTS

The City of Austin Corridor Program Office and Austin Transportation invite you to attend an open house to learn about mobility, safety and connectivity improvements planned for South Lamar Boulevard between Riverside Drive and US 290. The improvements are being funded by the 2016 Mobility Bond as part of the Corridor Construction Program.

#### South Lamar Boulevard Corridor Open House

Monday, October 1, 2018

4:30 p.m to 7:30 p.m. (stop by anytime)

Town Lake Center

721 Barton Springs Rd, Austin, TX 78704

We encourage you to stop by and meet the South Lamar Boulevard team members, view our planned improvements 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 AustinTexas.gov/SouthLamar 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 South Lamar Boulevard in the City of Austin Corridor Program Office at Frances.Jordan@austintexas.gov or 512-974-7754 five days prior to the meeting. All materials will be available in English with some materials available in Spanish.*

*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 South Lamar Boulevard.

Reminder e-blast sent on September 28, 2018:



## REMINDER: JOIN US AT A COMMUNITY OPEN HOUSE FOR THE DESIGN OF SOUTH LAMAR BOULEVARD 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 [South Lamar Boulevard between Riverside Drive and US 290](#). The improvements are being funded by the [2016 Mobility Bond](#) as part of the [Corridor Construction Program](#).

### South Lamar Boulevard Corridor Open House

Monday, October 1, 2018

4:30 p.m to 7:30 p.m. (stop by anytime)

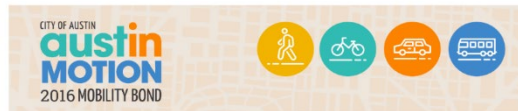
Town Lake Center

[721 Barton Springs Rd, Austin, TX 78704](#)

We encourage you to stop by and meet the South Lamar Boulevard team members, view our planned improvements 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 [AustinTexas.gov/SouthLamar](http://AustinTexas.gov/SouthLamar) for anyone who may not be able to attend in person.

Follow up e-blast sent on October 4, 2018:



## THANK YOU FOR ATTENDING THE OPEN HOUSE; THERE'S STILL TIME TO GIVE FEEDBACK!

The City of Austin Corridor Program Office and Austin Transportation are seeking feedback on mobility, safety and connectivity improvements to be constructed on [South Lamar Boulevard between Riverside Drive and US 290](#). These improvements are currently in design.

On Monday, Oct. 1, we hosted an open house meeting from 4:30 p.m. to 7 p.m. at Town Lake Center, 721 Barton Springs Road. At the meeting, we provided information about planned improvements for South Lamar Boulevard and received 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 the 2016 Mobility Bond, [click here](#).

*Please Note: The official comment period for the open house meeting ends on Tuesday, Oct. 16, 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.*

### 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 South Lamar Boulevard.

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 [AustinTexas.gov/CorridorMobility](#).

Visit our [What's New webpage](#) to see news and upcoming events related to 2016 Mobility Bond projects.

[Follow on Twitter](#)   [Friend on Facebook](#)   [Follow on Instagram](#)

*Copyright © 2018 City of Austin, Texas, All rights reserved.*

You are receiving this email because you have expressed interest in City of Austin transportation news, Mobility Talks, the 2016 Mobility Bond, or related topics.

### Our mailing address is:

City of Austin, Texas  
PO Box 1088  
Austin, TX 78767  
[Add us to your address book](#)

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).

### **Webpage**

Open house announcements were made on the South Lamar Corridor webpage ([www.AustinTexas.gov/SouthLamar](http://www.AustinTexas.gov/SouthLamar)) as well as the 2016 Mobility Bond website on the "What's New" page. ([www.AustinTexas.gov/WhatsNew](http://www.AustinTexas.gov/WhatsNew))

*South Lamar Corridor webpage:*

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# Corridor

Transportation and mobility improvements are coming to South Lamar Boulevard between Riverside Drive and US 290 as part of the [Corridor Construction Program](#), funded in part by the [2016 Mobility Bond](#).

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## Join us for our South Lamar Boulevard Open House!

The City of Austin invites you to attend an Open House to learn about mobility, safety and connectivity improvements coming to South Lamar Boulevard between Riverside Drive and US 290 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.

**Date:** Monday, October 1st, 2018

**Time:** 4:30 p.m. to 7:30 p.m.

**Location:** Town Lake Center ([721 Barton Springs Rd, Austin, TX 78704](#))

---



*What's New webpage:*

---

The meeting is an open house format, so join us anytime. More information about the FM 1626 Substandard Street Project can be found [here](#).

**Date:** Thursday, Sept. 27, 2018

**Time:** 5-7 p.m. (*stop by anytime!*)

**Location:** Manchaca United Methodist Church ([1011 Farm to Market 1626, Manchaca, TX 78652](#))

### **South Lamar Corridor: Open House**

The City of Austin invites you to attend an Open House to learn about mobility, safety and connectivity improvements coming to South Lamar Boulevard between Riverside Drive and US 290 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 South Lamar Boulevard corridor can be found [here](#).

**Date:** Monday, October 1, 2018

**Time:** 4:30-7:30 p.m. (*stop by anytime!*)

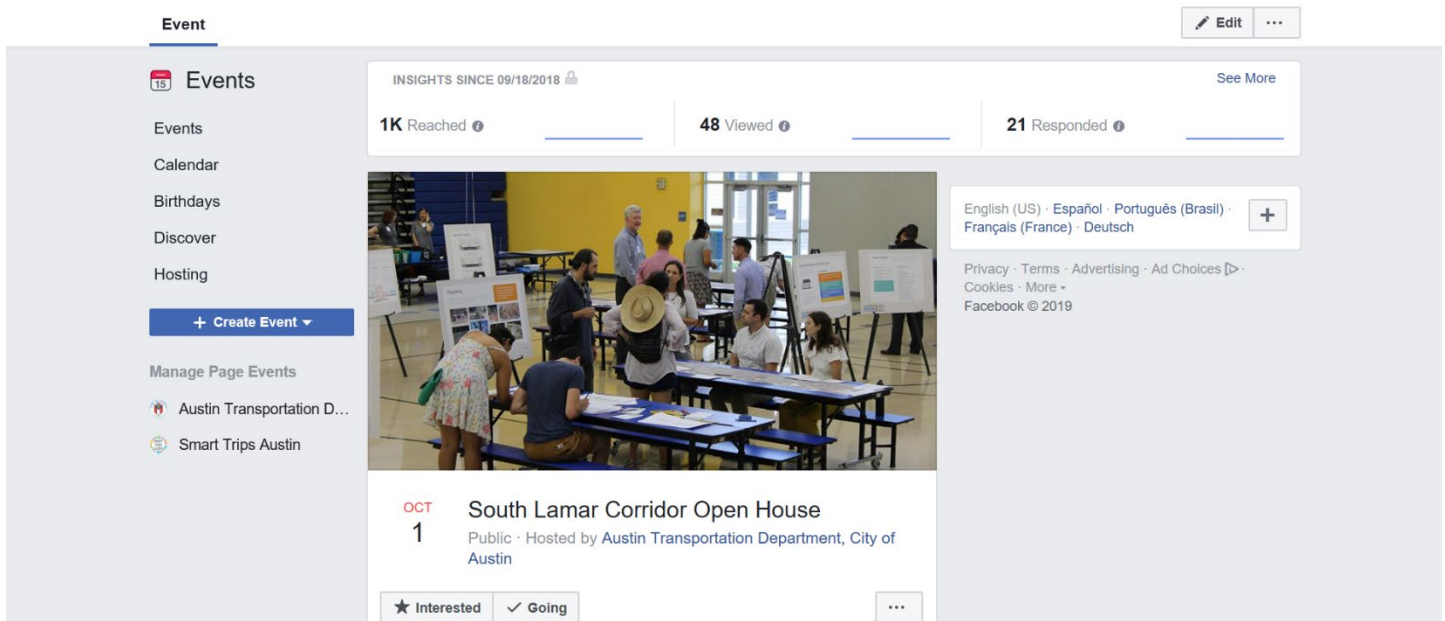
**Location:** Town Lake Center ([721 Barton Springs Rd, Austin, TX 78704](#))

### **E MLK Jr Blvd / FM 960 Corridor Open House**

## Social Media

Open house announcements were posted to both Facebook and Twitter.

*Facebook Event Page, posted on September 18, 2018:*



## Twitter Posts:





**Corridor Mobility Program @ATXcorridors · 1 Oct 2018**

TODAY! Don't forget we are hosting an Open House on South Lamar from 4:30 PM to 7:30 PM at Town Lake Center, 721 Barton Springs Rd, Austin, TX 78704 to talk about the improvements from the Corridor Construction Program [#joinus](#) [#atx](#) [#mobility](#)



**Corridor Mobility Program @ATXcorridors · 2 Oct 2018**

We had a great South Lamar Open House last night, if you missed it, check out this link: [data.austintexas.gov/stories/s/Sout...](https://data.austintexas.gov/stories/s/SouthLamarBoulevardCorridor) you can find boards, materials and an opportunity to provide feedback. [#atx](#) [#mobility](#)



**South Lamar Boulevard**

Landing page for the South Lamar Boulevard corridor.

[data.austintexas.gov](https://data.austintexas.gov)



**Corridor Mobility Program** @ATXcorridors · 11 Oct 2018

We're taking feedback about #SouthLamar till the 16th. Check out [austintexas.gov/southlamar](https://austintexas.gov/southlamar) to review improvements, boards and materials from the Open House and to provide feedback. #atx #mobility





## Flyers

A two-sided, English and Spanish-language flyer was dropped off at public libraries and recreation centers in and near the South Lamar Boulevard Corridor. Locations included:

- Twin Oaks Branch
- Austin Central Library
- Austin History Center
- South Austin Recreation Center
- McBeth Recreation Center

## SOUTH LAMAR BOULEVARD CORRIDOR PUBLIC OPEN HOUSE



**Monday, October 1**  
Bring your family!

**4:30pm - 7:30p**  
Stop by anytime!

**Town Lake Center**  
721 Barton Springs Rd, Austin, TX 78704

Mobility, safety and connectivity improvements are coming to South Lamar Boulevard between Riverside Drive and US 290. The design phase of work is underway and we're refining improvements.

### COME TO THE OPEN HOUSE TO:

- Explore exhibits
- Learn about improvements
- Chat with project team members
- Provide feedback



### CONTACT US

**WEBSITE:** [AUSTINTEXAS.GOV/SOUTHLAMAR](http://AUSTINTEXAS.GOV/SOUTHLAMAR)

**EMAIL:** [CORRIDORS@AUSTINTEXAS.GOV](mailto:CORRIDORS@AUSTINTEXAS.GOV)

**PHONE:** 512-974-7754 OR AUSTIN 3-1-1

 @ATXCORRIDORS

 @AUSTINTEXASGOV

 /ATXTRANSPORTATION



### LANGUAGE OR OTHER ACCOMMODATIONS NEEDED?

- Spanish-language materials and speakers will be available at the meeting
- For resources in other languages or for other communication or accommodation needs, please contact Frances Jordan at [Frances.Jordan@AustinTexas.gov](mailto:Frances.Jordan@AustinTexas.gov) or call 512-974-7754
- Please notify us as soon as possible so we can make every reasonable effort to facilitate at your requests.

### Upcoming Public Open Houses:

**10/9**

E MLK JR BLVD.  
[AustinTexas.gov/EMLK](http://AustinTexas.gov/EMLK)

**TBD**

GUADALUPE ST.  
[AustinTexas.gov/GuadalupeStreet](http://AustinTexas.gov/GuadalupeStreet)

**austin 3-1-1**  
Your All Day, Any Day, Info Center™

## MEJORAS EN SOUTH LAMAR BOULEVARD REUNIÓN PÚBLICA

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



**1 de Octubre**  
¡Traiga su familia!

**4:30pm - 7:30pm**  
¡Venga a cualquier hora!

**Town Lake Center**  
721 Barton Springs Rd, Austin, TX 78704

Mejoras de movilidad, seguridad y conectividad llegarán a South Lamar Boulevard entre Riverside Drive y US 290. 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



### CONTÁCTENOS

**SITIO WEB:** [AUSTINTEXAS.GOV/SOUTHLAMAR](http://AUSTINTEXAS.GOV/SOUTHLAMAR)

**CORREO**

**ELECTRÓNICO:** [CORRIDORS@AUSTINTEXAS.GOV](mailto:CORRIDORS@AUSTINTEXAS.GOV)

**TELÉFONO:** 512-974-7754 OR AUSTIN 3-1-1

 @ATXCORRIDORS

 @AUSTINTEXASGOV

 /ATXTRANSPORTATION



### Oportunidades para participar en otras reuniones públicas:

**10/9**

E MLK JR BLVD.  
[AustinTexas.gov/EMLK](http://AustinTexas.gov/EMLK)

**TBD**

GUADALUPE ST.  
[AustinTexas.gov/GuadalupeStreet](http://AustinTexas.gov/GuadalupeStreet)

### ¿NECESITA TRADUCCIÓN U OTROS ARREGLOS?

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

**austin 3-1-1**  
Your All Day, Any Day, Info Center™

## Variable Message Signs

Variable message signs were placed at the intersections of South Lamar Boulevard and Oltorf Street, and South Lamar Boulevard and Barton Springs Road one week prior to the meeting.

Tuesday, October 2, 2018 at 7:59:35 AM Central Daylight Time

---

**Subject:** Re: VMS Signs - COA CPO  
**Date:** Monday, September 24, 2018 at 12:19:35 PM Central Daylight Time  
**From:** Zapata, Richard  
**To:** Jordan, Frances  
**Attachments:** image001.png, image002.png

Frances,

Would it be helpful to place another board for NB approach? Let me know and I can get it up today. Thanks!

Kind regards,  
Richard

Richard Zapata - Traffic Control Inspector  
 ROW Management  
 MBL-(512)-351-0170  
 Richard.Zapata@austintexas.gov

---

**From:** Jordan, Frances  
**Sent:** Monday, September 24, 2018 11:34:06 AM  
**To:** Zapata, Richard  
**Subject:** Re: VMS Signs - COA CPO

To face traffic as they go South, so the sign should be facing North.

Get [Outlook for Android](#)

---

**From:** Zapata, Richard  
**Sent:** Monday, September 24, 2018 11:24:44 AM  
**To:** Jordan, Frances  
**Subject:** Re: VMS Signs - COA CPO

Good morning Frances,

Ian deploying the message board now. What direction of travel would you like the message board to face on S Lamar Blvd?

Kind regards,  
Richard

Richard Zapata - Traffic Control Inspector  
 ROW Management  
 MBL-(512)-351-0170  
 Richard.Zapata@austintexas.gov

---

**From:** Jordan, Frances  
**Sent:** Thursday, September 20, 2018 3:28:38 PM  
**To:** Zapata, Richard  
**Subject:** VMS Signs - COA CPO

Page 1 of 3


Hello!

Our next Open House is on South Lamar Boulevard, and I was thinking on the corner of Oltorf and South Lamar or Barton Springs and South Lamar whichever is easiest.  
 Please let me know if the characters below don't work.

10/1 Public  
 Meeting  
 S Lamar  
 Corridor  
 Town  
 Lake Center  
 4:30-7:30PM

Thanks!

Frances L. Jordan, J.D.  
 Communications and Public Engagement  
 Corridor Program Office | City of Austin  
 (m) 512-974-7754  
[Austintexas.gov/CorridorMobility](http://Austintexas.gov/CorridorMobility)



**CORRIDOR**  
**MOBILITY**  
**PROGRAM**

**Phone calls**

Phone calls were made to key stakeholders, including neighborhood representatives, to remind them about the open house one week prior to the meeting.



## Notifications to Elected and Appointed Officials

Open house meeting announcements were sent via email to Austin City Council Members and City Board and Commissions. Follow-up phone calls were also placed to Council Member offices.

### *Email to Austin City Council Members:*

**From:** Trimble, Michael  
**Sent:** Friday, September 21, 2018 1:49 PM  
**To:** Mayor and Council Staff DL <[MACStaffDL@austintexas.gov](mailto:MACStaffDL@austintexas.gov)>  
**Subject:** Corridor Construction Program Open House Meeting Dates

Mayor and Council Members,

I sent you an email last month with upcoming public open house dates for the Corridor Construction Program, funded by the 2016 Mobility Bond. My staff has also been calling your offices and sending individual updates as meeting dates and locations are confirmed. However, I wanted to provide an email with all planned open houses across all of the Council Districts.

The next three open houses will occur on the following dates. We are still finalizing the date and location of the open house for the Guadalupe Street corridor. I will notify you when it is confirmed.

<b>South Lamar Blvd.</b>	Monday, Oct. 1	Town Lake Center, ( <a href="#">721 Barton Springs Rd, Austin, TX 78704</a> )	4:30 – 7:30pm
<b>East MLK Jr. Blvd/FM 969</b>	Tuesday, Oct. 9	St. James Episcopal Church ( <a href="#">1941 Webberville Rd, Austin, TX 78721</a> )	4:30 – 7:30pm
<b>North Lamar Blvd.</b>	Wednesday, Oct. 10	St. John's Episcopal Church ( <a href="#">11201 Parkfield Dr, Austin, TX 78758</a> )	4:30 – 7:30pm

Materials for each of the meetings will be posted online closer to the date of the open house. You may view materials from previous open houses for [East Riverside Drive](#), [Slaughter Lane](#), [William Cannon Drive](#), [Burnet Road](#) and [Airport Boulevard](#) via our website at [AustinTexas.gov/CorridorMobility](http://AustinTexas.gov/CorridorMobility).

As a reminder, the Corridor Program Office is hosting the first round of public meetings for improvements on the nine corridors included in the Corridor Construction Program. These public meetings are intended to provide information to the public, property owners, and businesses about the mobility, safety and connectivity improvements as well as preliminary engineering activities. We are also collecting input that will help refine the designs of the projects.

In addition to our public open houses, the Corridor Program Office is inviting business owners to take part in Corridor Construction Program workshops, specifically for businesses. These workshops will be hosted in partnership with the Austin Chamber of Commerce, and will provide an opportunity for business and property owners to learn more about the improvements coming to each corridor. We will also request their input in preparation for future construction. I've attached the invite that was recently sent to business owners along the corridors to this email, for reference.

The Corridor Program Office will be promoting these public meetings broadly, but we welcome you to share information with your constituents.

If you have any questions, please do hesitate to reach out to our Communications Manager, Sara Behunek, at (512) 974-7840.

**Mike Trimble, PfMP, CNU-A**  
Director, Corridor Program Office  
City of Austin  
512-974-3442  
[Mike.trimble@austintexas.gov](mailto:Mike.trimble@austintexas.gov)



*Email to City Boards and Commissions Liaisons:*

**From:** Jordan, Frances <[Frances.Jordan@austintexas.gov](mailto:Frances.Jordan@austintexas.gov)>  
**Sent:** Saturday, September 22, 2018 8:29 AM  
**To:** Smith, Emily <[emily.smith@austintexas.gov](mailto:emily.smith@austintexas.gov)>; Dierenfield, Laura <[Laura.Dierenfield@austintexas.gov](mailto:Laura.Dierenfield@austintexas.gov)>; Zamesnik, Katy <[Katy.Zamesnik@austintexas.gov](mailto:Katy.Zamesnik@austintexas.gov)>; Sanchez, Marion <[Marion.Sanchez@austintexas.gov](mailto:Marion.Sanchez@austintexas.gov)>; Hayes, Linda K <[lindak.hayes@austintexas.gov](mailto:lindak.hayes@austintexas.gov)>  
**Cc:** McClendon, Mandy <[Mandy.McClendon@austintexas.gov](mailto:Mandy.McClendon@austintexas.gov)>  
**Subject:** Update to our Open Houses

Boards and Commissions Liaisons,

I sent you an email last month with upcoming public open house dates for the Corridor Construction Program, funded by the 2016 Mobility Bond. I am now providing an update with confirmed open house dates for three additional corridors.

The next three open houses will occur on the following dates. We are still finalizing the date and location of the open house for the Guadalupe Street corridor. I will notify you when it is confirmed.

<b>South Lamar Blvd.</b>	Monday, Oct. 1	Town Lake Center, ( <a href="#">721 Barton Springs Rd, Austin, TX 78704</a> )	4:30 – 7:30pm
<b>East MLK Jr. Blvd/FM 969</b>	Tuesday, Oct. 9	St. James Episcopal Church ( <a href="#">1941 Webberville Rd, Austin, TX 78721</a> )	4:30 – 7:30pm
<b>North Lamar Blvd.</b>	Wednesday, October 10	St. John's Episcopal Church ( <a href="#">11201 Parkfield Dr, Austin, TX 78758</a> )	4:30 – 7:30pm

Materials for each of the meetings will be posted online closer to the date of the open house. You may view materials from previous open houses for [East Riverside Drive](#), [Slaughter Lane](#), [William Cannon Drive](#), [Burnet Road](#) and [Airport Boulevard](#) via our website at [AustinTexas.gov/CorridorMobility](http://AustinTexas.gov/CorridorMobility).

As a reminder, the Corridor Program Office is hosting the first round of public meetings for improvements on the nine corridors included in the Corridor Construction Program. These public meetings are intended to provide information to the public, property owners, and businesses about the mobility, safety and connectivity improvements as well as preliminary engineering activities. We are also collecting input that will help refine the designs of the projects.

In addition to our public open houses, the Corridor Program Office is inviting business owners to take part in Corridor Construction Program workshops, specifically for businesses. These workshops will be hosted in partnership with the Austin Chamber of Commerce, and will provide an opportunity for business and property owners to learn more about the improvements coming to each corridor. We will also request their input in preparation for future construction.

The Corridor Program Office will be promoting these public meetings broadly, but we welcome you to share this information with your Board and Commission.

If you have any questions, please do hesitate to reach out to our Communications Manager, Sara Behunek, at (512) 974-7840

Frances L. Jordan, J.D.  
 Communications and Public Engagement  
 Corridor Program Office | City of Austin  
 (m) 512-974-7754

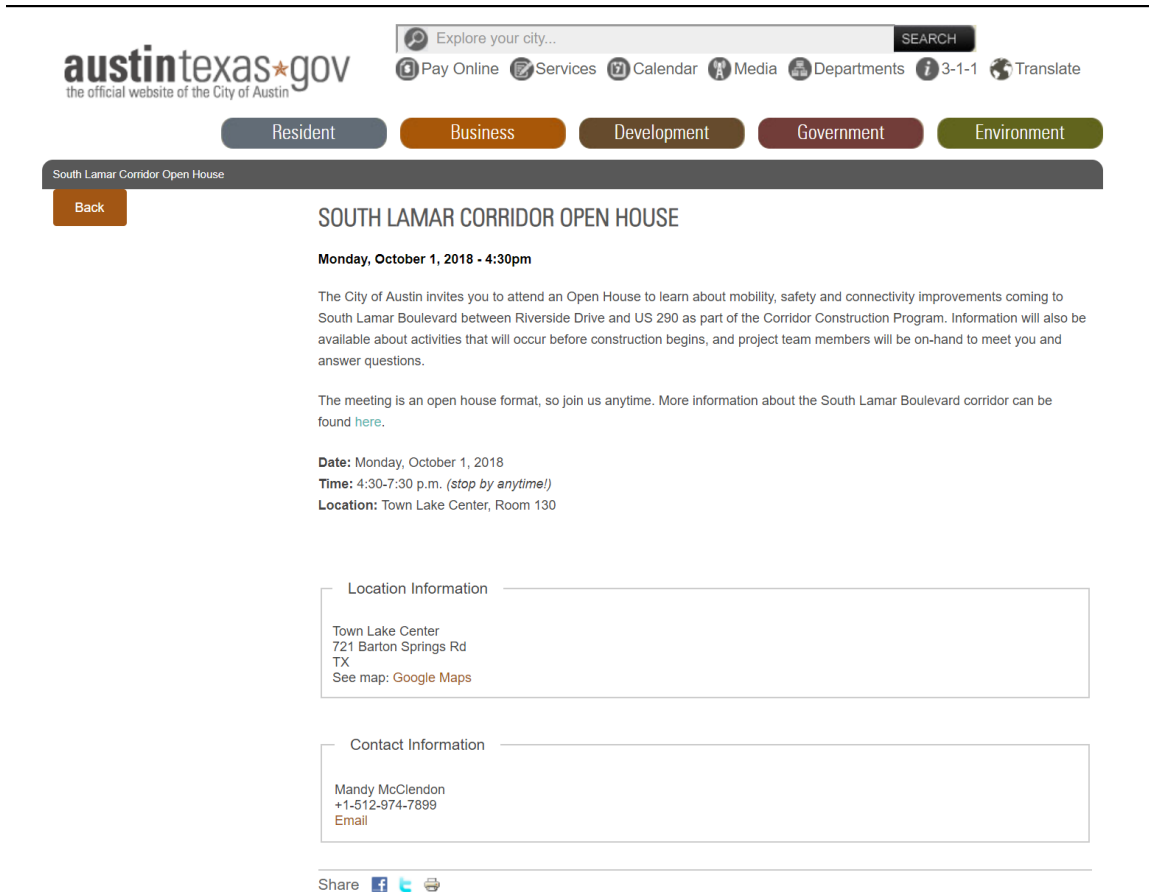
[AustinTexas.gov/CorridorMobility](http://AustinTexas.gov/CorridorMobility)



## Calendar postings

Open house information was posted to the Corridor Program Office calendar, the Austin Transportation Department calendar, and the City of Austin calendar. The Austin Chronicle online also posted open house information to their calendar.

*City of Austin Online calendar:*



The screenshot shows the City of Austin website (austintexas.gov) with a search bar and navigation links. The event page for the South Lamar Corridor Open House is displayed, featuring a 'Back' button and detailed information about the event.

**South Lamar Corridor Open House**

**Monday, October 1, 2018 - 4:30pm**

The City of Austin invites you to attend an Open House to learn about mobility, safety and connectivity improvements coming to South Lamar Boulevard between Riverside Drive and US 290 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 South Lamar Boulevard corridor can be found [here](#).

**Date:** Monday, October 1, 2018  
**Time:** 4:30-7:30 p.m. (*stop by anytime!*)  
**Location:** Town Lake Center, Room 130

**Location Information**

Town Lake Center  
 721 Barton Springs Rd  
 TX  
 See map: [Google Maps](#)

**Contact Information**


Mandy McClendon  
 +1-512-974-7899  
[Email](#)

Share [f](#) [t](#) [p](#)


## Media Advisory

The Corridor Program Office sent a media advisory to 250+ media outlets. The open house announcement was included on the Spectrum News website and was posted to the Austin Chronicle calendar.

Email not displaying correctly? [View it in your browser.](#)



**City of Austin**  
Corridor Program Office



3701 Lake Austin Blvd. | Corridors@austintexas.gov | Austin, TX 78703 | AustinTexas.gov/CorridorMobility

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### MEDIA ADVISORY

For immediate release: September 25, 2018  
Contact: Mandy McClendon, Corridor Program Office, (512) 974-7899,  
[Mandy.McClendon@austintexas.gov](mailto:Mandy.McClendon@austintexas.gov)

## City to host corridor mobility public open house for South Lamar Boulevard

---

On Monday, the City of Austin Corridor Program Office and Austin Transportation will host a public meeting for corridor mobility improvements on South Lamar Boulevard.

The meeting is in open house format, so join us anytime.

**South Lamar Boulevard Corridor Open House**  
**Date: Monday, Oct. 1, 2018**  
**Time: 4:30 – 7:30 p.m.**  
**Location: Town Lake Center, Room 130 (721 Barton Springs Road, Austin, TX 78704)**

In 2016, Austin voters approved \$720 million for transportation and mobility improvements throughout Austin. The majority of that funding, \$482 million, is being dedicated to 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 Riverside Drive to 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


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. 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.

The City will post future public open house dates for the other corridors at [AustinTexas.gov/WhatsNew](http://AustinTexas.gov/WhatsNew). Learn more about the South Lamar Boulevard corridor [here](#).

###








Spectrum News website:



[LATEST NEWS](#) | [WEATHER](#) | [TRAFFIC](#) | [POLITICS](#) | [SHOWS](#) | [WATCH LIVE](#) | [- MORE](#)

## City begins identifying Lamar improvement projects

By Carlos Garcia | Austin  
PUBLISHED October 1, 2018 @8:51 PM

SHARE       

AUSTIN, Texas -- Two years after Austin voters approved the \$720 million bond, voters are wondering where the money is going.

- Voters approved Prop 1 in 2016
- 2016 Mobility Bond package includes fixes for nine major corridors

For those who live along South Lamar Boulevard, everyone agrees it needs improvements.

"It could move better. It could use better and safer bicycle access. We're trying to do as much bicycling as we can, and walking," said resident Keith Kreitman.

The good news is that the 2016 Mobility Bond package includes fixes for nine major corridors including South Lamar from Riverside to Ben White.

"That includes improved signal timing, additional turn lanes, and extending turn bays so that people can go straight," said Mandy McClendon, of the city's Corridor Program Office.

The city's corridor program office said projects of this size take time, but there are smaller projects they're working on now.

"We understand that there are some critical safety mobility needs out there right now that we're hoping to get on the ground before 2021 but the bulk of construction will be done between 2021-2024," said McClendon.


Bigger fixes, like getting rid of some center turn lanes, likely won't come soon.

"They've got several places where they're going to replace them with medians and specific turn lanes," said Kreitman.

Still city officials say they're making progress.


"It does take time to adequately plan these things and we want to make sure that we're having a very robust community engagement process," said McClendon.

The Corridor Program Office is set to report back to councilmembers with more progress updates next Spring.




**BRAND NEW STUDENT HOUSING IN WEST CAMPUS!**


**REQUEST MORE INFO**




**Lunar Trifecta Includes Total Eclipse on Sunday Night**  
Texas | 6 Days Ago



**POLITICS**  
**GOP-Led House Approves Funding for Border Wall; Not Likely to Pass Senate**  
Washington, D.C. | 1 Month Ago



**Pictures: Nearly 130 Meteors Per Hour at Peak of 2018 Geminids**  
Austin | 1 Month Ago



**Look Up Tonight: Shooting Stars, Comet Make an Appearance**  
Austin | 1 Month Ago

Austin Chronicle (Community Newspaper) online calendar:

CATEGORIES

SEARCH

CHRON

EVENTS

ALL EVENTS

MUSIC

MOVIES

FOOD

COMMUNITY

ARTS

QUEER

BLOG

CC

Home

Events

Community

Civic Events

South Lamar Boulevard Corridor Open House

The City's Corridor Program Office and Austin Transportation host an open house to update residents on corridor mobility improvements for South Lamar Blvd.

Past date: Mon., Oct. 1, 4:30-7:30pm

Town Lake Center, 721 Barton Springs Rd.

www.austintexas.gov/whatsnew

Share 0

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## NextDoor

The Corridor Program Office reached 9,684 residents in the South Lamar Boulevard area via NextDoor with open house information in English and Spanish on September 19, 2018:

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### **Subject: South Lamar Boulevard Corridor Mobility Open House / Reunión Pública de South Lamar Boulevard**

The City of Austin Corridor Program Office and Austin Transportation Department invite you to attend a community open house to learn about and provide feedback on mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290 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:** Monday, October 1, 2018

**Time:** 4:30 -7:30 p.m. (stop by anytime)

**Location:** Town Lake Center, [721 Barton Springs Rd, Austin, TX 78704](https://www.austintexas.gov/221-Barton-Springs-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 [Frances.Jordan@AustinTexas.gov](mailto:Frances.Jordan@AustinTexas.gov) or call 512-974-7754.

Display boards, handouts and other meeting materials, including a survey, will be posted online at [AustinTexas.gov/SouthLamar](https://www.austintexas.gov/SouthLamar) 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 South Lamar.

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](https://www.austintexas.gov/CorridorMobility).

Follow us on Twitter at [@atxcorridors](https://twitter.com/atxcorridors)

**Nextdoor: (Al lado)**

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 South Lamar Boulevard entre Riverside Drive y US 290 como parte del Programa de Construcción del Corredor. También habrá información disponible sobre las actividades que ocurrirán antes de que comience la construcción, y los miembros del equipo del proyecto estarán disponibles para atenderlo y responder preguntas.

**CUÁNDO:** 1 de Octubre de 2018

**HORA:** 4:30 - 7:30 p.m.

**DÓNDE:** Town Lake Center, [721 Barton Springs Rd, Austin, TX 78704](#)

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](mailto: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/SouthLamar](http://AustinTexas.gov/SouthLamar) 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 South Lamar Boulevard.


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](http://AustinTexas.gov/CorridorMobility).

Síganos en Twitter con [@atxcorridors](https://twitter.com/atxcorridors)



## II. Sign-in sheets



# SIGN IN SHEET

WHEN

October 1, 2018

WHERE

Town Lake Center

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
ALAN OGDEN			
Melanie Garritt			
Cherie Rose + Duke			
Brant Solseth			
Dave YOUNG			
Adam Baker			
Shirley Pempe			
JAMES CENZ			

{ 1 }



## SIGN IN SHEET

WHEN October 1, 2018

WHERE Town Lake Center

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
Brian Rodgers			
Herschel Vaughn			Friends
Cynthia Good			"
KEITH KREITMAN			NEWSPAPER
THOM PARKER			BCNA - EMAIL
Steve Lucas			email
Marcia Logan			net mailing
JEFF JACK			email
Jonas Bailey (tr)			email
Jon Trautman			"
Felicity Maxwell			email
Pete McGee			KUT

**austin**  
**MOTION**

**SIGN IN SHEET**

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
LARRY JANSEN			Nextdoor
CAROL JANSEN			"
Horacio Gasquet			Letter in mail
Stephanie Cuestas			Email
Nancy Crouther			friend.
Olivia Posner			e mail
Karen Macko			
Joyann Price			
Moore-Kreitman			
Ellie McKinney			email
David Hough			Email
Tommy Eden			e-mail/American-Statesman
Louise Quinn			letter
David Todd			Letter
Phoebe Allen			various / email



## SIGN IN SHEET

WHEN October 1, 2018

WHERE Town Lake Center

NAME  
NOMBRE

ADDRESS  
DOMICILIO

EMAIL  
CORREO ELECTRONICO

HOW DID YOU HEAR  
ABOUT THIS EVENT?  
¿CÓMO TE ENTERASTE  
ACERCA DE ESTE EVENTO?

David Degmore			email
Drew DeFoele			City Website
Mark Postke			Email
Brian Crozier			letter from City
Suzanne Matthews			letter
Tommy Ferguson			newsletter
Maure Kerlin			com in my bldg.
Mike Ouimet			e-mail
Jessica Rodriguez			email

9

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**austin**  
**MOTION**

**SIGN IN SHEET**

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
Michael F. ...			email
John ...			email
Don ...			email
Care ...			
Paula ...			email
Jason ...			work
Darrell ...			work
Blair ...			Email
Liz ...			Next Door
Rheannon ...			email
JAMES MURFF			NEXT DOOR
ROMAN ...			FB
DICK ...			email
MARK ...			EMAIL

(14)

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**austin**  
**MOTION**

**SIGN IN SHEET**

NAME NOMBRE	ADDRESS DOMICILIO	EMAIL CORREO ELECTRONICO	HOW DID YOU HEAR ABOUT THIS EVENT? ¿CÓMO TE ENTERASTE ACERCA DE ESTE EVENTO?
Melanie Richardson			Mail
Erik Perez			Chronic
Ellen Stone			sign
Jane Kuntz Cravay			sign on Lamar
Helen Abbott			Email
Guy Oliver			Email
Anne Shahan			email
Mark Lyzanga			of course I heard
Chad Simpson			Email
Stephanie Simpson			
Ben Kim			sign on Lamar
Kim Heide			
Nicholas Armstrong			classmate
Andrew Perla			Email
Ally Bonar			email

### III. Figures

- Meeting Display Boards (English)

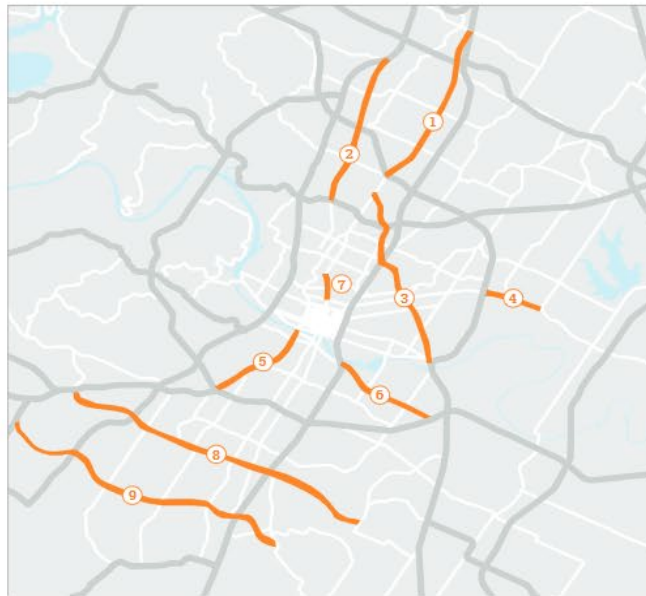


# Corridor Construction Program

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 CONSTRUCTION PROGRAM

- ① NORTH LAMAR BOULEVARD FROM US 183 TO HOWARD LANE
- ② BURNET ROAD FROM KOENIG LANE TO MOPAC EXPRESSWAY
- ③ AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- ④ EAST MARTIN LUTHER KING JR. BOULEVARD/FM 969 FROM US 183 TO DECKER LANE
- ⑤ SOUTH LAMAR BOULEVARD FROM RIVERSIDE DRIVE TO BEN WHITE BOULEVARD/US 290
- ⑥ EAST RIVERSIDE DRIVE FROM I-35 TO SH 71
- ⑦ GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET
- ⑧ WILLIAM CANNON DRIVE FROM SOUTHWEST PARKWAY TO MCKINNEY FALLS PARKWAY
- ⑨ SLAUGHTER LANE FROM FM 1826 TO VERTEX ROAD



## 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





# Project Purpose & Goals

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
- Improve effectiveness of transit operations

## SAFETY

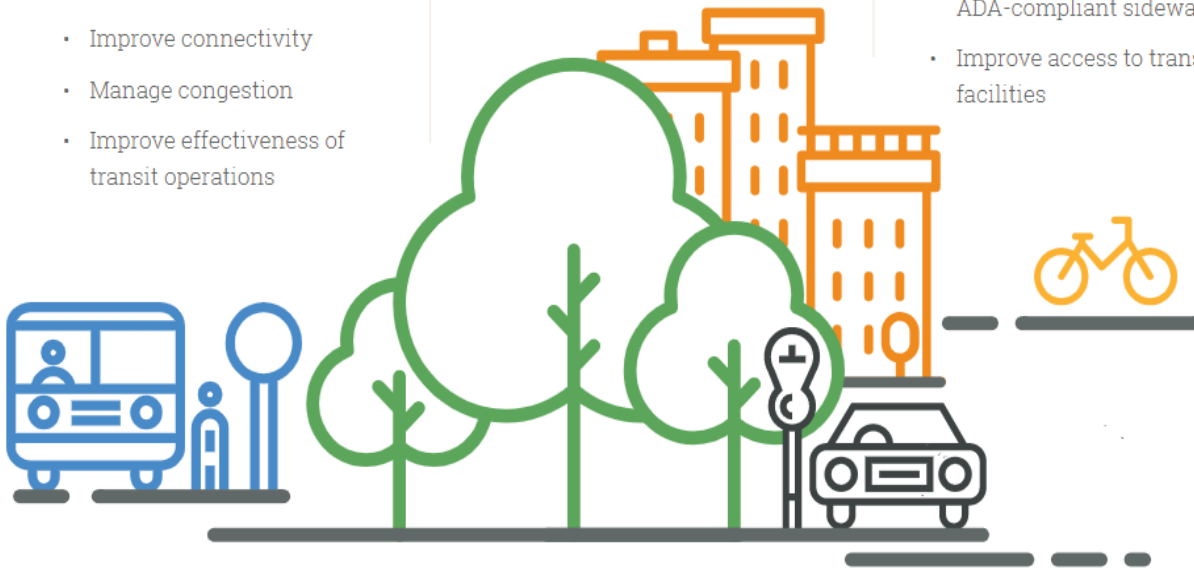
- Reduce crashes
- Increase confidence to bicycle and/or walk
- Improve level-of-service for all modes

## CONNECTIVITY

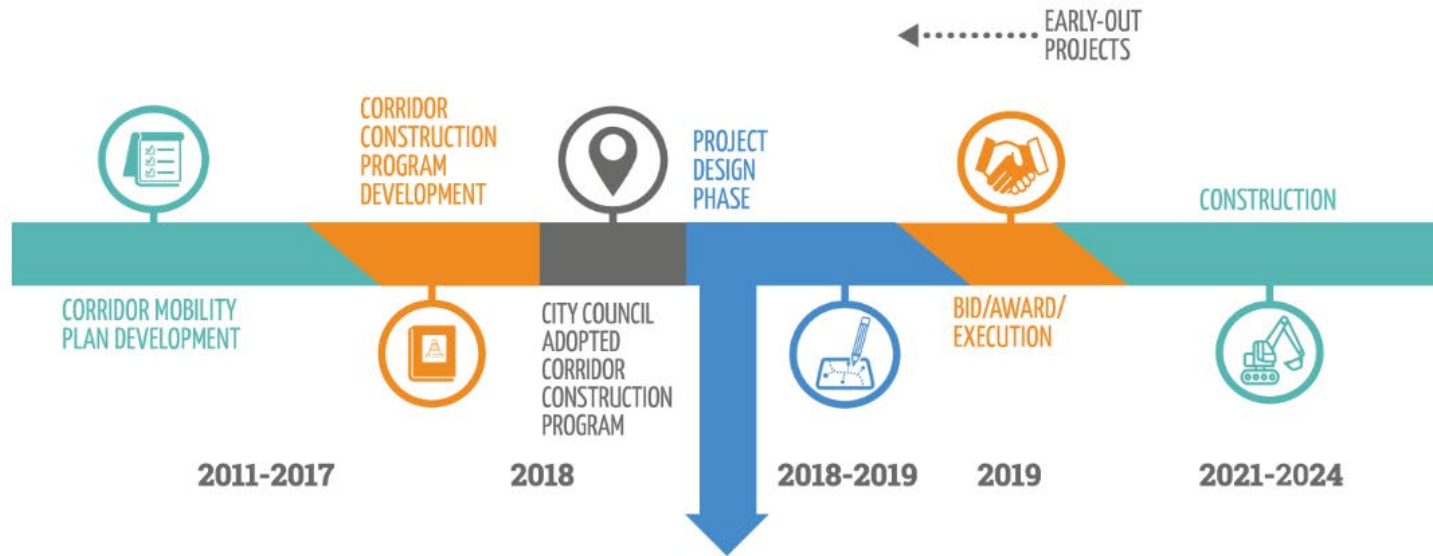
- Improve ability to safely get where you want to go
- Increase connections to bicycle routes
- Provide connected and ADA-compliant sidewalks
- Improve access to transit facilities

## 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 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

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 City of Austin finalized the South Lamar Boulevard Corridor Mobility Plan in April 2016. The plan recommends improvements to mobility, safety and connectivity along South Lamar Boulevard between Riverside Drive and US 290.

Development of the plan included:

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

## SOUTH LAMAR BOULEVARD IMPROVEMENTS NEAR BUTLER ROAD AND TOOMEY ROAD

The Austin Transportation Department has completed some improvements recommended in the Corridor Mobility Plan as funding has become available. The following safety improvements were implemented in Fall 2017 in response to a high number of crashes due to left turns:

- The median opening at Butler Road was modified to prohibit east/west movements and northbound left turns.
- A new traffic signal was installed at Toomey Road to provide a safe pedestrian crossing between Riverside Drive and Barton Springs Road.
- A turn lane at Toomey Road was added to help the intersection operate efficiently.

Butler Road



Before Improvements



After Improvements

Toomey Road



Before Improvements



After Improvements

**These improvements have resulted in a 57% reduction in traffic crashes at the Toomey Road intersection, and an 87% reduction in traffic crashes at the Butler Road intersection.**

Data courtesy of Austin Transportation Department; reflects crash data collected 18 months prior to and after improvements were implemented.

# Corridor Mobility Plan Public Feedback

Public engagement was an important component of the Corridor Mobility Plan development process for South Lamar Boulevard. It included two public meetings/open house events that were attended by 230 people.



**INPUT INCLUDED:**

**256** comments

**238** completed Health Assessment Surveys

**260** mapped comments on satellite images of the corridor

**651** completed User Surveys (in person and online)

## COMMUNITY INPUT SHARED AT OPEN HOUSE #1



### AUTOS

- Too many trips go through neighborhoods
- Cars travel too fast
- Traffic signals need to be re-timed
- Neighborhood parking is a concern
- Parking causes vehicles to back out onto Lamar
- Need protected left turns



### PEDESTRIANS

- Pedestrian crossings are too far apart
- Need safer pedestrian crossings
- Provide beacons for crossings
- Sidewalks not continuous
- Improve neighborhood-business connectivity
- Safe routes to schools



### BIKES

- Need barrier-separated bike lanes
- Bike lanes are not continuous
- Biking on Lamar isn't safe
- Improve connectivity for bikes from home to businesses
- Better signage for bike routes/trail connection



### TRANSIT

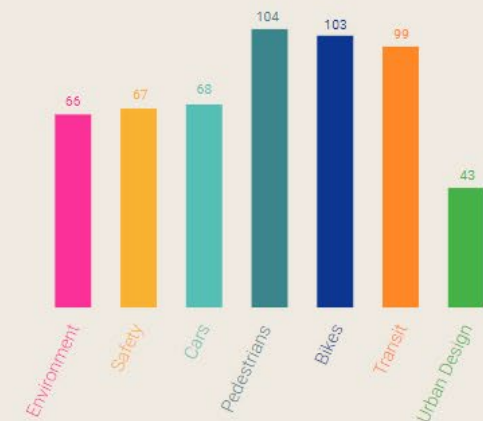
- Shade at bus stops
- Need smaller Lamar-dedicated buses that provide 'shuttle' service to and from shopping, retail, food entertainment, downtown, and neighborhoods
- Dedicated rail or bus lane to keep transit out of traffic queues



### OVERALL

- Center-turn lane creates safety hazards
- Safety concerns for all users
- Development will increase problems
- Improved connectivity to schools, homes and destinations
- Plant more trees along Lamar, protect heritage trees

## COMMUNITY PRIORITIES:

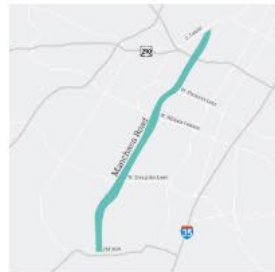




# Other Nearby Improvements

## CORRIDOR MOBILITY PROGRAM

The 2016 Mobility Bond puts \$482 million to corridor improvements. Of that, \$6 million is being invested in the development of new Corridor Mobility Plans (preliminary engineering reports) with recommendations to improve safety, mobility, and connectivity. Those improvements would be further developed, designed and constructed with future funding sources.



### Manchaca Road Corridor Mobility Plan

The limits of the Manchaca Road Corridor Mobility Plan are from South Lamar Boulevard to FM 1626.

## SIDEWALKS

The City of Austin Sidewalk Program includes 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.



Sidewalk improvements potentially starting soon near South Lamar Blvd:

- Collier St. from Kinney Ave to South Lamar Blvd.



Sidewalk improvements potentially starting within the next few months near South Lamar Blvd:

- Goodrich Ave. from South Lamar Blvd. to Blue Crest Dr.
- Kinney Rd. gap near Iva Ln.
- Del Curto Rd. Sidewalk Bridge

## DEL CURTO ROAD STORM DRAIN IMPROVEMENT PROJECT



This project aims to address several flooding complaints in the area. Once constructed, the project will provide flood risk reduction benefits for multiple structures in the neighborhood.

The project will:

- install 4,900 linear feet of storm drain
- upgrade some of the existing storm system

Improvements will extend from Bluebonnet Ln. at South Lamar Blvd. to West Bouldin Creek, just southwest of Oltorf St. The project is currently scheduled to go to construction during Summer/ Fall of 2020.

# South Lamar Boulevard Corridor Challenges

- The South Lamar Boulevard intersection at Manchaca Road is one of Austin's Top 28 crash intersections.
- Many of the traffic signals have outdated technology.
- In several locations, sidewalks are either in need of repair or are not connected. In some places, sidewalks are inaccessible due to utility poles or missing ADA ramps.
- Signalized pedestrian crossings are spaced too far apart.
- Bicycle lanes are mostly continuous but narrow and run alongside vehicle lanes. In addition, several bus stops directly conflict with bicycle lanes. Where bicycle lanes are not present, cyclists share the road with traffic.
- Driving patterns and turning movements are unpredictable due to a continuous center turning lane and a significant number of driveways along the corridor.
- Unpredictable and delayed travel times.
- Narrow right-of-way.



Sidewalks are of minimal width and are generally located at the curb, providing no separation from traffic.



Uninterrupted driveways with parking that encroaches into the right-of-way impedes safe pedestrian circulation.



Where bicycle lanes are not present, cyclists share the road with vehicular traffic.



# Traffic Crashes and Congestion

Traffic crashes can result in damage to vehicle(s), not to mention bodily injuries or worse. In addition, crashes result in traffic delays that can create a domino effect of numerous other negative impacts.

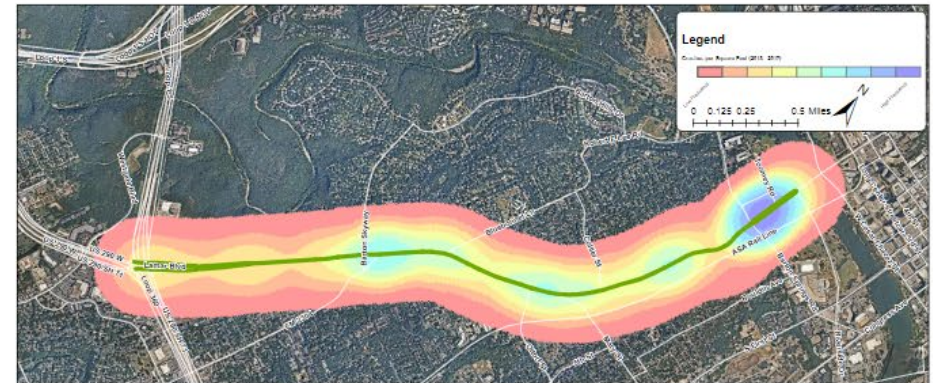
A February 2017 article in *USA Today* highlighted several effects of traffic congestion including:

- inability to accurately estimate travel times
- increased fuel consumption (and cost of gas)
- increased pollution due to more emissions
- road rage and more dangerous driving behaviors
- delayed response times for emergency responders

In addition, congestion can lead drivers to seek alternative routes and can also make it difficult for people to get to and from businesses and other corridor destinations.

(Data courtesy of Morgan, Lee. (n.d.). The Effects of Traffic Congestion. Travel Tips - USA Today. Retrieved from <https://traveltips.usatoday.com/effects-traffic-congestion-61043.html>)

## CRASH FREQUENCY



There were 1,064 crashes in the South Lamar Boulevard corridor between 2013-2017. Crashes along South Lamar Boulevard are prevalent, especially in the area between Barton Springs Road and Toomey Road. Additionally, Manchaca Road (FM 2304) at South Lamar Boulevard is one of Austin's Top 28 crash intersections. (Data courtesy of Austin Transportation Department)



Traffic crashes and unpredictable lane closures can result in travel delays.

The Corridor Construction Program includes improvements to the Manchaca Road intersection and several other intersections, as well as other types of improvements to enhance safety and mobility throughout the corridor.



# How we are Improving South Lamar Boulevard

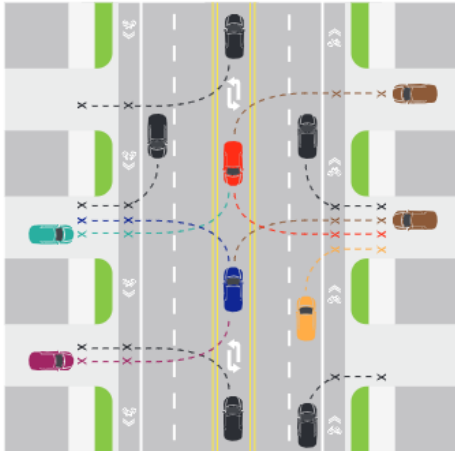
- Adding and upgrading traffic signals with enhanced technology.
- Upgrading intersections, including modifications to turn lanes.
- Improving the intersection at Manchaca Road - one of Austin's Top 28 crash intersections.
- Improving safety and traffic operations on connecting streets by adding new roundabouts at the intersections of Evergreen Ave./ Mary St. and Bluebonnet Ln./Del Curto Rd.
- Upgrading sidewalks to complete an ADA-compliant network for the full length of the corridor. Of the sidewalks we are addressing, more than 65% are high/very high priority in the Sidewalk Master Plan.
- Filling in gaps to make bicycle facilities continuous along the full length of the corridor.
- Creating streetscapes with shade for pedestrians and bicyclists between Riverside Dr. and Barton Springs Rd.
- Adding bus queue jumps and dedicated northbound transit priority lanes (through intersections) at Barton Springs Rd., Oltorf St., Bluebonnet Ln., Lightsey Rd. and Manchaca Rd.
- Coordinating improved transit stop connectivity with Capital Metro through added sidewalks, bicycle facilities and midblock pedestrian crosswalks (pedestrian hybrid beacons).
- Adding intermittent median islands at various locations to improve safety and vehicular and transit efficiency. U-turns and access points are being analyzed.
- Reducing delay by an estimated 25% on average for all of the corridors compared with doing nothing.

According to traffic studies conducted in 2014 during development of the South Lamar Boulevard Corridor Mobility Plan, if we do nothing, by 2035 wait times at intersections in the mornings on South Lamar will increase 216% and wait times at intersections during evening rush hour will increase 113%.

# Access Management

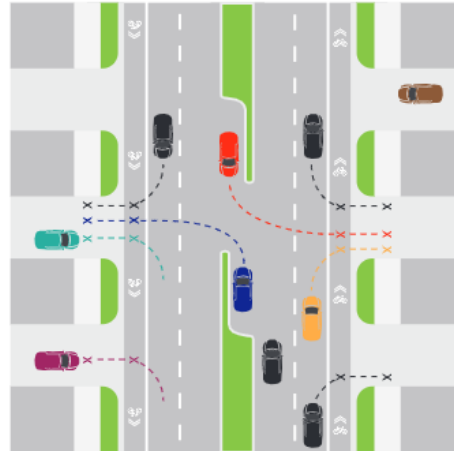
One of the goals of the Corridor Construction Program is to improve safety and reduce crashes through improvements to intersections and along the corridors.

THE PROBLEM



Continuous center-running turn lanes and a significant number of driveways create several potential points of conflict. This configuration isn't ideal to safely accommodate the increase in vehicular, cyclist and pedestrian traffic that has grown along the corridors in recent years.

ACCESS MANAGEMENT



Adding medians and consolidating driveways will define where turns should occur and reduce potential points of conflict.

**Please Note: Graphic illustrations for informational purposes only.**

According to crash data collected by Austin Transportation, there were **1,064** crashes in the South Lamar Boulevard corridor between 2013 - 2017. Those crashes resulted in four fatalities, 27 suspected serious injuries, 230 non-incapacitating injuries, and 237 possible injuries. 42 of the crashes involved bicycles and 39 involved pedestrians.

## RAISED MEDIANS ACCORDING TO THE FEDERAL HIGHWAY ADMINISTRATION

"Pedestrian crashes account for about 12 percent of all traffic fatalities annually. Over 75 percent of these fatalities occur at non-intersection locations. On average, a pedestrian is killed in a motor vehicle crash every 120 minutes and one is injured every 8 minutes. Many of these crashes are preventable. By providing raised medians and pedestrian refuge islands, we can bring these crash numbers down, prevent injuries, and save lives."

Among the benefits, raised medians:

- Reduce motor vehicle crashes by 15% on average
- Decrease delays for motorists by over 30% on average
- Increase roadway capacity by over 30% on average
- Reduce vehicle speeds on the roadway

Federal Highway Administration. (2018) Safety Benefits of Raised Medians and Pedestrian Refuge Areas [Brochure]. [https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/medians\\_brochure/](https://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/) U.S. Department of Transportation.



# 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)



**Biological Resources**  
(including threatened and endangered species as well as other fauna and flora)



**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:**

- A desire for improved sidewalks, crossings and bicycle facilities, particularly with a focus on safety
- A desire for improved ADA-compliant facilities on sidewalks along the entire corridor
- A desire for improved drainage/waste water management
- A desire for improved transit service along the corridor
- Continue ongoing collaboration and coordination with Capital Metro
- Concerns that the roundabouts at Mary/Evergreen and Bluebonnet/Del Cuerto could create more neighborhood cut-through traffic
- Concerns that medians/elimination of center turn lane will inhibit access to businesses, create traffic congestion, prevent left turns and prevent u-turns
- Concerns that construction will create congestion
- Concerns about driveway impacts
- Support for the Kinney Road intersection improvements

## WE HOSTED A POP-IN MEETING LAST YEAR

**97** conversations with the public

**12,297** postcards sent to homes and businesses

**7,453** residents reached through NextDoor

## WE HAD AN ONLINE SURVEY

**567** community surveys completed for the South Lamar Boulevard corridor

## WE SPOKE WITH PROPERTY-OWNERS & BUSINESSES

**192** letters sent to property owners

**181** door-to-door conversations with corridor businesses

**"South Lamar is a pedestrian nightmare! I favor any progress that improves access for pedestrians, cyclists and public transit users."**

– South Lamar stakeholder

# 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

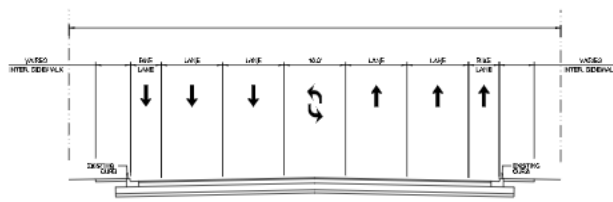
- *Where would shade trees/structures be most beneficial?*
- *How can transportation and mobility improvements support community priorities like livability and quality of life?*



# Typical Sections

These are the preliminary typical sections envisioned for the South Lamar Boulevard corridor, as funding allows. The typical sections are preliminary and subject to change.

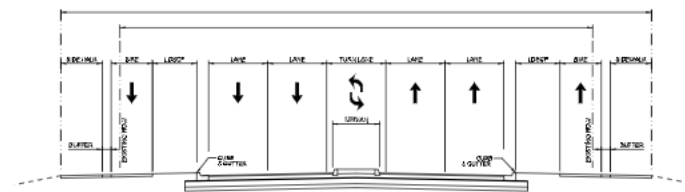
## EXISTING CONDITIONS



South Lamar Blvd.  
US 290 to Riverside Dr.

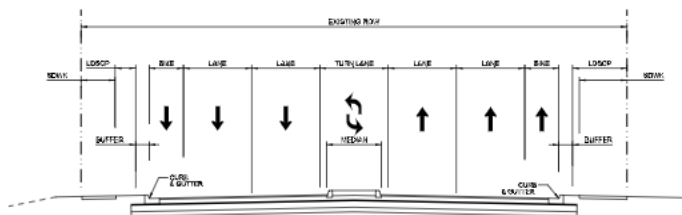
## ENHANCED MULTIMODAL TYPICAL\*

\*Design and construction to be funded through future sources, partnerships, and coordination.



South Lamar Blvd.  
US 290 to Riverside Dr.

## FOR DESIGN AND CONSTRUCTION



South Lamar Blvd.  
US 290 to Riverside Dr.

## CURRENT FUNDING INCLUDES:

- Added capacity as well as pedestrian and bicycle infrastructure
- Added pedestrian hybrid beacons for enhanced safety
- Updating sidewalks to be ADA-compliant

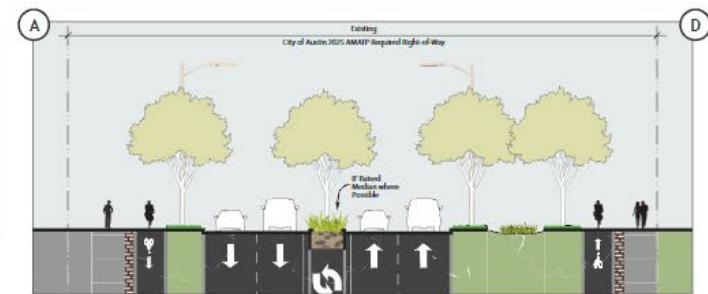
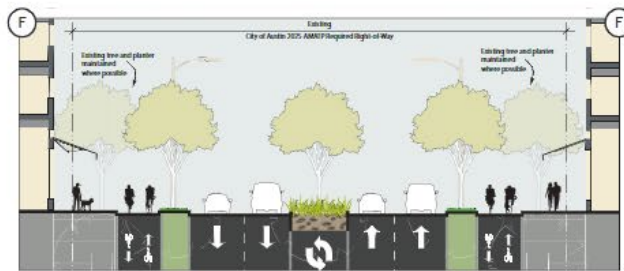
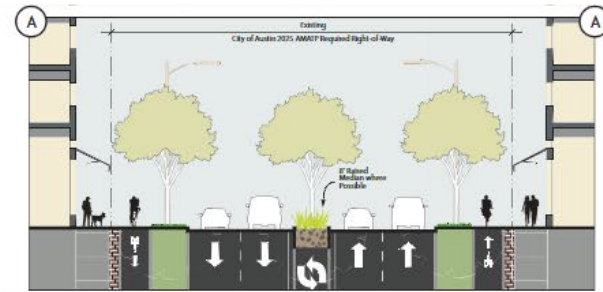
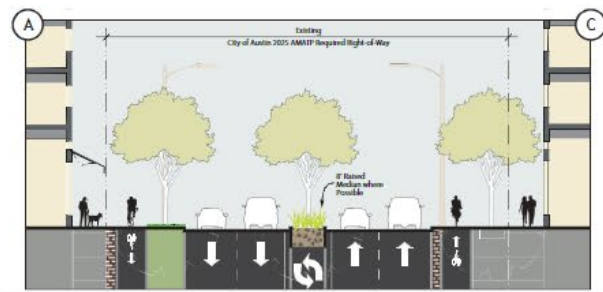
Future investments may include trees and street lighting

Updated October 9, 2018



# Enhanced Typical Sections

These are the preliminary enhanced typical sections envisioned for the South Lamar Boulevard corridor, as funding allows. The typical sections are preliminary and subject to change.

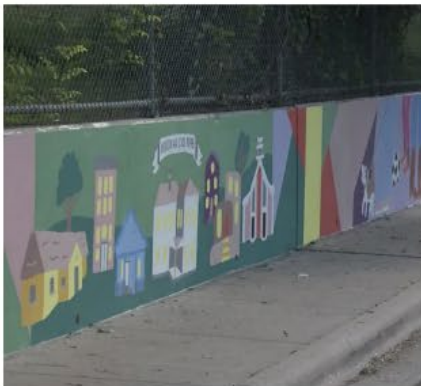


# Placemaking

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



# 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](mailto:corridors@austintexas.gov) or call (512) 974-7840.

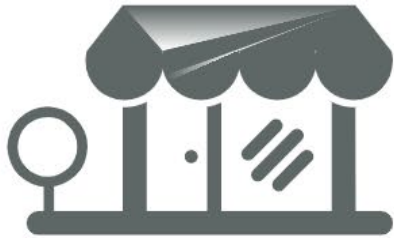
Are you a neighbor or stakeholder with a concern? Reach out to us at the above email and phone number.





# 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](mailto: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-to-door, 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

The Corridor Program Office is also coordinating with others, like private utilities 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
- Design and construct Enhanced Multimodal Improvements on South Lamar Boulevard between Riverside Drive and Barton Springs Road
- Initiate design of Enhanced Multimodal Improvements on Airport Boulevard and William Cannon Drive, as well as sections of North 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:

- pavement rehabilitation
- intersection improvements
- traffic signal upgrades
- fully connected ADA-compliant sidewalk network along the length of the corridors
- fully connected bicycle network along the length of the corridors
- transit signal priority
- better connections to transit stops,
- intermittent median islands for safety in some areas

## Enhanced Multimodal Improvements build upon the Corridor-wide Mobility Improvements and bring the corridors up to the visions established in the Corridor Mobility Plans. Elements include things like:

- full street reconstruction
- wider sidewalks
- protected bicycle facilities
- intermittent median islands for safety
- streetscape improvements, such as landscaping and trees



The Corridor Program Office is employing a phased construction strategy to fully implement the entire Corridor Construction Program as additional funding becomes available.

We will continue to pursue funding through multiple sources, including current and future bonds, grants, partnerships, and private investment.



- Meeting Display Boards (Spanish)

# Welcome Bienvenido



Sign In  
Registrarse



Explore and Learn  
Explorar y aprender



Chat with us  
Habla con nosotros



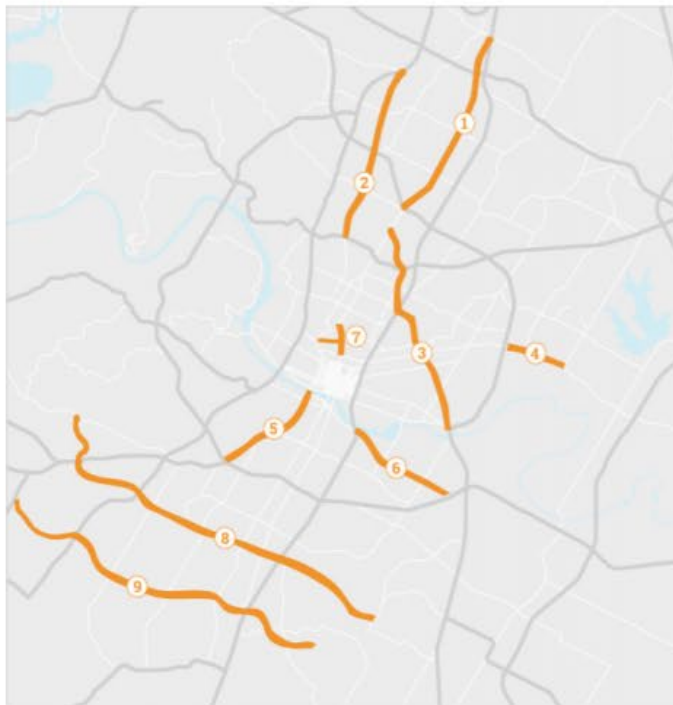
Give us feedback  
Danos su opinión

# 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

- 1 NORTH LAMAR BOULEVARD FROM US HWY 183 TO HOWARD LANE
- 2 BURNET ROAD FROM KOENIG LANE TO MOPAC EXPRESSWAY
- 3 AIRPORT BOULEVARD FROM NORTH LAMAR BOULEVARD TO US HWY 183
- 4 EAST MARTIN LUTHER KING JR. BOULEVARD/FM 969 FROM US HWY 183 TO DECKER LANE
- 5 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 GUADALUPE STREET FROM MARTIN LUTHER KING JR. BOULEVARD TO WEST 29TH STREET AND WEST 24TH STREET FROM GUADALUPE 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.



# 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 confiabilidad
- Mejorar el nivel de servicio para todos los modos de transporte
- 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

## CONECTIVIDAD

- 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 la ley ADA
- Mejorar el acceso a las instalaciones del transporte público

## 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

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.

## 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?

## CONECTIVIDAD:

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

## CALIDAD DE VIDA:

- ¿Dónde sería más conveniente 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?

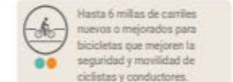
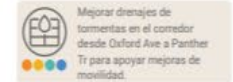
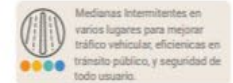
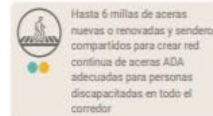
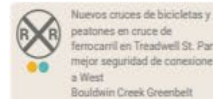
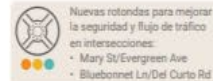
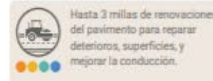
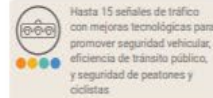


# Mejoras de Movilidad, Seguridad y Conectividad en South Lamar Boulevard

El programa de construcción del corredor incluye mejoras de movilidad, seguridad y conectividad en South Lamar Boulevard entre Riverside Drive y US 290.

Anticipamos gastar aproximadamente \$36 millones de dólares del Bono de Movilidad del 2016 en las mejoras en South Lamar Boulevard que mejor cumplan con el Contrato con los votantes del Concejo Municipal. Esto incluye mejoras en la movilidad en todo el corredor para todos los métodos de transporte a lo largo de todo el corredor, como Mejoras Multimodales Mejoradas en el área entre Riverside Drive y Barton Springs Road que se basan en las Mejoras de Movilidad en todo el Corredor y hace que este segmento alcance la visión establecida en el Plan de Movilidad del Corredor del Sur de Lamar Boulevard.

## Diseño y Construcción



Una sola mejora podría beneficiar a múltiples modos de transporte.





# 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 particular atención 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](mailto: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](mailto:corridors@austintexas.gov) o llame al (512) 974-7840.



- Meeting Handouts



CITY OF AUSTIN  
CORRIDOR MOBILITY PROGRAM

**Your South Lamar Boulevard team:**


**Frances L. Jordan, Corridor Liaison**  
Frances.Jordan@AustinTexas.gov  
512-974-7754

**Fernando Cantero, Project Manager**  
Fernando.Cantero@AustinTexas.gov  
512-974-7240

For more information: [AustinTexas.gov/SouthLamar](http://AustinTexas.gov/SouthLamar)

 @ATXCorridors
 #2016Bond

 Facebook.com/ATXtransportation



Programa de Movilidad del  
Corredor de la Ciudad de Austin


**Su equipo de South Lamar Boulevard:**

**Frances L. Jordan, Comunicador para el Corredor**

**Fernando Cantero, Gerente de Proyecto**

Para más información en español, por favor contáctese:  
Info@CortezConsulting.com  
512-273-7967

Para más información: [AustinTexas.gov/SouthLamar](http://AustinTexas.gov/SouthLamar)

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 Facebook.com/ATXtransportation



# 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](http://AustinTexas.gov/CorridorFAQ).

## Program Timeline



## 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
- Conduct ongoing outreach to the community, including corridor businesses, property owners and neighborhoods as well as across City departments, and local agencies
- Prepare for construction by obtaining permits, developing traffic management plans, coordinating utility relocations, acquiring right-of-way, and procuring construction services

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](http://AustinTexas.gov/CorridorMobility).

## Contact Us

**WEBSITE:** [AUSTINTEXAS.GOV/CORRIDORMOBILITY](http://AUSTINTEXAS.GOV/CORRIDORMOBILITY)

**EMAIL:** [CORRIDORS@AUSTINTEXAS.GOV](mailto:CORRIDORS@AUSTINTEXAS.GOV)

**PHONE:** 512-974-7840 OR AUSTIN 3-1-1

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# 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 líneas 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 línea en [AustinTexas.gov/CorridorFAQ](http://AustinTexas.gov/CorridorFAQ).

## Cronología del Programa



## Las actividades de la fase de diseño incluyen:

- Confirmar las condiciones del corredor existente a través de encuestas, identificando ubicaciones 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 de apalancamiento / asociación
- Llevar a cabo actividades continuas de alcance a la comunidad, incluyendo negocios en el corredor, propietarios y vecindarios, así como a través de departamentos de la Ciudad y agencias locales
- Prepararse para la construcción mediante la adquisición de permisos, el desarrollo de planes de gestión del tráfico, la coordinación de reubicaciones de servicios públicos, la adquisición de los derechos de paso y la adquisición de servicios de construcción.

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](http://AustinTexas.gov/CorridorMobility).

## Para Más Información

**PAGINA WEB:** [AUSTINTEXAS.GOV/CORRIDORMOBILITY](http://AUSTINTEXAS.GOV/CORRIDORMOBILITY)  
**CORREO ELECTRONICO:** [CORRIDORS@AUSTINTEXAS.GOV](mailto:CORRIDORS@AUSTINTEXAS.GOV)  
**TELÉFONO:** 512-974-7840 OR AUSTIN 3-1-1

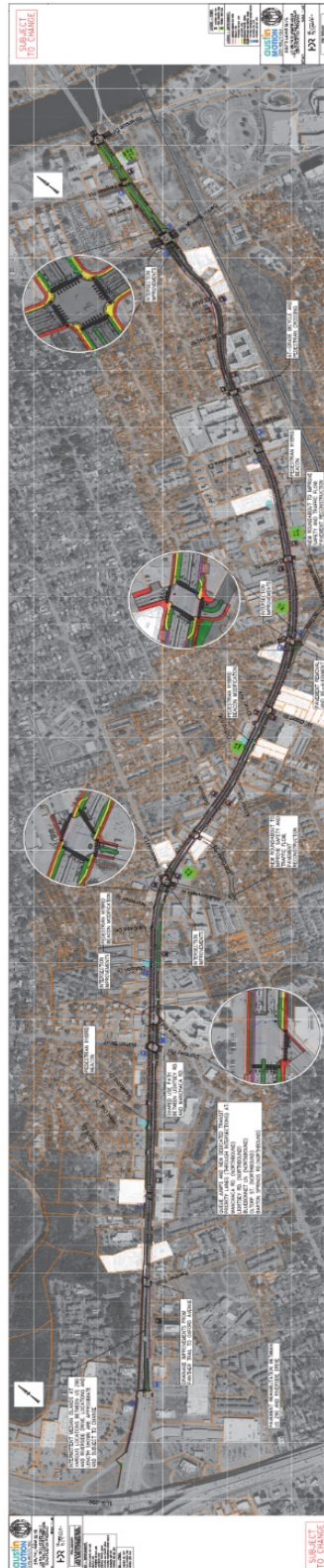
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- **Roll plot**

A roll plot of the corridor-wide improvements was available at the open house. It was also available online as a downloadable PDF and a GIS-based interactive map







- **Survey and comment cards**

Open house participants were encouraged to provide input using 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):*

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# MOBILITY

**The Corridor Construction Program aims to improve mobility through:**

- Reduced delay
- Increased people throughput
- Improved reliability
- Improved level-of-service for all modes
- Improved connectivity
- Congestion management
- Improved effectiveness of transit operations







Where along the corridor do you see the most traffic back-ups?



Where are your most frequent destinations?



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# MOVILIDAD

**El programa de construcción del corredor tiene como objetivo mejorar la movilidad a través de:**

- Retrasos reducidos
- Aumento del flujo de personas
- Mejora de confiabilidad
- Mejoras al nivel de servicio para todos los modos
- Mejora de conectividad
- Manejo de congestión
- Mejora en la efectividad de las operaciones de tránsito

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

¿Dónde están sus destinos más frecuentes?

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# CONNECTIVITY

**The Corridor Construction Program  
aims to improve connectivity through:**

- 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



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

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2016 MOBILITY BOND

# 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?

CITY OF AUSTIN  
**austin**  
**MOTION**  
2016 MOBILITY BOND

# SAFETY

**The Corridor Construction Program  
aims to improve safety through:**

- Reduced crashes
- Increased confidence to bicycle and/or walk
- Improved level-of-service for all modes



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


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

CITY OF AUSTIN  
**austin**  
**MOTION**  
2016 MOBILITY BOND

# SEGURIDAD

**El programa de construcción del corredor tiene  
como objetivo mejorar la seguridad a través de:**

- Disminuidos de choques
- Aumento en la confianza para andar en bicicleta y / o caminar
- Nivel de servicio mejorado para todos los modos



¿Hay lugares en el corredor donde es difícil ver?

Al andar en bicicleta o caminar a lo largo del corredor, ¿hay lugares en particular que se sientan inseguros?

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## QUALITY OF LIFE

**The Corridor Construction Program aims to improve quality of life through:**

- Improved access to employment opportunities, services, healthcare, affordable housing, businesses, education, entertainment, recreation, cultural centers and parks/greenspace
- Enhanced Community vibrancy
- Supporting businesses so they can thrive
- Creating livable, walkable, safe and transit-supportive corridors
- Allowing for affordable and mixed-income housing
- Enabling healthy, equitable and complete communities



Where would shade trees/structures be the most beneficial?


Where do you observe people congregating on the corridor?

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**MOTION**  
2016 MOBILITY BOND

## CALIDAD DE VIDA

**El programa de construcción del corredor tiene como objetivo mejorar la calidad de vida a través de:**

- Acceso mejorado a oportunidades de empleo, servicios, cuidado de la salud, viviendas asequibles, negocios, educación, entretenimiento, recreación, centros culturales y parques / espacios verdes
- Vibración mejorada de la comunidad
- Apoyar negocios para que puedan prosperar
- Creación de corredores habitables, transitables, seguros y de apoyo al tránsito.
- Permitir viviendas asequibles y de ingresos mixtos
- Permitir comunidades saludables, equitativas y completas



¿Dónde serían más beneficiosos los árboles de sombra / estructuras?

¿Cómo pueden las mejoras en el transporte y la movilidad apoyar las prioridades de la comunidad, como la habitabilidad y la calidad de vida?



## BUSINESSES

How can the City of Austin support businesses during construction?

## NEGOCIOS

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

## PLACEMAKING

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

What are your favorite places along the corridor?

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

## CREACIÓN DE ESPACIOS


¿Dónde a lo largo del corredor hay buenos lugares para reuniones o eventos comunitarios?

¿Cuáles son sus lugares favoritos a lo largo del corredor?

¿Qué es importante para nosotros saber cultural e históricamente sobre el corredor?

133

## South Lamar Boulevard Corridor Improvements Online Survey (English and Spanish):




South Lamar Boulevard 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 South Lamar Boulevard 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.

[Oprima aquí para la encuesta en español.](#)



South Lamar Boulevard Corridor Improvements Survey

### 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 South Lamar Boulevard and answer the questions below.

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

## South Lamar Boulevard 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 South Lamar Boulevard and answer the questions below.

3. Are there locations on South Lamar Boulevard where it's difficult to see?

4. When biking or walking along South Lamar Boulevard, are there particular places that feel unsafe?

## South Lamar Boulevard Corridor Improvements Survey

### 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 South Lamar Boulevard 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 South Lamar Boulevard include evaluation and possible construction of new or reconfigured midblock pedestrian crosswalk signals for cyclists and pedestrians in the vicinity of West Oak Drive, Dickson Drive, Oxford Avenue/Kinney Avenue, and Post Apartments.



### Pedestrian Hybrid Beacon





## South Lamar Boulevard Corridor Improvements Survey

### 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 South Lamar Boulevard and answer the questions below.

6. Where would shade trees/structures be the most beneficial on South Lamar Boulevard?

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

## Placemaking

"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 South Lamar Boulevard 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 painted stone fence)



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

9. Where are your favorite places along South Lamar Boulevard?

10. What is important for us to know culturally and historically about South Lamar Boulevard?

## 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.

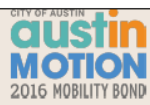
### 11. How can the City of Austin support businesses during construction?

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.

Your name	<input type="text"/>
Business name	<input type="text"/>
Business address	<input type="text"/>
Phone number	<input type="text"/>
Email address	<input type="text"/>

## Other Comments?

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

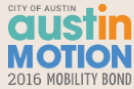


## South Lamar Boulevard Corridor Improvements Survey

### Sign Up To Receive Updates

Thank you for taking the time to provide your input through this survey.

If you would like to sign up to receive updates about South Lamar Boulevard or other roadways that are being improved by the 2016 Mobility Bond, [click here](#).

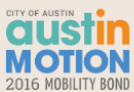


## Encuesta de Mejoras del Corredor South Lamar Boulevard

### 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 South Lamar Boulevard 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.



## Encuesta de Mejoras del Corredor South Lamar Boulevard

### 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 South Lamar Boulevard y responda las siguientes preguntas.

1. ¿A lo largo de South Lamar Boulevard, donde ve usted la mayor cantidad de retrasos de tráfico?

2. ¿Dónde están sus destinos más frecuentes en South Lamar Boulevard?



## 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 público

Piense en cómo experimenta la conectividad en South Lamar Boulevard y responda la pregunta a continuación.

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



Las mejoras en South Lamar Boulevard incluyen la evaluación y posible construcción de señales peatonales nuevos o reconfigurados señalamientos peatonales de mediados de cuadra (Balizas Híbridas Peditonales PHB) para ciclistas y peatones en las inmediaciones de West Oak Drive, Dickson Drive, Oxford Avenue/Kinney Avenue, y Post Apartments.

## 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

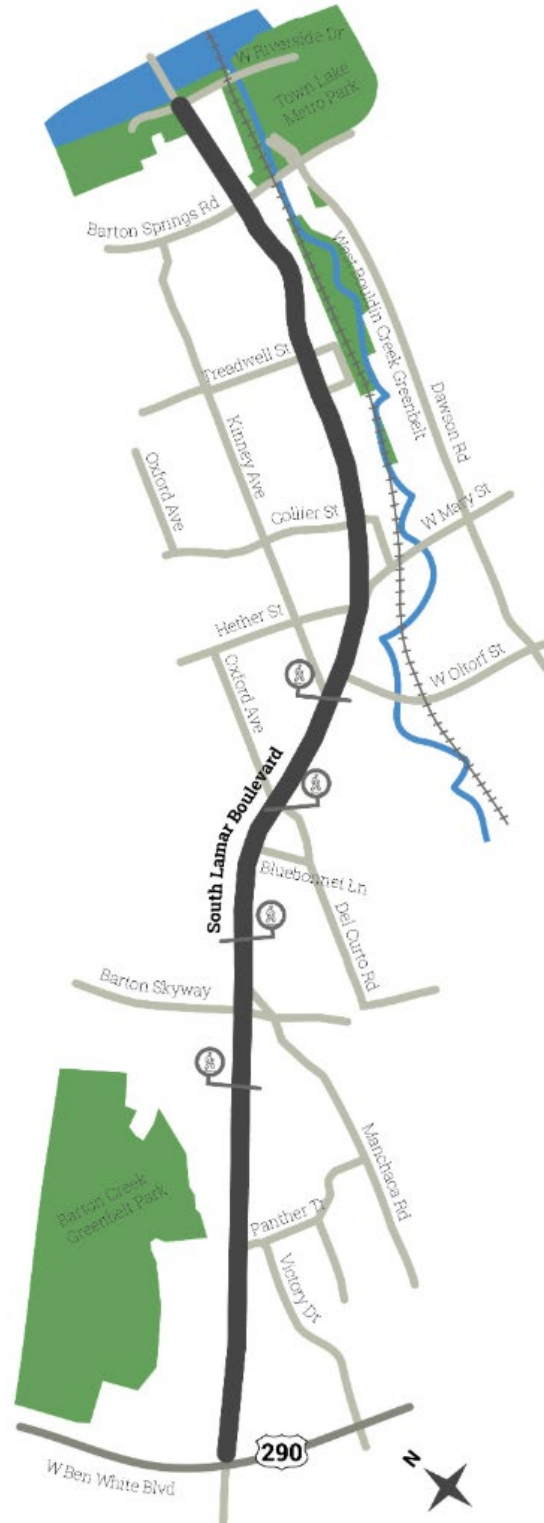
Piense en cómo experimenta el sentimiento de seguridad en South Lamar Boulevard y responda las siguientes preguntas.

3. ¿Existen en South Lamar Boulevard algunos puntos donde se dificulta la visibilidad?

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



# Balizas Híbridas Peatonales (PHB)



## Encuesta de Mejoras del Corredor South Lamar Boulevard

### 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 público
- 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 South Lamar Boulevard y responda las preguntas a continuación.

6. ¿Dónde sería más conveniente proveer espacios con árboles de sombra/estructuras con sombras en South Lamar Boulevard?

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 South Lamar Boulevard?

## Encuesta de Mejoras del Corredor South Lamar Boulevard

### 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 South Lamar Boulevard 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 South Lamar Boulevard?

10. ¿Qué es importante que nosotros sepamos desde una perspectiva cultural e históricamente sobre South Lamar Boulevard?

### 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 administra un negocio en el corredor y desea participar en una reunión de mesa redonda para negocios este otoño, por favor proporcione la siguiente información para que podamos ponernos en contacto con usted.

<b>Tu Nombre</b>	<input type="text"/>
<b>Nombre del Negocio</b>	<input type="text"/>
<b>Dirección de Negocios</b>	<input type="text"/>
<b>Número de Teléfono</b>	<input type="text"/>
<b>Dirección de Correo Electrónico</b>	<input type="text"/>

### ¿Otros Comentarios?

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



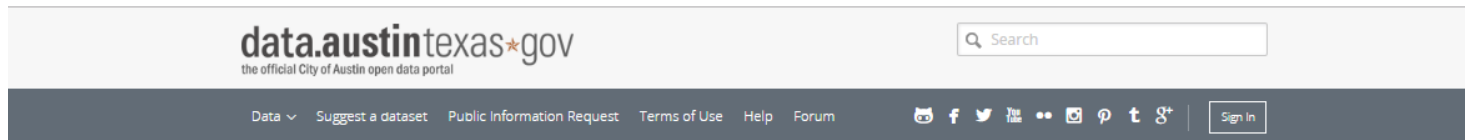
### Regístrese para recibir actualizaciones

Gracias por tomarse el tiempo para proporcionar su opinión a través de esta encuesta.

Si desea suscribirse para recibir actualizaciones sobre South Lamar Boulevard u otras carreteras que están siendo mejoradas por el Bono de movilidad 2016, haga clic [aquí](#).

- **Website content** (AustinTexas.gov/SouthLamar)

The Corridor Program Office posted open house information online in English and Spanish.



[Home](#) [Regional Program](#) [Corridor Program](#) [Local Program](#) [Project Explorer](#) [What's New](#) [Contact Us](#) [Get Notifications](#)  
[FAQ](#)



## South Lamar Boulevard Corridor

[Haga clic aquí para español.](#)

Transportation and mobility improvements are coming to South Lamar Boulevard between Riverside Drive and US 290 as part of the [Corridor Construction Program](#), funded in part by the [2016 Mobility Bond](#).

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](#).

[Click here](#) to view a timeline of major milestones and activities.

[Sign Up for Our Newsletter](#)

# Learn about planned improvements for South Lamar Boulevard

On Monday, October 1, 2018, we hosted an open house meeting from 4:30 p.m. to 7:30 p.m. at Town Lake Center, [721 Barton Springs Rd, Austin, TX 78704](#). At the meeting, we provided information about planned improvements for South Lamar Boulevard 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.

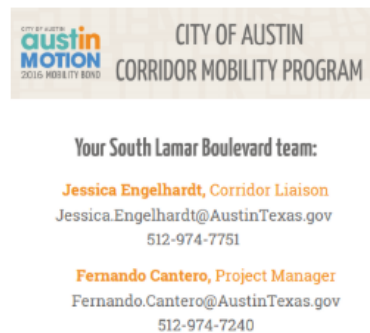
If you would like to sign up to receive updates about South Lamar Boulevard or other roadways that are being improved by the 2016 Mobility Bond, [click here](#).

*Please Note: The official comment period for the open house meeting closed on Tuesday, October 16, 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.*

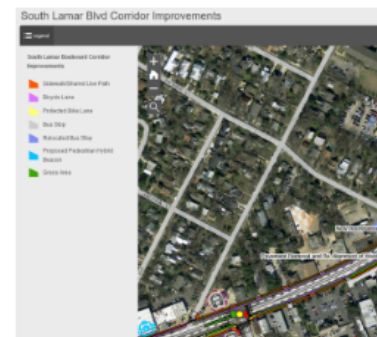
## Display Boards



## Handouts



## Interactive Map



If you would prefer to download a PDF of the preliminary improvements layout for South Lamar Boulevard, [click here](#).

[View a one-page summary of the improvements here.](#)

**Would you like to contact the South Lamar Boulevard 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 [corridors@austintexas.gov](mailto:corridors@austintexas.gov).

# Corridor Construction Program

In spring 2018, the Austin City Council approved a Corridor Construction Program that includes mobility, safety, and connectivity improvements on South Lamar Boulevard from Riverside Drive to US 290.

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 [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility).



## South Lamar Boulevard Corridor Mobility Plan



The City of Austin finalized a Corridor Mobility Plan for South Lamar Boulevard in April 2016.

This plan recommended short and long-term improvements for mobility and safety along the South Lamar Boulevard corridor.

The Corridor Mobility Plan was the basis for development of the [Corridor Construction Program](#).

Click on the following link to read the plan: [South Lamar Corridor Mobility FULL REPORT](#) (4.3 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 South Lamar Boulevard between July 2017 and April 2018, during development of the Corridor Construction Program.

### We hosted a pop-in meeting last year

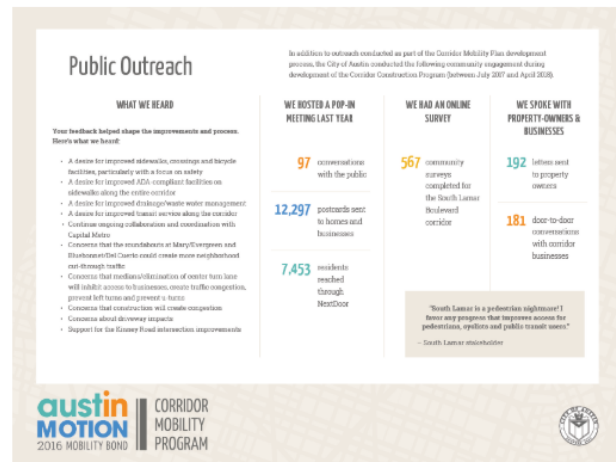
- 97 conversations with the public
- 12,297 postcards sent to homes and businesses
- 7,453 residents reached through NextDoor

### We had an online survey

- 567 community surveys completed for South Lamar Boulevard corridor

### We spoke with property-owners and businesses

- 192 letters sent to property owners
- 181 door-to-door conversations with corridor businesses.



@ATXCORRIDORS



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# Corredor de South Lamar Boulevard

Click [here](#) for English language

Mejoras de transporte y movilidad vienen a South Lamar Boulevard entre Riverside Drive y US 290 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 South Lamar Boulevard

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

El lunes, 1 de octubre del 2018 tuvimos una audiencia pública de 4:30 p.m. a 7:30 p.m. en Town Lake Center, ubicada en [721 Barton Springs Rd, Austin, TX 78704](#). En la audiencia, proporcionamos información sobre las mejoras planificadas para South Lamar Boulevard 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 South Lamar Boulevard u otras vías que se están mejorando con el Bono de Movilidad 2016, [haga clic aquí](#).

*Nota: El período de comentarios oficiales para las audiencias públicas se cerró el martes, 16 de octubre 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.*

## Panel de Información



## Boletines

**Programa de Movilidad del Corredor de la Ciudad de Austin**

**Su equipo de South Lamar Boulevard:**

**Frances L. Jordan, Comunicador para el Corredor**

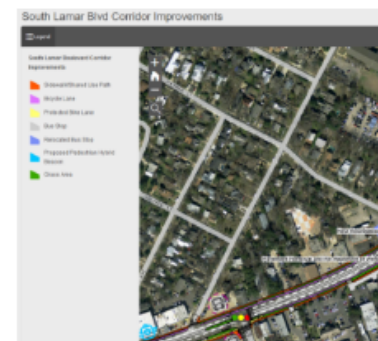
**Fernando Cantero, Gerente de Proyecto**

Para más información en español, por favor contáctese

[Info@CortezConsulting.com](mailto:Info@CortezConsulting.com)

512-273-7967

## Mapas Interactivos



Si usted prefiere descargar la información en formato PDF de las mejoras preliminares de South Lamar Boulevard, [haga clic aquí](#).

Vea el resumen de la página de las mejoras [aquí](#).

**¿Quieres contactar con el equipo del corredor de South Lamar Boulevard?** 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 [corridors@austintexas.gov](mailto:corridors@austintexas.gov).

## Programa de Construcción de Corredores

En la primavera de 2018, el Concejo Municipal de Austin aprobó un Programa de Construcción de Corredor que incluye mejoras de movilidad, seguridad y conectividad en South Lamar entre Riverside Drive y US 290.

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 corredor



Obtenga más información sobre el Programa de Construcción de Corredores en [AustinTexas.gov/CorridorMobility](https://austintexas.gov/CorridorMobility).



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#### IV. Photographs









