

## DATE

4/24/2018

## FROM

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Sebastian Puente – Cultural Strategies

## SUBJECT

Manchaca Road PER – Public Input Summary

## SUMMARY

This memo summarizes all input received from the Pop-In Meeting on November 14, 2017, the 1<sup>st</sup> Public Involvement (PI) Meeting on December 5, 2017, the stakeholder meeting on December 6, 2017, and the online survey that was open from December 5, 2017 through February 5, 2018. Over 50 attendees were at the 1<sup>st</sup> PI meeting, 6 businesses were at the stakeholder meeting the following day, and 581 surveys were filled out (with 2 in Spanish).

## COMMUNICATIONS PLAN OVERVIEW

The Corridor Mobility Office and the communications team, with whom it has partnered for the development of the Manchaca Road Corridor Mobility Plan, have been committed to an open, inclusive, and proactive public engagement process that met the goals outlined in the Communications and Community Outreach Plan (CCOP). Implemented in accordance with the City of Austin's Public Participation Principles, the CCOP provides guidance on how the Corridor Mobility Office and its communications team engages the community during the different phases of the project. It identifies the goals and objectives as well as the proposed tools, resources, and timeline to be used in informing the public and obtaining stakeholder input during the development of the plan.

## GOALS AND OBJECTIVES

The goal of the Manchaca Road Corridor Mobility Plan is to enhance mobility, safety, and connectivity for everyone – whether you drive, walk, bike or take transit. The plan will incorporate the following elements:

- Recommendations for short- and long-term improvements for the corridor that address all modes of transportation, including vehicles, transit, bicycles, and pedestrians.
- Conceptual-level cost estimates for construction or implementation of the recommended improvements.
- An implementation schedule based on a prioritization methodology that will be determined in conjunction with City staff.
- Health Impact Assessment recommendations that provide practical, specific strategies in conjunction with the corridor PER that maximize positive health impact.

## PURPOSE AND PLANNED PROCESS

To support the development of the plan, the communications team implemented a community outreach process that informed stakeholders within and around the study area and provided them with opportunities to document their comments and desired improvements for the Manchaca Road corridor.

To achieve the community outreach goals for the first phase of the project, the communications team:

- Provided several opportunities for public participation and comments. Opportunities included an online and paper survey, comment submission forms, one public open house meeting, a small stakeholder meeting, one pop-in meeting, and an online comment mapping tool. The public events were hosted at different times to provide options for participants with varying schedules to participate.
- Connected with hard-to-reach stakeholders to help inform and engage their personal networks. To effectively reach Spanish-speaking residents, all materials and communication efforts used to promote the public meeting were translated to Spanish and used by outreach team members in one-on-one discussions with business owners and churches along the corridor. Invitations to participate were also made to stakeholder groups by phone and email encouraging them to share copies of materials with their networks. Additional outreach efforts translated social media posts in Facebook and Twitter to Spanish promoting links to meetings and the online survey.

## PARTICIPANTS

An essential element in achieving the CCOP goals was identifying key stakeholders from diverse backgrounds. The communications team worked with the Corridor Program Office staff to build an outreach database that included the following stakeholder groups:

- Existing stakeholders – Neighborhood, civic, professional, religious, school, and community organizations currently using the Manchaca Road corridor and connecting adjacent facilities for recreational, work, school, and living purposes.
- Under-represented Stakeholders – Arts and cultural groups, minority populations, homeless or physically impaired advocates, and other community-based and multicultural organizations.
- Influencers and leaders – Elected officials, business and civic leaders for ongoing communication, updates, and surveys.

## PUBLIC ENGAGEMENT APPROACH AND VALUES

**Inclusive and Diverse:** The communications team has encouraged participation from people with a variety of demographic, socioeconomic, education, and other identifying characteristics among the historically underserved and underrepresented communities along the Manchaca Road corridor. The community outreach process recognizes that individuals and groups bring varied experiences and challenges to participation, such as conflicts in schedule. Therefore, the communications team provided several opportunities for public participation and comments. The team's efforts to also accommodate the needs of diverse stakeholders included the translation of postcards and flyers, invitations, surveys, and other materials into Spanish. Spanish-language interpretation service was also provided at the public open house and pop-in meeting.

## COMMUNITY OUTREACH PROCESS

### POSTCARD DELIVERY

Over 8,400 postcards were designed, printed and delivered via the United States Postal Service during the week of November 13, 2017 to addresses and neighborhoods on or adjacent to Manchaca Road. These 6.5" x 9" postcards provided recipients with details on the project, the time and location of the 1<sup>st</sup> Public Involvement meeting, and links to the online survey, in English and Spanish.

Description	Quantity
Postcard Mailings	8,431



**austin MOTION**  
2015 MOBILITY BOND  
Corridor Program Office  
P.O. Box 1088  
Austin, TX 78767

**WE WANT TO HEAR FROM YOU!**

- Attend a public meeting
- Visit our website
- Take our online survey
- Sign up to receive updates

For more information:  
AustinTexas.gov/Manchaca  
CORRIDORS@AUSTINTEXAS.GOV OR CALL 3-1-1

**INFÓRMESE SOBRE EL PROYECTO Y COMPARTÉ SUS COMENTARIOS.**

- Participe en una reunión pública
- Visite nuestra página de web
- Realice nuestra encuesta
- Registre para recibir actualizaciones

Para más información:  
AustinTexas.gov/Manchaca  
CORRIDORS@AUSTINTEXAS.GOV O LLAME AL 3-1-1

PRESORTED STANDARD  
U.S. POSTAGE PAID  
EVERYDOOR  
ECRWSS

LOCAL  
POSTAL CUSTOMER



**austin 3-1-1** Para servicios de interpretación sobre la información en este documento, llame a Austin 3-1-1

**ayúdenos a hacer recomendaciones para mejorar la movilidad del corredor de Manchaca Road**

**HELP US MAKE RECOMMENDATIONS FOR MOBILITY IMPROVEMENTS TO MANCHACA ROAD**

In November 2016, Austin voters approved \$720 million for mobility improvements that will take place throughout the next eight years. As part of those improvements, the City of Austin is working closely with the community to develop a Corridor Mobility Plan – or preliminary engineering report – for Manchaca Road. Share your input about how we can make Manchaca Road work for you at our upcoming public open house.

**PUBLIC OPEN HOUSE**

Talk with members of the project team to provide feedback on how we can improve safety, mobility, and connectivity on Manchaca Road.

**DECEMBER 5**  
5 to 8 PM.  
CROCKETT HIGH SCHOOL CAFETERIA  
5601 MANCHACA ROAD, 78745

Please come by anytime!  
Learn more at AustinTexas.gov/Manchaca

En noviembre de 2016, los votantes de Austin aprobaron fondos totalizando 720 millones de dólares para mejoras en movilidad que se llevarán a cabo durante los próximos ocho años. Como parte del programa de movilidad de transporte, la ciudad de Austin está colaborando con la comunidad en el desarrollo de un plan – o informe preliminar de ingeniería – de movilidad de transporte para el corredor de Manchaca Road. Participe en la próxima reunión pública.

**REUNIÓN PÚBLICA**

Hable con miembros del equipo del proyecto para compartir sus opiniones de cómo mejorar la seguridad, movilidad y conectividad en el corredor de Manchaca Road.

**5 de DICIEMBRE**  
de 5 a 8 P.M.  
EN LA CAFETERIA DE CROCKETT HIGH SCHOOL  
5601 MANCHACA ROAD, 78745

¡Visítanos en cualquier momento!  
Obtenga más información en AustinTexas.gov/Manchaca

### DIGITAL AND SOCIAL MEDIA OUTREACH

The communications team worked with the Corridor Program Office to draft 15 Facebook posts in English and Spanish along with calendar and event listings for over 50 Nextdoor communities adjacent to the study area. Event and survey posts within Facebook were boosted from November 2017 to January 2018 to reach stakeholders living or traveling through the corridor.

Description	Number of People Reached
Facebook Post (Boosted)	5,611
Nextdoor Postings (3 postings – Pop-In, 1 <sup>st</sup> PI Meeting, Survey)	11,530

### SURVEY IMPLEMENTATION

The print and digital survey was a principal tool used to gather public comments, concerns and desired changes for the corridor. Print copies were made available during all public events. The digital survey was shared electronically through Facebook, Twitter, Nextdoor, and the project email list starting in late November 2017 through February 5, 2018. The City received 581 completed surveys total.

Description	Completions
Print and Online Project Survey	579
Print and Online Project Survey - Spanish	2

### CORRIDOR OUTREACH

The communications team visited businesses along the corridor in mid-November to distribute public meeting notices, request their permission to receive email correspondence, and identify potential participants for a small stakeholder meeting. On November 15, 2017, the communications team made a short presentation to the South Austin Business Association meeting at Casa Garcia's to approximately 40 businesses. Overall, the team reached more than 140 businesses during a two-week period.

Description	Number of Businesses reached
Corridor Outreach – Door-to-door and Presentations	140+

### POP-IN MEETING AT SPROUTS MARKET

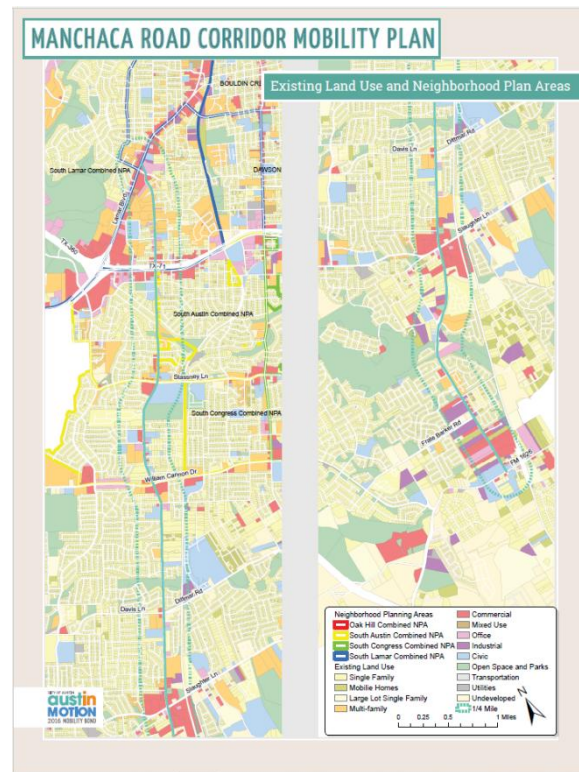
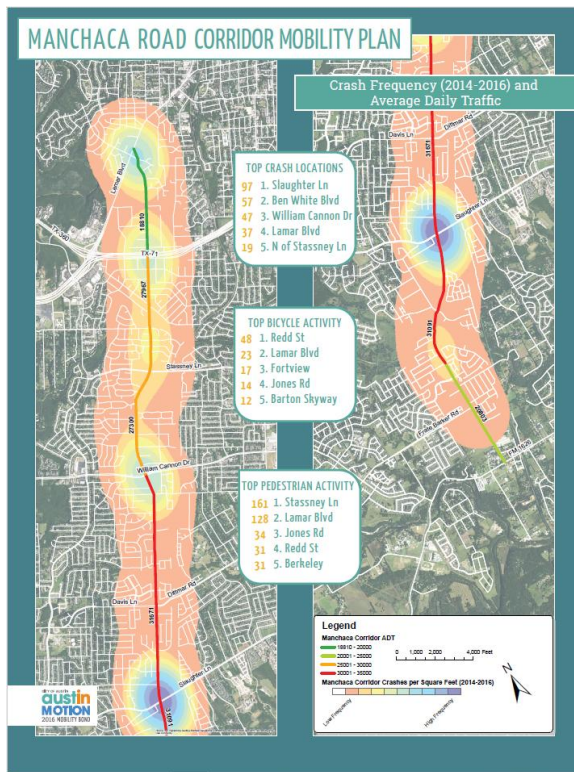
The communications team hosted a pop-in meeting and information table at Sprouts Market on November 14, 2017 to inform English and Spanish-speaking retail guests and passers-by of the project, to solicit their input by completing a survey, and to encourage attendance at the public open house. The Corridor Program Office staff conversed with 50 individuals, 27 of which also completed a survey at that time.

Description	Number of Residents Reached
Pop-in Meeting	50

### PUBLIC INVOLVEMENT MEETING AT CROCKETT HIGH SCHOOL

The first Public Involvement Meeting was hosted at the Crockett High School cafeteria on December 5, 2017. Attended by over 50 residents, the event provided exhibits on the Corridor Mobility Program, existing conditions on Manchaca Road, Capital Metro transit service throughout the City of Austin, and large-scale roll plot images of the study area for participants to write comments on. A separate computer station encouraged attendees to complete the project questionnaire in English or Spanish or submit comments in writing. Spanish-language assistance was available.

Description	Number of Residents Attended
Public Open House	50+



## STAKEHOLDER MEETING AT AUSTIN COMMUNITY COLLEGE SOUTH AUSTIN CAMPUS

Fifty organizations and businesses along the corridor received invitations by email and phone to participate in a stakeholder presentation and discussion held at the Austin Community College (ACC) South Austin Campus. The list included AISD Principals, church leaders, library managers, real estate developers and many other retail business owners and managers. Six participants representing two faith-based groups, a library, the ACC campus, and a home builder engaged in discussion with the project team.

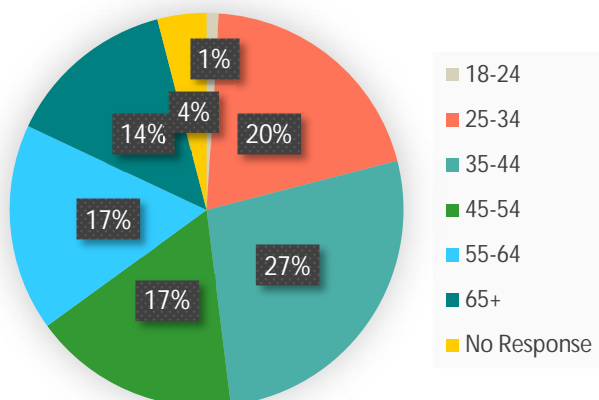
Description	Number of Stakeholder Attendees
Stakeholder Meeting	6

## SURVEY OBSERVATIONS

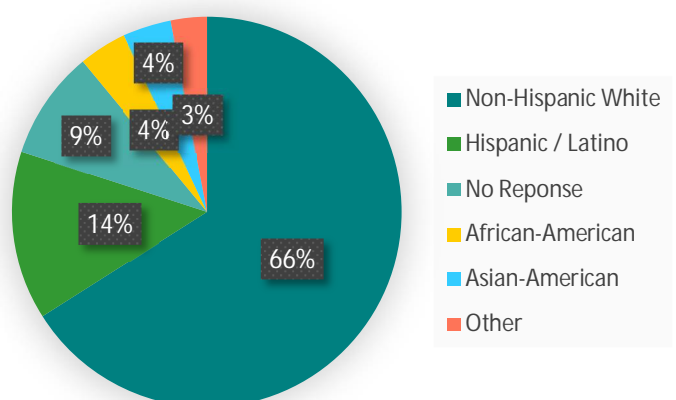
### DEMOGRAPHIC INFORMATION

The demographic information of the 581 respondents are shown in the following two (2) figures:

Age Group



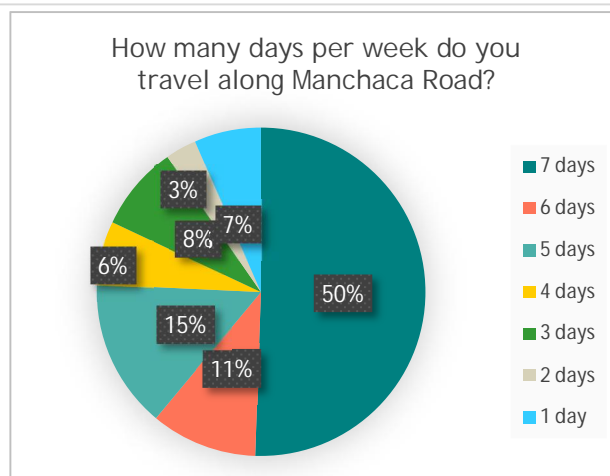
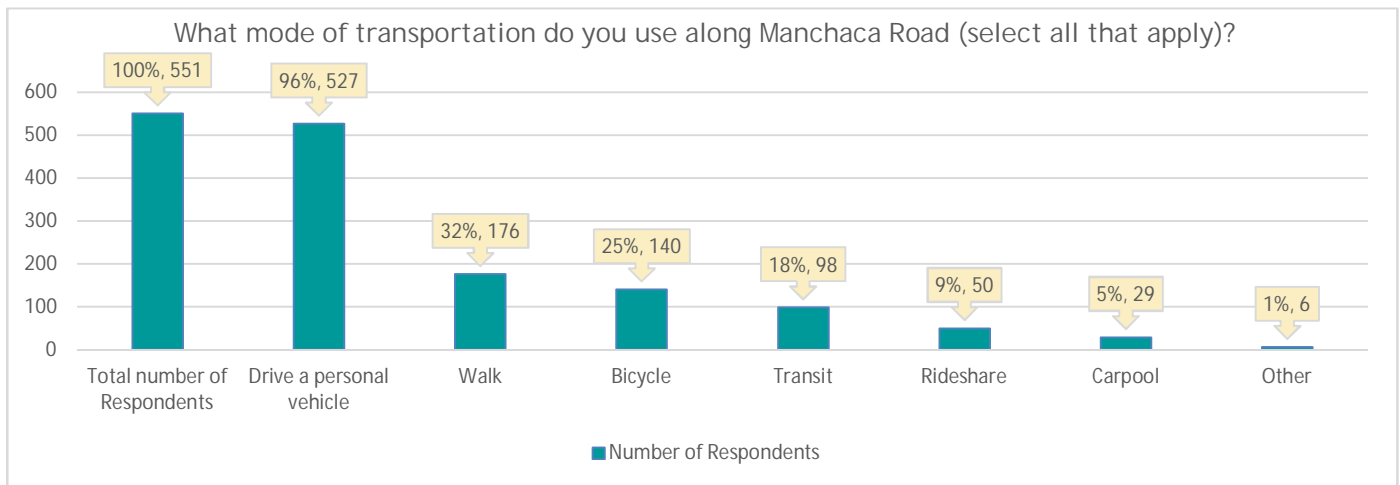
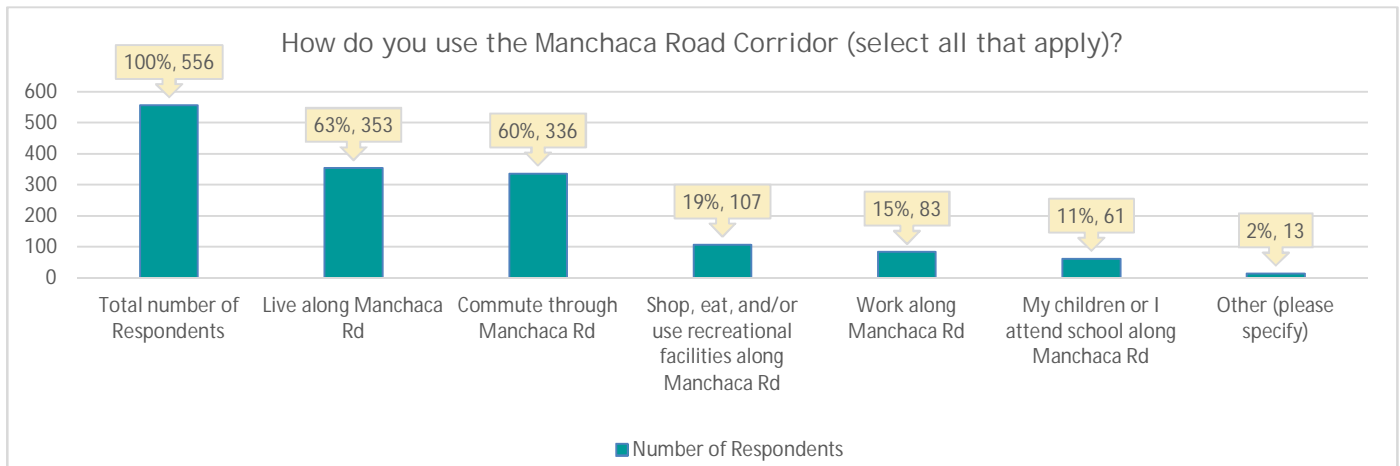
Race or Ethnic Background

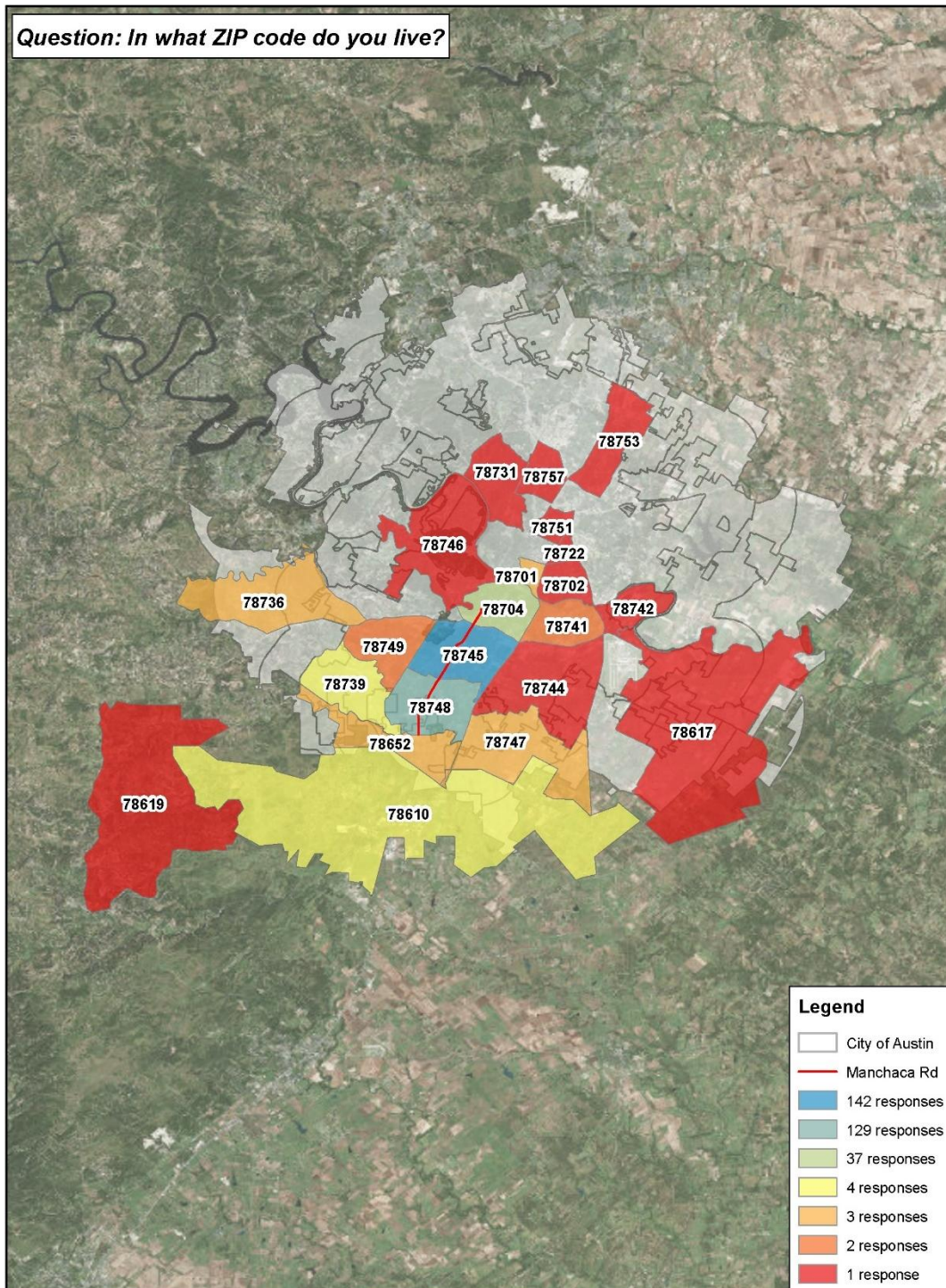




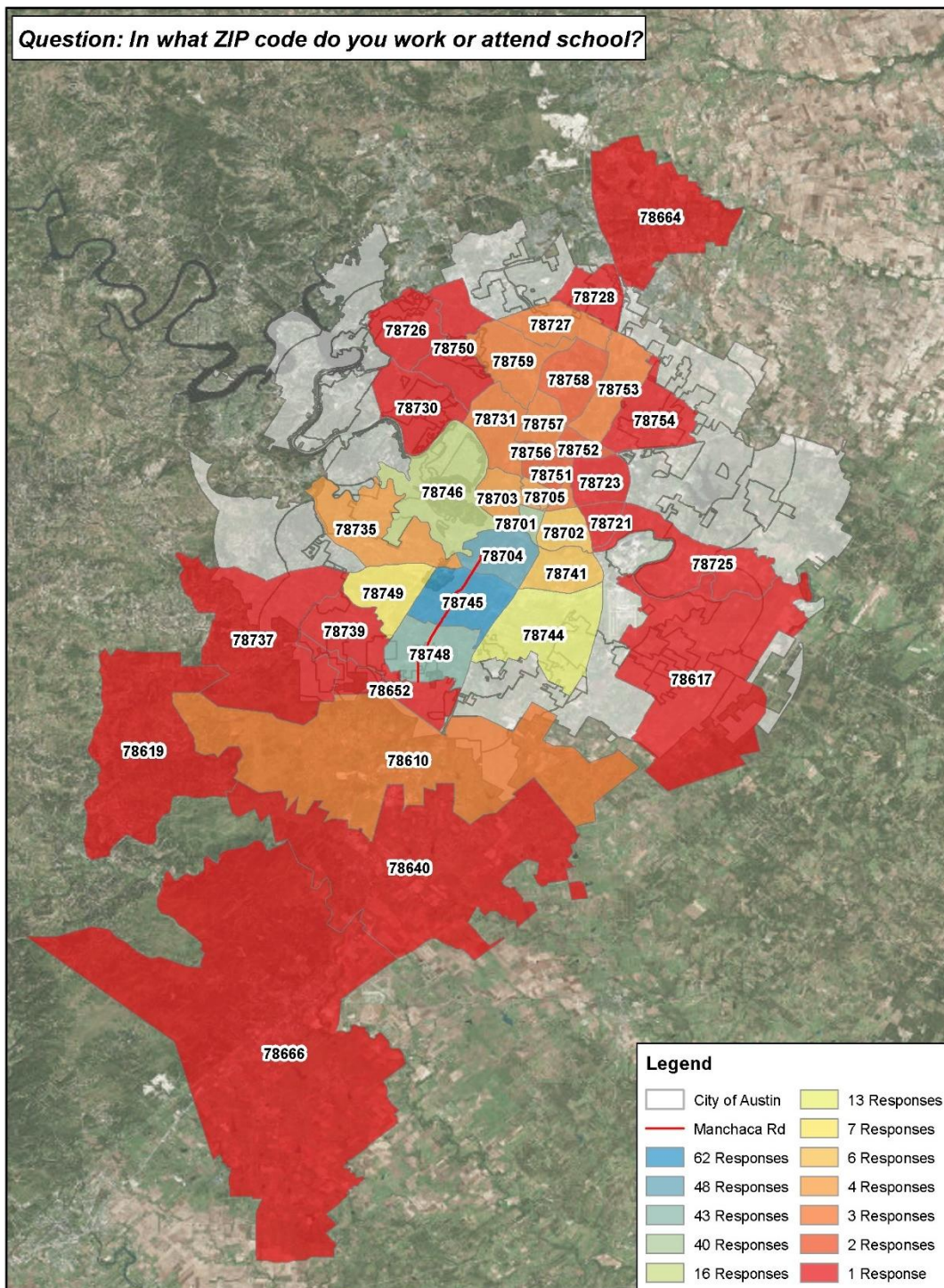
## RESPONDENT TRAVEL BEHAVIOR

The survey respondents answered questions regarding their travel behavior as summarized in the charts below. The total number of respondents vary for each question because respondents could opt out of answering a question. The respondents were nearly evenly split between travelers who commute through or to places along the Manchaca Road corridor and people who reside along the corridor. Seventy-six percent of respondents use the corridor at least five (5) days per week, suggesting that they represent a weekday traveler or resident. In addition, several respondents commented that they use a wheelchair or have a disability. The two (2) maps on the following pages display where the respondents live and work by zip code.









## TOPICS OF INTEREST TO RESPONDENTS

On the survey, respondents were instructed to pick their top three concerns pertaining to the Manchaca Road corridor from a list of six topics. The ranking of these topics are as follows:

1. Managing Congestion (76% of respondents)
2. Accessibility to and from destinations / neighborhoods (55% of respondents)
3. Safer environment for walking (44% of respondents)
4. Attractive public spaces (34% of respondents)
5. Cycling-supportive environment (32% of respondents)
6. Transit service improvement (31% of respondents)

## COMMENTS RECEIVED

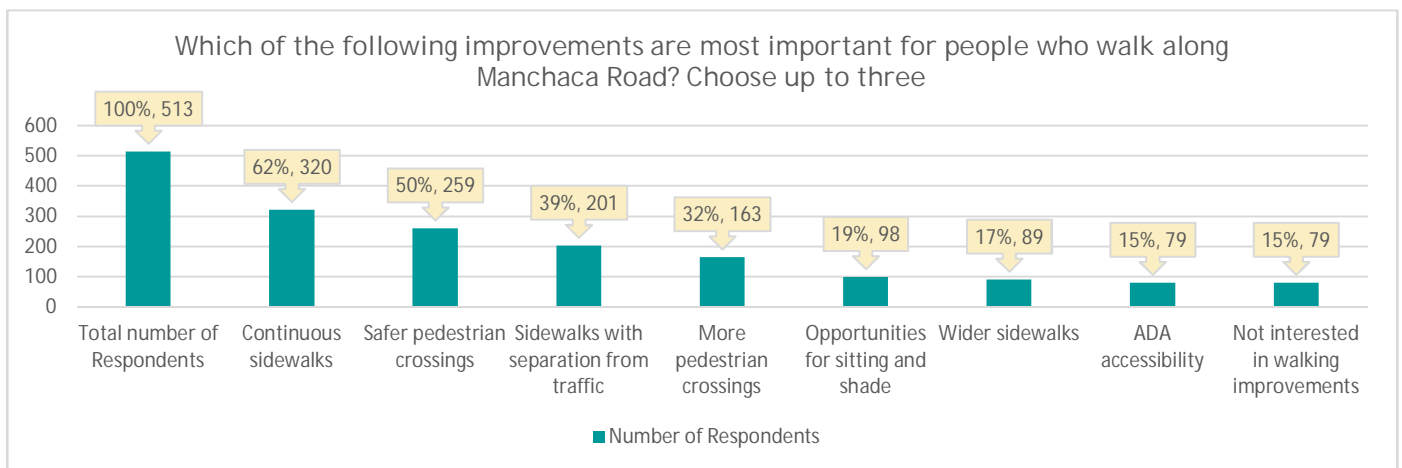
Participants provided comments on a variety of topics. The comments have been categorized by common themes in the responses. Comments that were received multiple times and are illustrative of common survey answers are shown in the sections below.

### Safety

- Sidewalks don't feel safe
- Rear-end accidents
- Illegal red-light runners and u-turners (need enforcement)
- Homeless / panhandling under Ben White Blvd interchange
- Rights on Red – not yielding to peds / wheelchairs
- Speed limit is too high
- Walking across bridge is tough (narrow sidewalks)
- Inadequate street lighting
- Need safer intersections
- Consolidate driveways
- Need access management median for all the unsafe turning behavior

### Pedestrians

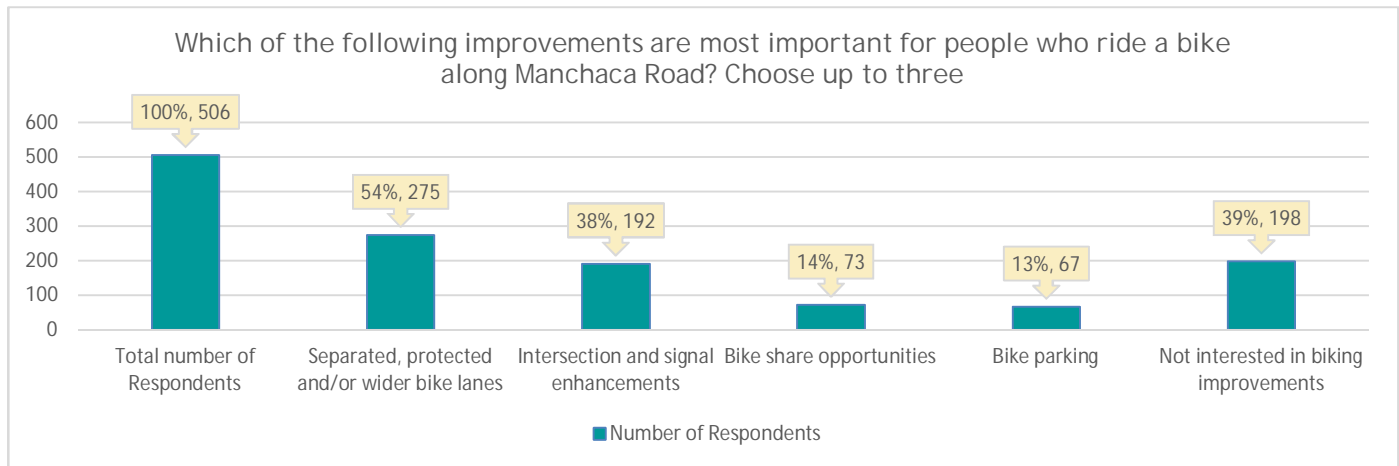
- Better/more crossings for pedestrians (especially at schools / transit stops)
- More “crossing lights” for pedestrians (between Slaughter Lane and William Cannon Drive)
- Maintenance of sidewalks
- Need separation from road





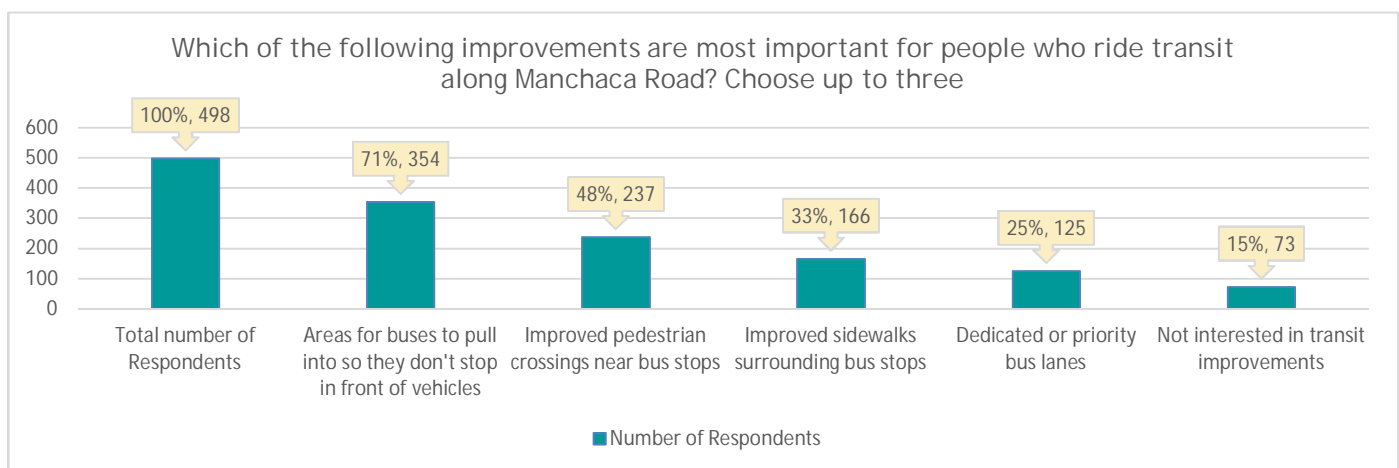
## Bicycle

- This corridor is unsafe and shouldn't be used by bikes – use other streets
- Bike parking at bus stops and destinations would help
- Bicycle users aren't safe, cause lots of problems
- Make a shared use path with "lanes" off the road
- Critical connection from Jones Road to Lansing Drive (Williamson Creek bridge) – not safe



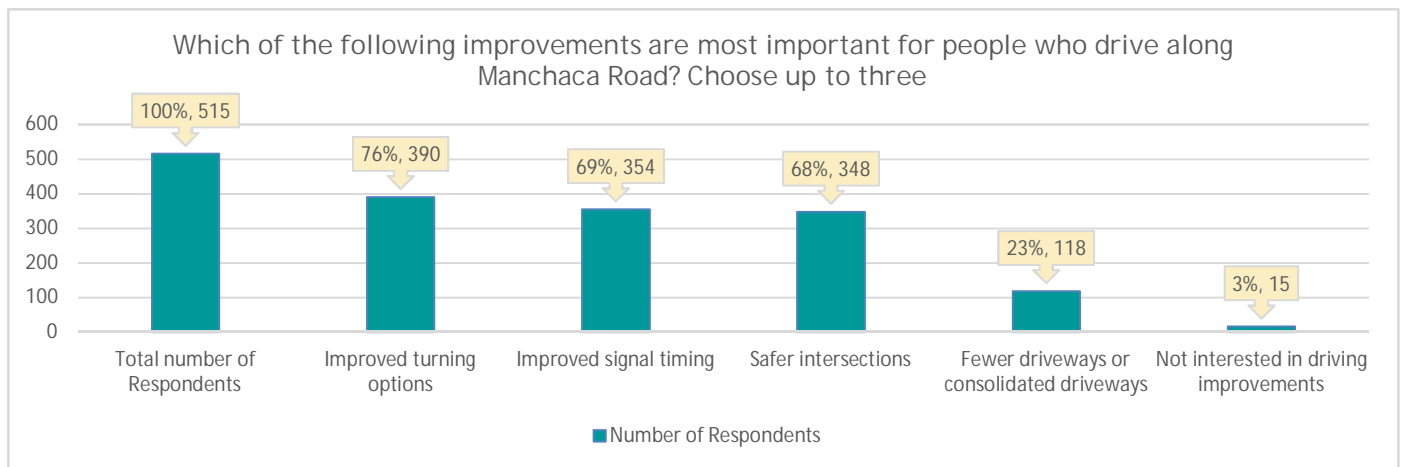
## Transit

- Improve pedestrian crossings near bus stops
- Why not a Metrorapid Bus? Crockett High School, ACC, and Library all at Stassney
- Buses block outside lanes, need pullouts
- #3 Bus doesn't run frequently and was shortened to not go as far south
- No transit south of Slaughter Lane is a problem
- Improve sidewalks surrounding bus stops



## Motorized Vehicle Users

- Turning option improvement
- Signal timing improvements
- Capacity improvements at intersections and center turn lane along the route
- Westgate is the relief route a lot of people use as an alternate
- Don't remove vehicle lanes on Manchaca (especially for bikes)
- Lack of turning lanes
- Improve business access
- Capacity south of Ravenscroft is insufficient for new developments
- Longer times to cross streets at traffic signals
- Trains east of Manchaca cause backups onto Manchaca
- Traffic patterns around Manchaca Elementary are a problem
- Old Manchaca is a bypass to Slaughter intersection northbound / southbound
- Need signal at Moontower Saloon – unsafe to exit at night



## APPENDIX

Comments received at the 1<sup>st</sup> Public Involvement Meeting and at the Stakeholder Meeting the following day on aerial roll plots have been categorized by corridor objective and are included as an attachment to this document. Comments are organized from the north end to the south end of Manchaca Road with location information included.





Manchaca Road Corridor Mobility Plan  
1st Public Open House and Stakeholder Meeting - December 5th, 2017

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Roll Plot Comments:  
Intersection Improvements

Comment	Location
1 Please maintain center turn lane	S Lamar North of Manchaca Rd
2 Circulation needs to be better communicated	S Lamar / Manchaca Rd/ Barton Skyway
3 Driveways in this area generate lots of turns	Manchaca between Lightsey Rd & Glen Allen
4 Add light or other crossing	near Glen Allen
5 Time lights for 25 mph speed	S Lamar to Ben White
6 Southbound stacking is bad in PM (another added "and some other times too")	at Manchaca / Ben White EB Frontage
7 Access to Piano Co (coffee shop?) is dangerous!	at Fort View Rd on west side of road
8 Left into Dan's hamburgers = death trap	between Fort View and Ben White
9 Long turn waits	NB at Redd St and Ben White
10 School speed zones not specified	on Cimarron Trl
11 Left turns limit mobility	Ben White to Stassney
12 Left turn nightmare!	Frontier Trl and Roundup Trl
13 Westbound Jones Rd at Manchaca Rd needs a better view of NB Manchaca Rd traffic (sight distance issues)	Jones Rd intersection
14 Left turn lane to Jones Rd (NB)	Jones Rd intersection
15 Southbound left does not work and is dangerous because of the hill south of Jones	Jones Rd intersection
16 Short/no left turn signals is <b>very dangerous</b> . Many crashes every year. Needs a longer turn light even during non-peak hours	Jones Rd intersection
17 Move ped light to Southern Oaks intersection, causes traffic to back up and block visibility at current location	Inverness Blvd
18 Add traffic signal exiting Crockett Center, Quack's Bakery (incoming) will cause traffic issues again	Inverness Blvd
19 Death trap heading left into library when traveling North	Manchaca Rd Library
20 Significant southbound stacking north of Stassney Ln	North of Stassney Ln
21 Turning into library is difficult, especially left turn northbound and left out of library	Manchaca Rd Library
22 Design for left turn northbound into library	Manchaca Rd Library
23 Left turn into library	Manchaca Rd Library
24 Heading south, people trying to turn east onto Stassney are backed up for miles (Multiple lights)	Stassney Ln
25 Exit from Crockett parking lot is too close to light and rush hour backup (another: "Agreed!")	South of Stassney Ln E side Manchaca Rd
26 Very difficult to get out of the parking lot for students and staff (another: "Agreed!")	Crockett High School, E side Manchaca Rd
27 Left turn lane to Garrison Park is hard without lane	Garrison Park
28 Berkeley used for cut through traffic. Light cycle long because of offset intersection	Berkeley Ave
29 This needs to be looked at. The offset is a challenge / investigate options	Berkeley Ave
30 Bad congestion, travel times are bad, PM Peak is the worst	William Cannon intersection
31 Pavement markings are confusing at this location (symbol of T, T, TR lane assignment drawn)	NB Manchaca at William Cannon
32 Caution light at post office - hard to turn left	west side of Manchaca south of Matthews Ln
33 Create a turn around when train stops, vehicles already do it	EB at train tracks east of Manchaca, Dittmar
34 Grade separate railroad. Train stops for long periods (up to 1 hour)	Dittmar
35 Can't turn left safely into HEB parking lot (another: "+1")	NW corner of Slaughter / Manchaca
36 Fix this intersection	Slaughter Ln
37 Queue backups into parking lot for HEB at signal west of Manchaca on Slaughter	Signal west of Manchaca on Slaughter
38 Left hand turns at intersections. Allow motorcycles to go first	west of Manchaca south of Slaughter
39 Speeding, congested, drivers using right turn lane to jump through traffic at the light SB	SB Manchaca at Ravenscroft
40 Congested	Frate Barker intersection
41 More "cut-through" traffic to Brodie	Frate Barker Rd
42 Left turn lights with a motorcycles first option. Left turns on busy streets are most likely for accidents	near Regal Row
43 Double left and double right turn lanes southbound on Manchaca	at FM 1626 intersection
44 Parent policy drop off spilling out on to Manchaca and FM 1626	Elementary school NW corner at FM 1626
45 Grade separate railroad east of Manchaca	at FM 1626 intersection



Manchaca Road Corridor Mobility Plan  
1st Public Open House and Stakeholder Meeting - December 5th, 2017

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Roll Plot Comments:  
Sidewalk and Curb Ramps

Comment	Location
1 Add light or other crossing	Manchaca just south of Glen Allen
2 Tree Blocking sidewalk	Manchaca near Edgeware Dr
3 Sidewalks on both sides of Manchaca are so dangerous right next to the road. Walking with my granddaughter scares me, especially when bus/truck goes by	Manchaca between S Lamar and Ben White
4 Need safer sidewalks!	Manchaca between S Lamar and Ben White
5 Medians with protection for pedestrian crossing	Entire corridor (comment near Burt Ave)
6 Homeless cause pedestrian issues in underpass (another added "yes!")	at Ben White interchange
7 Safety concerns / homeless population	at Ben White interchange
8 Homeless population issue (another person: "I want to help them.", another person "Yes! It is so trashy and uncomfortable to walk")	at Ben White interchange
9 Person killed last week? (comment on Dec 5th, 2017)	at Ben White interchange
10 Sidewalks all the way through	on Redd St west of Manchaca
11 School turning traffic / safety improvements for crossing	Cimmaron Trl east of Manchaca
12 Williamson Creek is dangerous grades and narrow sidewalks	Williamson Creek bridge
13 Sidewalks on residential streets	West of Manchaca near Jones Rd
14 Move ped light to Southern Oaks intersection, causes traffic to back up and block visibility at current location	Inverness Rd
15 Skateboards need repair sidewalks without raised bumps - is that ADA?	near Southern Oaks
16 Access issues across properties SW corner of Southern Oaks and Manchaca	SW corner of Manchaca at Southern Oaks
17 Students cross here, dangerous by DQ, Subway, ACC	Stassney west of Manchaca
18 Like ped crossing, also at Prather	Garrison Park
19 Shared Use Path for bikes and peds, Lamar to William Cannon	Lamar to William Cannon
20 Great crosswalk added 4 year ago, love it!	Garrison Park
21 Improve sidewalks between Stassney and William Cannon, southbound sidewalk is double in places - may be able to have separate bike and ped portions of sidewalk	Stassney to William Cannon
22 Sidewalks on residential streets	Cannonleague Dr / Matthews Area
23 We need sidewalks here! Kids walking to school	arrow to Malvern Hill Dr
24 Want more ped mid-block crossings!	Beauregard Cir
25 Limited space for safe ped crossing in these locations	near Beauregard Cir
26 Sidewalks also on residential streets	NE corner of Manchaca Rd and Dittmar Ln
27 Can't cross Manchaca	north of Slaughter
28 Connect trail to Manchaca	Slaughter creek
29 Sidewalks on residential streets	SW corner of Manchaca at Frate Barker Rd



Manchaca Road Corridor Mobility Plan  
1st Public Open House and Stakeholder Meeting - December 5th, 2017

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Roll Plot Comments:  
Bicycle Facilities

Comment	Location
1 Bicycle on not safe (overhanging branches and driveways) from long? To Praeth?	Manchaca near Larchmont Dr
2 Bicycles behind the curb	Manchaca between S Lamar and Ben White
3 Bicycle lane in middle?	Entire corridor (comment near Bert Ave)
4 Biking on Manchaca is dangerous! If on sidewalk, cars exiting driveways don't expect bikes	S Lamar to Ben White
5 Bike lanes next to the sidewalk over the curb and out of the street	S Lamar to William Cannon
6 add bike parking / racks at front of elementary school	E side of Manchaca btwn Redd and Cimarron Trl
7 Bottom of hill both directions bicycles moving fast. Improve safety for bicycle crossing Williamson Creek along Manchaca Rd	Williamson Creek crossing
8 bus lanes and bike lanes kept separate	near Roundup Trl
9 Bike facilities needed between Jones Rd and Lansing, no good alternate routes	between Jones Rd and Lansing Dr
10 Physical barrier between cars and bikes	near Jones/Jentsch Ct
11 Add protected bicycle lanes along entire corridor	Entire corridor (comment near Southern Oaks)
12 Shared Use Path for bikes and peds, Lamar to William Cannon	Lamar to William Cannon
13 Improve sidewalks between Stassney and William Cannon, southbound sidewalk is double in places - may be able to have separate bike and ped portions of sidewalk	Stassney to William Cannon
14 Bike lanes in poor repair	W of Manchaca, N of William Cannon area
15 Not safe bike north of William Cannon	North of William Cannon
16 Physical barrier between cars and bikes	Manchaca south of William Cannon
17 We need <u>protected</u> bike lanes! (another: "yes! A white line is not a barrier")	near Matthews Lane
18 Bike lanes and bus lanes separated	south of Matthews Ln
19 Keep shoulder between Slaughter and Matthews, great for bikes!	Matthews Ln to Slaughter Ln
20 Add a protected bike lane along Manchaca Rd	Matthews Ln to Slaughter Ln
21 Protected bike lane please	Davis Ln
22 Protected bike lanes or SUP (physical separation)	south of Davis Ln
23 Bike lanes signs should be spaced so cyclists know that a merge with car traffic imminent	near Kimono Ridge Dr
24 Bike lanes should be separated from bus lanes. Dangerous!	north of Slaughter
25 Need safe bicycle facility through Slaughter intersection along Manchaca	Slaughter intersection
26 The shoulder is good for bikes now, a lot of bikes use it	south of Matthews Ln
27 If Manchaca gets redone with more lanes, add a bike lane	south of Matthews Ln
28 Physical barriers between cars and bicycles	south of Slaughter Ln
29 Bike lanes often have pot holes	south of Slaughter Ln
30 Keep wide shoulder along S Manchaca - great for bicycles separated lane with barrier would be great, but as-is it feels safe on a bike	south of Slaughter Ln
31 Connect trail to Manchaca	Slaughter creek
32 Bicycle lanes often have pot holes and are harrowing	north of FM 1626
33 Physical barrier between cars and bikes	north of FM 1626





Manchaca Road Corridor Mobility Plan  
1st Public Open House and Stakeholder Meeting - December 5th, 2017

Kimley»Horn

Roll Plot Comments:  
Transit Supportive Improvements

Comment		Location
1	Difficult to cross road for bus service	Manchaca south of Glen Allen
2	Buses block traffic when stopped	Manchaca south of Glen Allen
3	Bus stop is awkward, cars won't get in right turn lane to turn right. Tiny issue, but annoying	NB stop at Fort View Rd
4	Bus pull-outs on smaller cross sections throughout	S Lamar to William Cannon
5	Bus lanes and bike lanes kept separate	near Roundup Trl
6	Need covered bus stops throughout the corridor	entire corridor
7	We need bus pull-outs at main bus stops (references transit stop NB south of Matthews Ln)	Transit stop NB south of Matthews Ln
8	Bike lanes and bus lanes separated	south of Matthews Ln
9	Bike lanes should be separated from bus lanes. Dangerous!	north of Slaughter



Manchaca Road Corridor Mobility Plan  
1st Public Open House and Stakeholder Meeting - December 5th, 2017

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Roll Plot Comments:  
Complete Streets

Comment		Location
1	Tree blocking sidewalk	Manchaca near Edgeware Dr
2	Overhanging branches and frequent driveways	Manchaca near Larchmont Dr
3	2 lanes and median with turn lane	Ben White to Barton Skyway
4	Need center turn lane continuous	Ben White to Barton Skyway
5	3 lanes & median designed to slow down traffic	Entire corridor (placed near Prather Ln)
6	Homeless population issue (another person: "I want to help them.", another person "Yes! It is so trashy and uncomfortable to walk")	at Ben White interchange
7	Street lights insufficient	near Redd St intersection
8	Screams for school? (maybe school?) - homeless population	near Redd St intersection
9	non-rush hour speeding is safety issue	south of Cimmaron Trl
10	Rush hour cut-through on Frontier Trl AM & PM	Frontier Trl E of Manchaca
11	Street lights on residential streets	W of Manchaca near Lansing / Frontier Trl
12	Motorcycle / scooter lanes?	near Lansing Dr
13	Some design improvement to prevent cut through traffic cutting down housing	Williamson Creek crossing
14	Consolidate driveways on west side of Manchaca near Inverness, can't turn 4-6pm	Inverness Blvd
15	Not speeding at this location could be because of congestion	ACC and Manchaca Rd Library
16	Overgrown trees covering sidewalks / block intersection view	Stassney west of Manchaca Rd and South of Stassney
17	Lights on residential streets	W of Manchaca near Whitestone Dr
18	Clear brush for visibility	near Garrison Park
19	Motorcycle / scooter lane?	near Garrison Park
20	Cut-through traffic to Westgate... side streets need calming	Berkett Dr / Berkeley Ave
21	Speeding is a problem	south of Matthews Ln
22	Small PER --> get contracts	reference Davis Ln PER
23	Street lights on residential streets	between Sedgemoor Trl and Crownspoint
24	Speed and operations are OK	north of Slaughter Ln
25	Access lane just north of HEB? Make it right-turns only near slaughter at driveways	north of Slaughter Ln
26	Motorcycle / scooter lanes?	SW corner of Slaughter intersection
27	Starting in this section and farther south - traffic needs to be slowed by design	South of Slaughter Ln
28	Speeding	north of Ravenscroft
29	Residential street lighting is needed for cars, bikes and pedestrians	near Regal Row
30	Bike lanes, sidewalks, street lights	FM 1626