Documentation of Public Hearing

Project Location

Travis County

South Lamar Boulevard
Riverside Drive to Ben White Boulevard/US Hwy 290 West
CSJ: 0113-09-072, 0113-10-001, 0113-12-002

Project Limits

Riverside Drive to Ben White Boulevard/US Hwy 290 West

Hearing Location

Virtual, Web Based

www.AustinTexas.gov/SouthLamarEnv

www.AustinTexas.gov/SouthLamarEnvSp

Hearing Date

Wednesday, July 15, 2020 to Thursday, July 30, 2020

Translation Services

Spanish

Presenters

Fernando Cantero, P.E., City of Austin Corridor Mobility Program

Total Number of Attendees (approx.)

36 people registered

Total Number of Commenters

250 (Verbal, Online, Email)

Contents

- A. Comment/response matrix
- B. Public hearing officer certification
- C. Notices provided (including tear sheets, website screen captures, distribution lists with copy of notice sent, etc.)
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A. Comment/Response Matrix

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
	Jay & Linda Reichert	7/15/2020	email	We are property owners along this proposed project corridor, and we own the surface title rights to the property locally known as buildings 1601 to 1607 S Lamar Austin TX. since 1950's. We STRONGLY oppose parts of this project and have reviewed the new proposed set of plans in front of our building. The new plans will take away the public parking slots located in front of our commercial retail building and add multiple lanes of sidewalk that are unneeded, for some reason somebody has decided to split the bike and walk path for just a few hundred feet in front of our building which does not make any sense and is not required. This will be detrimental to the retail business trying to make a living during already tough times. Within the surrounding area that has very little public parking and this proposed plan decreases parking without adding it somewhere else close by. We understand that the city has made lots of bad decisions in the past, and is continuing to hurt the local Texas born property owners since we have been in the long term property business since 1909. This is not California! We propose only one lane of sidewalk in front of our building and to leave the public parking along S Lamar. Allowing our retail business who have also invested in their businesses can stay afloat and remain in business paying you the taxes you so earnestly desire. The City of Austin required a certain number of parking slots to be available for us to rebuild that building, and we invested millions in reconstruction 2015 thru 2017. Now you are telling us that our certain assigned business types don't need that parking and we will be better off without it. NOT TRUE! There is a square footage formula that the city of Austin applies to properties for retail zoning and allowed building square footage and those parking slots were included by the city to reach that calculation number. What about any future construction or business that want to lease that building? You are killing the usability of that site. Please pay attentio	The goal of the Corridor Mobility Program is to improve mobility and safety for all corridor users - whether you drive, walk, or take transit. Building enhanced facilities for other modes such as bikes, pedestrians, and transit will provide increased options for people to conduct daily activities such as trips to school, work, or to access corridor amenities. Funded Improvements will be within existing right-of-way with minimal impact to private properties and private property acquisitions as directed by City Council's Contract with Voters, which directs improvements to consider preservation of local businesses. The Corridor Program Office has been conducting meetings with potentially impacted property owners to share the latest information and obtain feedback, which will be used to refine improvement designs. These meetings are ongoing, and will occur to coincide with each construction segment's project development process.
2	Tyler Markham	7/15/2020	web form	I strongly support the separated bike & pedestrian facilities. Please prioritize separate bike/ped facilities over turn lanes & driveway access.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.

COMMENT/RESPONSE MATRIX					
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
3	Mark Pustka	7/15/2020	email	I manage the 60,000 SF office building at 3901 South Lamar. We share driveway access with Pluckers and Pep Boys. My question is specific to what if anything is planned for this driveway access to these multiple properties and to the median in the middle of South Lamar at this location that allows driveway access for south bound traffic?	The Corridor Program Office has been conducting meetings with potentially impacted property owners to share the latest information and obtain feedback for the segment of South Lamar Boulevard from Riverside Drive to Barton Springs Road. From Barton Springs Road to US 290, access management tools such as median placement, median openings, raised crosswalks, and driveway modifications have not been finalized and are on-going through the design phase. The Corridor Program Office will continue to meet with property owners to discuss potential impacts to property, which will be used to refine improvement designs. These meetings are ongoing, and will coincide with each construction segment's project development process.
4	Diane Killow	7/15/2020	voicemail	My name is Diane (Killow?), I live on Toomey Road. I am just very curious to know how the new plan, which seems to eliminate one entire lane on each side of Lamar Blvd, how that plan will work when there's going to be a 6-10 ft story office building on the corner of Toomey and Lamar, generating at least 600 cars additional every day going to work and leaving work our residences. And then the Deck Center, arts center, the Dougherty Arts center, where there will be built on Toomey Road, and that will generate a lot more traffic, as well as school buses. How does anyone with any common sense imagine that that additional traffic will be able to be accommodated with a limited ability to get onto Barton Springs Road? I assume that the people who are making these plans don't actually come here during times of heavy traffic to get a good look at what the situation is. I'll put my comments in writing. I do expect a response, thank you.	Several studies and analysis have been conducted along this corridor to evaluate traffic, safety and level of service. Information gathered from these studies was taken into account in the designs presented in the corridor schematics. Improvements recommended by these studies, were implemented early as a result of the City's Vision Zero program and have already shown a reduction in the total number of crashes at Toomey Road and Butler Road. The Corridor Program Office recognizes this is a high growth area with various mixed uses. The proposed multimodal design with the dual bicycle track, improved shaded pedestrian paths, and enhanced bus stops will provide alternative methods of transportation to reduce on road traffic.
5	Caroline Bailey	7/15/2020	web form	I am in favor of the funded and unfounded improvements (though would definitely prefer the unfunded ones)! I like that the cycle lanes would be behind the curb, which should reduce conflicts with buses, though separate pedestrian and cycle facilities would be much safer and reduce conflicts between cyclists and pedestrians. Will the cycle lanes be wide enough to accommodate adaptive cycles used by disabled cyclists? In looking at the design for the funded improvements, I noticed that the shared use paths would be created by building over the existing bike lanes (great! Separation from the road and reduction of conflict between cyclists and buses/vehicles) but I was disappointed to see that the travel lanes would increase in size from 10' to 10.5' and 11'. Why couldn't the travel lanes remain the same size and that extra space be used for the cycle/pedestrian pathways instead? Larger travel lanes will usually lead to increased speed in vehicles traveling on the road. If we want to achieve Vision Zero and have greater safety for pedestrians, cyclists, and transit users, then I urge you to not increase the travel lanes - don't give drivers a reason to speed. I am also disappointed to see that there will be no dedicated bus lanes - surely we could take a travel lane away from cars for buses if we want to prioritize transportation in this city and make sure that the Project Connect plan succeeds. Bus stop improvements would be good though - bus shelters, estimated ETA, benches, etc. Will there be bus priority signals at any intersection like the one at MLK and Lavaca? Please, please prioritize accessibility above all and make sure there are accessible curb ramps at every location and make the sidewalks wide and smooth. Some benches along the sidewalk where feasible will also allow people to stop and rest while walking if they need to. I would love to see street trees for shade all along this corridor.	Thank you for your support. South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors which include two-way cycle lanes, sidewalks, and a landscape areas. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed. Currently, vehicle travel lane widths vary between 10 to 11.5 feet to accommodate multimodal vehicles, such as transit and delivery vehicles. The proposed improvements, including the width of vehicle travel lanes, are consistent with the City of Austin Street Design Guide that was released in June 2017. Additionally, the proposed improvements throughout South Lamar Boulevard will comply with ADA guidelines which include sidewalks and shared-use paths. Shared used paths will be wide enough to accommodate adaptive cycles and provide passing zones where possible. As far as transit, the Corridor Program Office is coordinating with Capital Metro on the proposed Project Connect and Locally Preferred Alternative. For South Lamar Boulevard, this coordination includes the bus queue jump lane from Barton Skyway to Menchaca Road, transit signals, and improvements to local transit bus stops and MetroRapid stops as proposed by Capital Metro's Project Connect.

	COMMENT/RESPONSE MATRIX							
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6	Ross Smith	7/15/2020	email	Hello, Please install a storm drain at the Southwest corner of the intersection of Hether & S. Lamar. The underground garage of the new building on that corner tapped into an artesian spring. Their solution is to pump the water out to the curb on Hether, where it flows almost constantly down to Lamar. This water flow is pooling at the curb at Hether & Lamar, causing the asphalt next to the curb to disintegrate. With all the traffic passing around that corner, the pothole caused by the asphalt disintegration can quickly reach a foot deep. The city's street crews have already been out several times to patch it. A storm drain on that corner would provide a permanent solution. Thank you. Ross A. Smith Austin, Texas Writing and editing services	Drainage improvements for South Lamar Boulevard between Riverside Drive to Barton Springs Road include replacing inlets and other storm drain components due to relocation of the curbs. Between Barton Springs Road to US 290 drainage improvements have not yet been finalized. The analysis and design are on-going to determine the impacts of relocating the curbs and the current changes to the City of Austin's Drainage Criteria Manual.			
7	Dave Piper	7/16/2020	email	Most of the time water runs across this sidewalk and intersection. It's pumped out of the parking garage of the adjacent new office building. What is the drainage plan for this problematic intersection? If new storm sewer is to be installed was it part of the original project design or is it because the parking garage of the new building hit groundwater and created a problem? If a new sewer in that location is the result of the parking garage, is the building ownership paying for it or is the taxpayer? If a drainage solution is in the works, why not do it sooner than later? (That stretch of the corridor project is likely several years away.) Thank you for your time.	See comment response #6.			
8	Deb Austin	7/16/2020	web form	Please use those non permenent sticks in the turn lane before permanently closing it to see if it works	Comment noted.			
9	Maite Jimenez Vidal	7/16/2020	web form	South Lamar is an unsafe corridor. Sidewalk are missing. If existing, sidewalks are too narrow and close to the cars. Not enough trees or shade. Not crosswalks. Cars go too fast. It is a disaster. It creates a lot of contamination, danger and noise from cars. Dangerous. Please make it nice for walking and riding bikes. We are tired of driving cars just because we don't have safe routes to go to school or work walking or riding bikes. Thanks.	Thank you for your support. South Lamar Boulevard's lack of bicycle and pedestrian infrastructure does provide an opportunity to implement plans that will significantly improve safety, mobility and connectivity for everyone, particularly for those biking and walking the corridor. With 2016 Mobility Bond funds, the Corridor Program Office is moving forward on the design and construction of roadway improvements for all modes along South Lamar Boulevard.			
10	Rob Schneider	7/16/2020	web form	I am supportive of the proposed improvements to South Lamar. I support, in particular, design changes that will improve safety for bicycles and pedestrians. I would encourage full funding and implementation of those changes between Barton Springs Road and Hwy 290, ideally starting north and working south. The section immediately south of Barton Springs Road is currently quite dangerous for bikes, and there is no usable sidewalk on the west side of South Lamar at one point. It may be appropriate to prioritize that work, though it's undoubtedly expensive given the grade and existing roadway width.	Thank you for your support. Please see comment response #2.			

	COMMENT/RESPONSE MATRIX								
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE				
11	Steve Simmons	7/16/2020	email	I am the owner of the property at 2801 and 2901 S. Lamar which is the triangle shaped Center at South Lamar and Menchaca and Barton Skyway as well as the Amy's/Phil's across the street. I am adamantly against the changes you are opposed to making. First, this will adversely degrade the value of both properties as you take away driveways, access and right of ways. These are all local businesses in this Center. It is called	The goal of the Corridor Mobility Program is to improve mobility and safety for all corridor users - whether you drive, walk, or take transit. Building enhanced facilities for other modes such as bikes, pedestrians, and transit will provide increased options for people to conduct daily activities such as trips to school, work, or to access corridor amenities. Funded Improvements will be within existing right-of-way with minimal impact to private				
12	Deb Austin	7/16/2020	web form	Is there a map showing where the left turn lanes are going to be? Can you provide that map? There is a spring on Hether and South Lamar under the new office building that is constantly discharging water. Can that situation (which causes lots of water run off, asphalt degradation and general unsafe-for-bicycles conditions be fixed as part of this project?	Please refer to the South Lamar Boulevard - Barton Springs Road to Riverside Drive schematic at http://austintexas.gov/SouthLamarENV to find the proposed improvements for that segment of along South Lamar Boulevard. This and other intersections between Barton Springs Road to US 290 are considered for drainage improvements and have not yet been finalized. The analysis and design are ongoing to determine the impacts of relocating the curbs and the current changes to the City of Austin's Drainage Criteria Manual.				
13	Robert Parsons Jr.	7/17/2020	email	Thank you for putting together the Virtual Public Meeting. Overall I am excited for these improvements and am supportive of all the details that have been shown. It may not be feasible but aligning the Mary/ Heather intersection on the east side of Lamar (obtaining ROW where the ATM is) would help visibility and functionality. Also I would like to see less curb cuts and median cuts along the corridor but I know that may not be possible. Thanks, Rob	Thank you for your support. With 2016 Mobility Bond funds, the Corridor Program Office is moving forward on the design and construction of roadway improvements for all modes along South Lamar Boulevard. At this time, funding is not available for acquisition of right-of-way. The proposed improvements will be designed and built within existing right-of-way.				
14	Cade Ritter	7/16/2020	web form	I wonder about mitigating car-pedestrian and car-bicyclist conflict at the many driveway accesses that cross the new pedestrian and bicyclist facilities. This could be through standardized signage or more raised crosswalks and bikeway crossings. S Lamar is a high speed roadway and I worry about drivers injuring or killing peds and cyclists at these driveways. I see there is a street access that features raised a crosswalk and bikeway I'm wondering if it would be possible to do this at every driveway and street access in the plan. Otherwise, this looks amazing and I couldn't be more proud of the city for doing this.	Removing or modifying driveways is being evaluated to make South Lamar Boulevard safer by decreasing potential crash points between drivers and pedestrians/cyclists. The safety and mobility benefits these modifications will provide is being balanced with City's Council's Contract With Voters, which directs that improvements should consider the preservation of local businesses. Raised crosswalks at intersections are being evaluated based on drainage patterns in the Final Design Phase.				

COMMENT	COMMENTED NAME	DATE	COLLEGE	COMMENT	DESDONSE
15	Matthew Vidakovich	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a
16	Jane Kurzawa Cravey	7/16/2020	web form	Is there a map showing where the left turn lanes are going to be? Can you provide that map? There is a spring on Hether and South Lamar under the new office building that is constantly discharging water. Can that situation (which causes lots of water run off, asphalt degradation and general unsafe-for-bicycles conditions be fixed as part of this project?	minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic. See response to comment #12.
17	Amy Hufford	7/18/2020	web form	Please fully fund bike facilities that are separate from pedestrians. In one of the most pedestrian and bike centered places in town, separating this activity is critical. More cyclists will use this for commuting if there are separate paths. Consider a family riding bikes together as well. If they have a young rider they are much less likely to Take them on a shared path for fear of the child bumping into a pedestrian.	See response to comment #2.
18	Jennifer Lyon	7/18/2020	web form	We really need protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be separate from bike lanes whenever possible to avoid inevitable accidents between people on bikes and dogs or small children - I was hit by a bike on a sidewalk when I was 6 and got seriously hurt. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. There are to many distracted drivers causing accidents and a curb simply isn't enough of a barricade to stop a car - we need serious barriers that are also beautiful and help absorb car pollution. This is an investment that would pay dividends for Austin for DECADES! Please do it right.	See response to comment #15.

COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE		
19	Mike Mitchell	7/18/2020	web form	I live two blocks from S Lamar.	See response to comment #15.		
				I strongly support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. This area is extremely dangerous for both cyclists and pedestrians and is often used as a throughway for commuters. I'd love to see this of road, one which has beautiful views already, and a great one of the capital, get the treatment is deserves I'm very happy to see this being proposed. Please make it happen.			
20	Kimberly Levinson	7/18/2020	web form	I'd love to see the pedestrian and bike improvements to South Lamar boulevard fully funded. Safe walking and biking in such a growing corridor will improve multimodal mobility AND help spur mass transit use, as the last mile becomes much safer.	Thank you for your support. The goal of the Corridor Mobility Program is to improve mobility and safety for all corridor users - whether you drive, walk, or take transit. South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with cycle lanes, sidewalks, and a landscape area.		
					From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.		
21	Maria Geary	7/18/2020	web form	I am in favor of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. I'd like to see sidewalks be provided separately from bike lanes whenever possible. Most importantly for safety reasons, all paths for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.		
				Thanks!			
22	Annalise Reichert	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees	See response to comment #15.		
23	Cara Bertron	7/18/2020	web form	With more and more people interested in cycling and walking, it's essential to provide safe facilities. I strongly support protected bike lanes, shared use paths, and landscaping along South Lamar Boulevard.			
24	Ana	7/18/2020	web form	Please make sure the bike and pedestrian paths are fully separated with a physical barrier like a median with trees to make it safe to walk and bike on the full stretch frim Barton Springs rd to 290. Unless pedestrians and cyclists feel trully safe from carstoo many will not dare to use alternative transportation options. Those options need to be designed for all cyclists and pedestrians to feel safe			
25	Kimberly Smith	7/18/2020	web form	Lamar should be safely bake-able as it connects so many parts of Austin. I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.		

				COMMENT/RESPONSE MATRIX	
COMMENT		DATE			
NUMBER	COMMENTER NAME	RECEIVED	SOURCE	COMMENT	RESPONSE
26	Gergana Slavova	7/18/2020	web form	I live in the S. Lamar neighborhood and fully support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Thank you for your consideration.	See response to comment #15.
27	Elizabeth Schaub	7/18/2020	web form	Please continue to invest in infrastructure that supports safe movement by bicyclists and pedestrians. It makes our city a more desirable place to live and encourages alternative modes of traversing the landscape which is great for both the individuals engaging in the activity and the environment.	Thank you for your support. Comment noted.
28	Mayra Cerda-Gomez	7/18/2020	web form	There is an urgent need for safe bike-riding in the city. It's good for the environment and citizen;s health.	Thank you for your support. Comment noted.
29	Nyssa Hoerner	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
30	Steve Hanawalt	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. As cyclist and a driver I think these improvements are needed.	See response to comment #15.
31	William Forbes	7/18/2020	web form	I strongly support increased active, alternative transportation infrastructure on South Lamar Blvd. that protects bicyclists and pedestrians from auto traffic and encourages healthy living and reduces auto congestion in the city.	Thank you for your support. Comment noted.
32	William Michael McGrail Jr	7/18/2020	web form	I support bike and pedestrian improvement along S Lamar Blvd.	Thank you for your support. Comment noted.
33	Emily Mackay	7/18/2020	web form	S. Lamar needs bike-specific lanes. The road is incredibly busy and unsafe for bicyclists with the current biking shoulder. Alternative routes that do not take South Lamar, however, entail steep hills and winding neighborhood roads which are too intense for the average commuter.	See response to comment #2.
34	Zack Lofton	7/18/2020	web form	Any improvements for pedestrians, cyclists, and transit are much needed and long overdue! It's preferable to have bikes and peds separated too. Especially if separation is the long term goal, it's important to do it now be everyday that passes, it becomes much more expensive.	See response to comment #2.
35	K Sherwood	7/18/2020	web form	Please make separate bike/pedestrian lanes from traffic on S. Lamar AND Anderson Lane, W. Anderson, and Spicewood Springs Rd!	See response to comment #2.
36	Pilly Montez	7/18/2020	web form	I'd like to see the plans approved and fully funded	See response to comment #20.

				COMMENT/RESPONSE MATRIX		
COMMENT	COMMENTED MANAE	DATE	COLIDOR	COMMENT	DECDONCE	
37	Karen Kreps	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. IN ADDITION, I want to see bicycle paths created between Lamar Blvd at 290 and the Violet Crown train on Mopac	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic. Currently, the limits of construction are between Riverside Drive and US 290. Bicycle plans on Violet Crown Train on MOPAC are outside the 2016 Mobility Bond design scope.	
38	Grace Kirby	7/18/2020	web form	Please consider our safety as we need to use bicycles for our commute. It's really scary to bike down Lamar with the buses and traffic and no bike lane. I really hope we can make this town an example of bicycle safety and respect.	See response to comment #13.	
39	David Todd	7/18/2020	web form	I urge the City to take all steps to make South Lamar safer and more encouraging for pedestrian and bike users.	See response to comment #13.	
40	James Robertson	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.	
41	Andrew Perlot	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.	
42	nirav v. patel	7/18/2020	web form	In order to make a safe, attractive, and livable city we must separate road, sidewalk, bike trails. One only needs to look how other progressive European countries are doing this. It works and more American cities are now trying to play catchup. Do the right thing.	See response to comment #15.	
43	Danny Bamrick-Fernandez	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.	

	COMMENT/RESPONSE MATRIX								
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE				
44	Brad Wimberly	7/18/2020	web form	Please prioritize protected bike lanes away from cars and make it safer for pedestrians and cyclist to get to the all the way past 290 and to the Violent Crown Trail then the new pedestrian bridge that goes over 360 next to mopac.	Thank you for your support. South Lamar Boulevard's lack of bicycle and pedestrian infrastructure does provide an opportunity to implement plans that will significantly improve safety, mobility and connectivity for everyone, particularly for those biking and walking the corridor. With 2016 Mobility Bond funds, the Corridor Program Office is moving forward on the design and construction of roadway improvements for all modes along South Lamar Boulevard. Currently, the limits of construction are between Riverside Drive and US 290. Bicycle path				
					plans for Violet Crown Trail on MOPAC are outside the 2016 Mobility Bond design scope.				
45	Madeline Enos	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
46	Walton Persons	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
47	Daniel Riegel	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
48	Timothy Bray	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
49	Bob Murray	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
50	Ryan Snodgrass	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
51	RANDY MALLORY	7/18/2020	web form	Please have separate paths for bikes and pedestrians.	See response to comment #2.				
52	Chrissy Oyler	7/18/2020	web form	South Lamar, between 290 and Barton Springs, is critical for commuting and commerce, however is wildly unsafe for anyone not in a vehicle (and arguably even those *in* vehicles) even with sidewalks and bike lanes. Given the importance of this artery to downtown and the need to make alternative transportation means more approachable to mitigate traffic and pollution, a separated bike and pedestrian lane is absolutely necessary.	See response to comment #2.				

	COMMENT/RESPONSE MATRIX							
COMMENT		DATE						
NUMBER	COMMENTER NAME	RECEIVED	SOURCE	COMMENT	RESPONSE			
53	Ryan Rosshirt	7/18/2020	web form	Implement and fully fund Lamar improvements ASAP. We desperately need to connect the very well developed neighborhood cycle infrastructure near Lamar to an actual cycleway to promote major adoption of biking as a method of transportation.	See response to comment #20.			
54	Emily Kaye	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
55	Isabella Vick	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along the entirety of South Lamar Boulevard- not just from Riverside to Barton Springs. Sidewalks should be provided separately from bike lanes whenever possible. Pedestrians and bikers should be separated from car traffic by a buffer, preferably with trees. The City of Austin should work to fully-fund the project to provide ultimate safety to pedestrians and bikers along the entire roadway. It's better to spend more money now to do it right, then have to go back in ten years later to complete it. Please consider allocating the funds for separate bike lanes for South Lamar all the way to Ben White.	Thank you for your support. The goal of the Corridor Mobility Program is to improve mobility and safety for all corridor users - whether you drive, walk, or take transit. South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic.			
56	Zac Powell	7/18/2020	web form	Lamar Boulevard has been a part of bicycle routes in my daily life for many years. Throughout those year I have had countless close calls with distracted drivers, it often feels unsafe. If there were protected lanes for cyclists on South Lamar, we would definitely see increased bicycle traffic, less vehicular traffic and safer streets for us all. Please help us to fund this project to build safer passageways for our fellow Austinites, thank you!	See response to comment #2.			
57	Laura Stude	7/18/2020	web form	I've come within inches of being hit by a distracted driver while biking on South Lamar. I support the addition of PROTECTED bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			

	COMMENT/RESPONSE MATRIX									
COMMENT	OOMMENTED NAME	DATE	0011005	COMMENT	DECRONOF					
NUMBER 58	COMMENTER NAME Eric Kaufman	7/18/2020	SOURCE web form	COMMENT Hello,	RESPONSE See response to comment #15.					
	Ene Rauman	7710/2020	Web Termi	As an active biker, I have routinely taken roundabout routes to avoid South Lamar at all costs. I am thrilled you are prioritizing a redevelopment of South Lamar to increase pedestrian and biking access. South Lamar is a thriving thoroughfare so close to downtown, and the opportunities to engage with the streetscape without relying on cars are plentiful if we choose the right path forward. Please prioritize dedicated, protected bike lanes along the entire corridor from Riverside Drive to US 290. Attempting to squeeze walkers with dogs, individuals with disabilities in wheelchairs, and other pedestrians into one path with bikers will create dangerous and unnecessary conflicts, and ultimately limit the use of this space. With both protected bike lanes and additional sidewalks, everyone can comfortably and safely travel down this great corridor. Please also do your best to make sure all facilities for pedestrians and people on bikes are separated from car traffic by a landscape buffer, ideally with street trees. Then South Lamar Boulevard will finally live up to its name as a grand Boulevard all Austinites can be proud of. Thank you!!						
59	Clint Parsley	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.					
60	Katherine Searcy	7/18/2020	web form		South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed. Regarding access to businesses, the removal and modification of driveways is being evaluated to make South Lamar Boulevard safer by decreasing potential crash points between drivers and pedestrians/cyclists. The safety and mobility benefits these modifications will provide is being balanced with City's Council's Contract With Voters, which directs that improvements should consider the preservation of local businesses.					
61	William Schroeder	7/18/2020	web form	Hi there. I am a bicyclist in Austin and I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. I also encourage you to take this same approach with Jollyville in NW Austin. I have had so many close calls on Jollyville that I do not feel safe to bike or even to run there. Distracted motorists are a constant threat as they drive fast and are distracted by their phones. I am happy to pay more taxes to make our town more bike friendly, accessible, and healthy.	See response to comment #15.					
62	Adam Hite	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. We need to plan for the future. Time is running out due to climate change. We have to transform our city to fight human extinction.	See response to comment #15.					

				COMMENT/RESPONSE MATRIX	
COMMENT	COMMENTED NAME	DATE	COLIDOR	COMMENT	DECDONCE
NUMBER 63	Bennett Brown	7/18/2020	SOURCE web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	RESPONSE See response to comment #15.
64	Stephanie	7/18/2020	web form	Please extend the protected bike lanes, separated from the sidewalk, further down Lamar! It's worth our city \$\$ to extend that access, having a merged ped/bike lane is going to be too congested and unsafe, we really need a dedicated lane	See response to comment #20.
65	Thomas Perkowski	7/18/2020	web form	The city needs to make South Lamar safe for pedestrians and people on bikes. I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. A pedestrian and bike crossing over the railroad tracks at Treadwell would be a great way to link Zilker with Bouldin and the greenbelt.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic. The Corridor Program Office is continuing to coordinate with Union Pacific Railroad on the addition of the Pedestrian Railroad Crossing at Treadwell Street.
66	Adrianne	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
67	Eric Galloway	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
68	Paul K.	7/18/2020	web form	I am generally in favor of the proposed changes to South Lamar Boulevard. I support changes to Austin streets that make them safer for all users, and provide people with healthier, cheaper and greener alternatives to driving a personal automobile. I would especially encourage all street modifications to include separate, dedicated facilities for pedestrians and cyclists, as well as physical barriers between pedestrians/cyclists and automobile traffic.	See response to comment #15.
69	Eryn Moris	7/18/2020	web form	Please consider fully funding safe bicycle and pedestrian infrastructure on South Lamar between Barton Springs and Ben White. Cyclists and pedestrians should have their own dedicated paths.	See response to comment #20.

	COMMENT/RESPONSE MATRIX							
COMMENT	COMMENTED MANE	DATE	0011505		DESCRIPTION			
NUMBER 70	James Benson	7/18/2020	SOURCE web form	COMMENT This would greatly benefit so many in Austin. I live in Travis Heights and bike around town and am part of many bike groups. Lamar south of the River is definitely the most dangerous part of many rides and is known to be so. Even if you just have to cross Lamar at one of the lights it can be the scariest part of the trip.	RESPONSE See response to comment #13.			
71	Michael Rooney	7/18/2020	web form	I would love to see the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Thanks for your help!	See response to comment #15.			
72	Rémy Greinhofer	7/18/2020	web form	I completely support this project. I hope you can make it come true.	Thank you for your support. Comment noted.			
73	Aaron Barker	7/18/2020	web form	I support the addition of protected bike lanes and shared-use paths on South Lamar! Sidewalks should be provided separately from bike lanes. Facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. I bike this route all the time and it is dangerous, uncomfortable and difficult to maneuver. I view it as a serious accessibility and fairness issue because anyone with physical limitations would be completely incapable of biking or even traveling via mobility assistance device along this route. Please make travel safe and equitable for all regardless of ability levels!	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic. Additionally, the proposed improvements throughout South Lamar Boulevard will comply with ADA guidelines which include sidewalks and shared-use paths. Shared used paths will be wide enough to accommodate adaptive cycles and provide passing zones where possible.			
74	Jennifer Conroy	7/18/2020	web form	Agree! Make S Lamar safe for bicycles!	Thank you for your support. Comment noted.			
75	Ken Hine	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
76	Jen Johnston	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
77	Glenn Twiggs	7/18/2020	web form	South Lamar has become a terrifying place to ride a bike. I hope that you fund this project, and provide a safe place for me to ride and run errands.	See response to comment #13.			

	COMMENT/RESPONSE MATRIX								
COMMENT		DATE	20117.07						
NUMBER 78	Jim Summers	7/18/2020	SOURCE web form	I've been biking back and forth on S. Lamar for over 30 years. It has already gotten better. However, after reading about the planned improvements described by Bike Austin, I want to support them. While the next part of my comments if from them, it does reflect my wishes too.	See response to comment #15.				
				I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.					
79	Kimberly Tarter	7/18/2020	web form	Please fully fund this vital project! South Lamar is so dangerous for pedestrians and bicyclists! We need this to stop the many unnecessary deaths and injuries of our citizens!	See response to comment #20.				
80	Juergen Ahaus	7/18/2020	web form	Hi. I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
81	Crystal	7/18/2020	web form	Funding this corridor would be a game changers for me. I live in South Austin and biking is my only mode of transportation. I work as a bartender often downtown or on the East Side so having a safe path home at night is vital for me. With public transportation becoming so unsafe, it's the only way I can get home					
82	Karen Umminger	7/18/2020	web form	Please support protected bike lanes. Austin is a biking city and we need to improvelike San Diegi, NYC, San Francisco, Sesttle, Portland have done.	Thank you for your support. Comment noted.				
83	Daniel Cobb	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
84	David L Falk	7/18/2020	web form	I support the proposed improvements to South Lamar Boulevard including the unfunded plans. The South Lamar Boulevard right-of-way provides the only means for many South Austin residents to travel from one area to another via foot or bicycle, yet the corridor is dangerous to both. The unfunded plans are critical to keeping bicyclists and pedestrians separated. Putting them both onto a shared-use path with heavy pedestrian and bicycle traffic is an invitation to accidents and discourages active transportation. Furthermore, the beautification with trees, streetscape and landscape improvements and enhanced lighting will improve the quality of life for South Austin residents. Improving South Lamar Boulevard now is a once in a generation opportunity and half-way measures are a waste of resources. Implement the funded and unfunded plans.	Thank you for your support. The goal of the Corridor Mobility Program is to improve mobility and safety for all corridor users - whether you drive, walk, or take transit. South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with cycle lanes, sidewalks, and landscaping with a variety of plantings and tree species, street lighting, and streetscape improvements. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and separate pedestrian facilities and landscaping elements will be constructed.				
85	Louis Vera	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				

	COMMENT/RESPONSE MATRIX								
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE				
86	steve lucas	7/18/2020	web form	protected bike lanes, crosswalk likes that change faster so I don't have to cross without, ticket drivers who run lights and don't stop at flashing red lights.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area.				
					From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.				
					For both segments, upgraded signals will be installed to provide safe pedestrian and bicycle crossing.				
87	Diane Collier	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
88	Brian Pape	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
89	Paige Frederick	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
90	Michael Hernandez	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
91	Nick Littlejohn	7/18/2020	web form	For way too long, South Lamar Boulevard has been a nightmare for most anyone on foot or on a bike. But that could soon change.	Please see response to comment #15.				
92	Wesley Justice	7/18/2020	web form	This would be an overall investment in the city's appeal and sustainability as residents are more likely to curb emissions given a safer environment. As a resident of Zilker neighborhood, I would bicycle commute to work every day down S. Lamar if it weren't for the dangers associated with not having a dedicated lane. Currently, I'm forced to embrace the slowdowns and distracted, tired drivers crossing 2-way and 4-way stops on residential streets in low light hours. The reality is I drive more often than I'd like, and we're all worse off the more cars are on the road.					
93	John Day MD	7/18/2020	web form	I used to bike on South Lamar regularly, but it always had to be fast and athletic, or early on Sunday morning. It's a pretty wild ride for veteran cyclists, and I have avoided it the last couple of years. If it were actually safe, novice bicyclists could use it.	See response to comment #13.				

	COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE			
94	COMMENTER NAME	7/18/2020	web form	I support the proposed addition of walking and bike lanes on Lamar, provided car lanes are not affected.	Thank you for your support. The Corridor Program Office is designing and constructing improvements that enhance			
					mobility, safety, and connectivity for all modes of transportation including those who drive, walk, bike, or take transit. In order to meet this goal within the existing right of way, vehicle lane widths of 10-feet are required to make room for multi-modal facilities. The proposed improvements, including the width of vehicle travel lanes, are consistent with the Austin Street Design Guide that was released in June 2017.			
					Vehicular lanes that are 10.5 feet-wide can be found on other streets within the City of Austin, including North Lamar Boulevard near the Triangle and 6th Street, for example. The outside lanes will typically be of a width to accommodate transit or heavy truck traffic.			
95	Dave Sullivan	7/18/2020	web form	Need a full sidewalk on the west side of Lamar between Bluff and Treadwell. Traffic calming measures to make bicycle and scooter riding safer all along the route would be nice. Prepping S. Lamar for light rail center running should be considered.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area.			
				Trepping C. Lamai for light rail center running should be considered.	From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints, this includes widening the existing sidewalk between Bluff Street and Treadwell Street. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.			
					Many traffic calming strategies are typically reserved for neighborhood streets. However, the project is making intersection improvements will seek to reduce turning vehicle speeds at intersection and driveway approaches and minimize risk of conflicts between transportation modes.			
					As far as transit, the Corridor Program Office is coordinating with Capital Metro on the proposed Project Connect and Locally Preferred Alternative. For South Lamar Boulevard, this coordination includes the bus queue jump lane from Barton Skyway to Menchaca Road, transit signals, and improvements to local transit bus stops and MetroRapid stops as proposed by Capital Metro's Project Connect.			
96	Vanessa vail	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
97	David	7/18/2020	web form	The plan for the bicycle lanes look great go for it.	Thank you for your support. Comment noted.			
98	Amanda Burris	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Lamar is currently far too dangerous to bike on. Having it more like Congress I believe would be super beneficial not only for pedestrians but businesses alike.	See response to comment #15.			
99	Eden Myers	7/18/2020	web form	Please fund the construction of protected bike lanes and shared-use paths down South Lamar- and please separate sidewalks from bike lanes. I ask for this as a pedestrian, a runner, a cyclist and a bike commuter! Lanes for people on foot and people on bikes should be separated from car traffic by a landscape buffer, with trees- those are a necessity for improved safety, decreased heat and noise and improved air quality and flood control.	See response to comment #15.			

COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE		
100	Rich Gramann	7/18/2020	web form	Anything to make South Lamar south of Barton Springs Road safer and more bike friendly would be \$ well spent. The number of cyclists using that road continue to increase and having a protected lane would encourage more cycling and less car traffic. The proposed protected lanes are a very good idea.			
101	Kenton	7/18/2020	web form	I live on S. Lamar and ride my bike to work every day down up Lamar to Barton Springs. Though I appreciate the current bike lane and acknowledge that it is better than nothing. I still have several close calls a week, when drivers drift in to the bike lane, or better yet when delivery trucks obstruct the bike lane forcing me into the main lanes. This PROTECTED bike lane would add a level of comfort that would hopefully encourage others to participate in alternative modes of transportation.	Thank you for your support. Comment noted.		
102	Brad Love	7/18/2020	web form	Please add protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard as well as elsewhere throughout the city, ideally with street trees. The landscaping is so important in our major thoroughfares like Lamar and MLK Blvd because they make non-car transportation more pleasant and build community.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area which includes trees on both sides of the road. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed would include trees.		
103		7/18/2020	web form	I support the addition of one-way protected bike lanes on each side of the street and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes at all times. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Posted speed limits should be reduced and the speeds should be reduced through the use of road diets, chicanes and roundabouts whenever possible.	Please see response to comment #15. Regarding speed limits, on June 2020 City Council approved the reduction of the speed limit to 35 miles per hour along South Lamar Boulevard between US 290 and West Gibson Street.		
104	Stuart Reichler	7/18/2020	web form	This is such a busy route that deserves proper pedestrian and bicycle infrastructure. On major roads like this we need protected bike lanes and sufficient sidewalks so all road users can travel safely.	See response to comment #13.		
105	jamey	7/18/2020	web form	First of all, why isn't the request for comments more transparent? Please reach out to bike shops and local riding groups.	Regarding request for comments, the Corridor Program Office (CPO) used several methods to notify the community about the virtual public hearing for the South Lamar Boulevard corridor and opportunities to submit comments as part of this process. Outreach included mailing information to properties on the corridor, eblasts, newsletter articles, English and Spanish print ads, Facebook events and ads, and posting information on City and TxDOT websites. Specific details of our efforts to notify the community will be documented in the official summary report for the public hearing. To receive corridor-specific updates, you can sign up to receive our eNewsletter at AustinTexas.gov/South Lamar, or you can send us an email at SouthLamar@AustinTexas.gov. South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.		

	COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE			
106	Genevieve	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
107	Zach Wilson	7/18/2020	web form	I commute by bike to work every day from Lamar Union to downtown and it's very dangerous. I've almost been hit many times. I oftentimes end up taking the sidewalk if I don't see any pedestrians ahead of me. The road is too fast for a bike (especially going south) and the sidewalk is winding and falling apart. I know a lot of people near me who would commute by bike if there was a bike lane.	See response to comment #13.			
108	Emily Golding	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
109	Jason Perez	7/18/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
110	Jonathan Muzacz	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
111	Zachary Ingram	7/19/2020	web form	South Lamar is a death trap to ride on especially when you are delivering food for work.	See response to comment #13.			
112	Kathryn Flowers	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. The proposed bicycle and pedestrian facilities that are proposed from Riverside to Barton Springs are excellent and should be preserved. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Every effort should be made to procure funding for the unfunded improvements for the Barton Springs to 290 section in order to make this possible.				
113	Gina Helfrich	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
114	cf wimbrow	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
115	Becky Arreaga	7/19/2020	web form	In it's current state, South Lamar Blvd is dangerous to bikers, pedestrians and motorist! I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
116	Chadwick Wood	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
117	Tim Dombeck	7/19/2020	web form	Please make South Lamar a safe and accessible street for pedestrians and cyclists.	Thank you for your support. Comment noted.			

	COMMENT/RESPONSE MATRIX								
COMMENT	OOMMENTED MAKE	DATE	0011005	COMMENT	DECRONOE				
NUMBER 118	COMMENTER NAME Laura Morrison Pibel	7/19/2020	web form	One of my biggest complaints when I first moved here was that such a big artillery road like South Lamar didn't have consistent bike lanes. I lived on South Lamar right by Opa! and it was fine to go a little south on the not-well-marked bike lane but if I wanted to get downtown, I felt incredibly unsafe riding down South Lamar past the Alamo Drafthouse. I once rode the bus and watched the bus driver honk furiously at a biker who was just biking down the street. Something that the biker is legally allowed to do but because there is no designated or protected bike lane, it was slowing down traffic. I was far more concerned for the biker being harmed by aggressive drivers than I was about the slow down in traffic. I think a bike lane on South Lamar would be excellent for that safety reason! It's also a street where a lot of people use those electric scooters on so it would help in that congestion as well. It just makes so much sense seeing how much business happens on South Lamar and how much of a major road it is.	See response to comment #13.				
119	Betsy Hilton	7/19/2020	web form	Need ONE WAY separate bike lanes on Lamar, not 2-way. Too many intersecting streets and drivers won't watch for contraflow bicyclists.	Due to the high multi-modal use in this area the two-way cycle track was proposed as a way to increase safety and reduce conflicts. The cycle track will provide a 5' width for cyclists in each direction (10' total width), on both sides of South Lamar. Thus eliminating the need for cyclists to travel the "wrong way" down a one-way bike lane and eliminating the need for cyclists to use the sidewalk. The cycle track is separated from the store front by a sidewalk, and in certain areas a buffer or second row of trees to reduce the conflicts between cyclists traveling along the corridor and pedestrians walking between shops, walking their dog, or walking side by side.				
120	Tom Morgan	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
121	Peter Comer	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				
122	Ben Ritter	7/19/2020	web form	I'd love to see more protected space for bicycles and scooters. I live on Riverside and would visit businesses on South Lamar more frequently if I felt I could get there safely on my bike.	See response to comment #13.				
123	Joy Cunningham	7/19/2020	web form	There absolutely must be two separate lanes for pedestrians and bikers with concrete dividers between. I have had to throw myself off of the Green Belt trail three or four times to keep from being mowed down by men on bikes. Pedestrians are supposed to have the right of way, yes. Men on bikes don't care. And if you yell at them to be careful, I have actually had them get off their bikes and come back and lecture me in a threatening fashion, so my life was in danger not once but twice. I too have biked as my main mode of transportation. There should be separate lanes for every mode of transportation, and pedestrians need their own discrete and protected path.					
124	Adam bartaz	7/19/2020	web form	South Lamar has so much unmet potential in its current form. Without a protected bike lanes, Non motorized commuters lack options connecting the center of austin with southern neighborhoods. It's such a bit opportunity to expand sustainable commuting, help local businesses, and improve safety for bikers. Pedestrians, bikers, and motorists should all have separated lanes for commuting.					
125	Arye Shapiro	7/19/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.				

	COMMENT/RESPONSE MATRIX							
COMMENT		DATE						
NUMBER	COMMENTER NAME	RECEIVED	SOURCE	COMMENT	RESPONSE			
126	Jeremy Meyers	7/19/2020	web form	I'm writing in support of adding protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. We should have separate pedestrian and bicycle traffic wherever possible, and should have physical barriers separating bikes and pedestrians from cars when we can.	See response to comment #15.			
127	Matt Arth	7/19/2020	web form	Bike lanes separated from vehicular traffic by a solid barrier is the only way to make bike lanes usable, especially on a high velocity road like South Lamar. If you can't see your kids riding on that bike lane, then most people aren't going to use it. And shared use with pedestrians is a nice concept, but in practice doesn't work great. A sidewalk separate from the bike lane is important. If it needs to be a two way bike lane on one side of the road to fit, then that is preferable to a shared use path. Thanks!	See response to comment #2.			
128	Daniel Vidsl	7/19/2020	web form	Connecting 78704 to downtown through I lived bike lanes down lamar will great improve the safety of cyclist and added much need infrastructure to the main corridor of the city.	Thank you for your support. Comment noted.			
129	Alex Meyers	7/19/2020	web form	I live right off South Lamar and a vast majority of my primary errands take place on S. Lamar. I would be vastly more likely to get out of my car and bike to do my errands if I didn't feel like I was taking my life in my own hands every time. Protected bike lanes would reduce traffic and air pollution, encourage exercise, and strengthen community. I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Thank you!	See response to comment #15.			
130	17 Rue Parmentier	7/20/2020	web form	Looking good. Ideally a second elevated promenade on either side with pedestrian bridges would be ideal. More areas for sidewalk traffic for businesses on the second floor. Pedestrians below would have shade, and could safely cross the street while avoiding traffic completely. Zoning should be so buildings are built in a stepped fashion so we are not in canyons and can still see the sky. The Southern Pacific railway should be turned into/incorporate a biking highway with bridges/tunnels so bikes can quickly travel here while avoiding all street traffic. This bikeway should go all the way to Buda. I also wonder if traffic flow can be improved with roundabouts.	Thank you for your feedback and support, the current design prioritizes improvements to safety and mobility while maximizing funding allocated to South Lamar Boulevard through the 2016 Mobility Bond. Based on studies, round-abouts are not feasible for South Lamar due to right-of-way constraints and existing vehicle movements.			
131	Will Godwin	7/20/2020	web form	With enthusiasm and anticipation, I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Let's make this a signature Austin BOULEVARD! In the plan, please make sure that sidewalks are separated from bike lanes whenever possible. And, require landscape buffering (ideally with trees) of all facilities for pedestrians and bikes from car traffic.	See response to comment #15.			
132	David Carroll	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			

	COMMENT/RESPONSE MATRIX							
COMMENT		DATE						
	COMMENTER NAME	RECEIVED	SOURCE	COMMENT	RESPONSE			
133	Michael McNoldy	7/20/2020	web form	I am a resident and constituent of Austin, Texas. I drive, bike and walk on a regular basis. Austin has an obvious traffic problem, one that cannot be solved with additional automobile lanes on our current roads. We need options for safe and multi-modal transportation. The proposed improvements on south Lamar would be an excellent addition to Austin's transportation infrastructure. I fully support wide, protected bike lanes and separated sidewalks on south Lamar, along with landscape buffers to help protect against automobile traffic (add a bunch of trees while we're at it!). We are moving in a good direction, but there's still a lot of work to be done. The car has choked our city for too long and we need to seize this moment in time to do something different. I appreciate the hard work that Austin's transportation department puts into our infrastructure and am extremely excited to see our city grow and adapt in a positive and environmentally friendly direction.	See response to comment #15.			
134	Gary Hamilton	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. THESE IMPROVEMENTS SHOULD BE IMPLEMENTED FOR THE ENTIRE PORTION OF LAMAR BLVD FROM RIVERSIDE TO BEN WHITE BLVD.	See response to comment #15.			
135	Benjamin Kidder	7/20/2020	web form	I live in the South Lamar neighborhood and I commute via bike to Riverside Drive sometimes for work. I've had a few close calls with cars not honoring the tiny bike lane and it's not fun. I personally can count 4-5 friends in the past who have said they don't bike certain segments because it doesn't feel safe. The bus stops also present a major concern as the cyclist would either have to stop for the loading or merge into car lanes to traverse. So many people live along South Lamar it makes so much sense to update this minimalistic approach to bike lanes.	Thank you for your support. The goal of the Corridor Mobility Program is to improve mobility and safety for all corridor users - whether you drive, walk, or take transit. South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape areas. Bus stops will not be in conflict with bicycle lanes. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle, transit, and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed. Bus stops conflicts with cyclists will be mitigated where right-of-way is available.			
136	Kelsey Balaban	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			

	COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE			
137	JP Maxwell	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Of paramount importance is better bike connectivity between Zilker and Bouldin / Travis Heights. Currently crossing Lamar at Hether / Mary is a hazard especially for children. We live in Zilker and our kids go to Becker Elementary and Lively middle school meaning both often take that bike route. Having some sort of protected bike lane between these neighborhoods across Lamar is critical for safe non-automobile transport.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic. Shared-use paths and upgraded signals are proposed on the West Mary Street intersection for safer pedestrian and cyclist crossing. These improvements will increase connectivity between neighborhoods.			
138	Michael Lefkowitz	7/20/2020	web form	I bike this stretch of road semi-regularly and it is very unsafe for cyclists	See response to comment #13.			
139	Madeline Acri	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. City improvements to increase bicycle and pedestrian safety make the city a healthier and more desirable place to live and recreate.	See response to comment #15.			
140	Victoria Taylor	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
141	Sarah Tower	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard from Barton Springs to at least Menchaca but preferably all the way to 290. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
142	Lance Labun	7/20/2020	web form	The proposed improvements look good where there are separate and protected lanes for cyclists. The best case is the landscaped barrier between vehicular traffic and pedestrian/cyclist traffic, but even a minimal raised curb is a vast improvement over the current configuration. I urge you find ways to fund the landscaped barrier where possible. For example, local businesses will want to encourage foot traffic, and pedestrians such as myself will find it much more pleasant to spend time among shops and restaurants if there are shade trees and landscaping protecting us from vehicles.				

	COMMENT/RESPONSE MATRIX						
COMMENT		DATE	20117.07				
143	Sue Etter	RECEIVED 7/20/2020	web form	Please create separate bike AND pedestrian areas along South Lamar Blvd that are also TOTALLY separated from traffic. See Madison, Wisconsin's extensive bike system. Without these separations, it is not feasible to ride a bike along South Lamar with the current bike lanes. The traffic is going way too fast, there is not enough separation between bikes and traffic, there is often debris in bike lanes, and there is too much traffic to make this safe even for experienced bicyclists. Thank you.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed. Regarding traffic speed, on June 2020 City Council approved the reduction of the speed limit to 35 miles per hour along South Lamar Boulevard between US 290 and West Gibson Street. Additionally, please report bike lane hazards to Austin 3-1-1 by calling 3-1-1 or by filling out a service request online at http://311.austintexas.gov/reports/list_services.		
144	Jennifer	7/20/2020	web form	We have lived close to S Lamar for 9 years and have always wished we had a safer option for traveling on foot and by bike. Our family loves the convenience of being close to everything, and biking is an important way to stay healthy and stay active as a family. We support the addition of protected bike lanes, shared-use paths, and landscaping along S Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Thank you!!			
145	Amy Gray	7/20/2020	web form	I support adding actual, protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. I also agree it's very important to make hese paths for people on bike or feet physically separate from the car lanes and traffic with a landscape buffer, ideally street trees.	See response to comment #15.		

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COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
146	Jessica	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees - and/or immoveable obstacles to protect cyclists. Please take into serious consideration making	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing
				cyclists in bike lanes visible for car traffic attempting LEFT turns across traffic and bike lanes if there is one shared left turn median on Lamar, cars can turn left across oncoming bike traffic at anytime - this is very dangerous, especially when view is obstructed. Keep everyone safe!	right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a
					larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses.
					As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic.
					In regards to the continuous center left turn lane, intermittent-raised medians will be a part of the improvements on South Lamar Boulevard. However, the locations of the medians have not been finalized.
147	Jesse Bernal	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
148	Chris Leriger	7/20/2020	web form	As a 78704 resident, I wanted to contact you to express my support for the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
149	nicholas vaughan	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
150	Eric Hirst	7/20/2020	web form	I FULLY support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
151	Jacob Geyer	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.

	COMMENT/RESPONSE MATRIX							
COMMENT	COMMENTERMANE	DATE	0014505	COMMENT	DESPONSE			
NUMBER 152	Dave Obermann	7/20/2020	web form	My bike is my primary mode of transportation, so I am very happy to see bicycle-friendly and safety improvements proposed for S. Lamar. In general, I support all parts of the S. Lamar improvements. However, I think that the volume of both foot and bicycle traffic on this corridor requires physical separation of pedestrians from cyclists. That is, I do not agree with a shared cyclist/pedestrian path; each should have their own paths, and both should be physically separated from traffic by continuous, raised barriers (not just paint, poles and bumps).	See response to comment #15.			
153	Todd Swannack	7/20/2020	web form	South Lamar could benefit immensely from dedicate bike lanes. I support the overall plan to add bikeways that are separated by landscaping. A mobile Austin will reduce traffic, beautify the city and make Austin even cooler than it is now. Please seriously consider this program.	See response to comment #15.			
154	John Stokes	7/20/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. I fully support the building of dedicated and protected bike lanes the length of South Lamar. As a 27-year resident of Barton Hills, and a cyclist in Austin since 1983, I have never been able to use S. Lamar on my commute in any way. Even with my personal confidence in my riding skills and comfort riding on almost any surface roads with or without a bike lane, with the existing lanes on So. Lamar are separated from speeding traffic by a 6-inch margin with only painted stripes I will not ride south on this corridor.	See response to comment #15.			
155	Sarah Simpson	7/20/2020	web form	I ENTHUSIASTICALLY support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. I also STRONGLY support the removal of a lane of traffic in the stretch between Riverside and Barton Springs. PLEASE separate all bike lanes from BOTH traffic and sidewalks and do not create situations where bikes and pedestrians are placed in conflict with one another. Instead of the shared use path in the stretch between Barton Springs and 290, please move to protected bike lanes and separated sidewalks and stick to 10' lane widths to help slow deadly car traffic. THANK YOU for these EXCITING and much needed active transportation improvements.	See response to comment #20.			
156	Eve Chenu	7/21/2020	web form	We really need to improve the S. Lamar corridor to make it more friendly to cyclists and pedestrians. Right now it is terrible. I am used to cycling around Austin but I won't go on S. Lamar. The proposal between Barton Springs and Riverside looks really great. The proposal between Barton Springs and 290 is problematic where pedestrians and cyclists have to share a path. There is a good chance of conflict unless there is separation between cyclists and pedestrians - not to mention scooter, wheelchairs, etc.)	See response to comment #15.			

	COMMENT/RESPONSE MATRIX							
COMMENT	COMMENTED NAME	DATE	SOLIDOE	COMMENT	DESDONSE			
157	Adam Greenfield	RECEIVED 7/21/2020	web form	Thanks for sharing these plans. The proposal between Barton Springs Rd and Riverside overall look good, especially the 2-way protected bike lanes. My main concern, however, is why the travel lanes are so wide. The outside 12.5' lanes will encourage fast driving and will conflict with the City's Vision Zero goals. If this wide ROW is to preserve space for eventual dedicated public transportation lanes, that would be good to know. Similar concerns with the plans south of Riverside. The travel lanes are very wide and will induce high driving speeds. It would be good to know in the presentation why these lanes are so wide - is there a budget limitation or future plans for Cap Metro dedicated lanes that would require this much ROW? Also, shared use paths are not comfortable for pedestrians, who have to worry about speeding bicycles, although if this is a short term compromise that wouldn't be so bad. Overall, it would be great to have a S Lamar with greatly reduced space for cars, a much reduced overall ROW, and one day just one travel lane each way with remaining space to other transportation modes. Hopefully the near term plans are a step in that direction.	Thank you for your support. The Corridor Program Office is designing and constructing improvements that enhance mobility, safety, and connectivity for all modes of transportation including those who drive, walk, bike, or take transit. In order to meet this goal within the existing right of way, vehicle lane widths of 10-feet are required to make room for multimodal facilities. The proposed improvements, including the width of vehicle travel lanes, are consistent with the Austin Street Design Guide that was released in June 2017. Vehicular lanes that are 10.5 feet-wide can be found on other streets within the City of Austin, including North Lamar Boulevard near the Triangle and 6th Street, for example. The outside lanes will typically be of a width to accommodate transit or heavy truck traffic. As far as transit, the Corridor Program Office is coordinating with Capital Metro on the proposed Project Connect and Locally Preferred Alternative. For South Lamar Boulevard, this coordination includes the bus queue jump lane from Barton Skyway to Menchaca Road, transit signals, and improvements to local transit bus stops and MetroRapid stops as proposed by Capital Metro's Project Connect. Additionally, from Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be constructed.			
158	Mark Schwitau	7/21/2020	web form	I would like to advocate for the small dome (turtle shell) method of separating bike lane from auto lane (similar to Barton Hills Drive) whenever possible. As opposed to the 4ft vertical plastic sticks that are installed on Bluebonnet Rd (for example). The Turtle shells seem to last longer and they are more attractive when installed. I recognize that a combination is often warranted near turns, commercial exits and cross-sections. Thanks for taking on this great project.	Existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle/shared-use paths from car traffic. Acquisition of additional ROW would add significant costs to the South Lamar Corridor, as well as associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle paths and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic. Consequently, the dividers such as turtle shells for separating bicycle lanes are not necessary.			
159	Dorea Neigert	7/21/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Similar to Bike Lanes in Germany. Protected bike lights at intersections too.	See response to comment #15.			
160	N/A	7/21/2020	web form	The presentation and water resources report discusses the USACE and TCEQ stormwater quality requirements however there was no discussion about the City stormwater quality requirements. A portion of the project is located within the Barton Springs Recharge Zone defined by the City of Austin within the LDC and ECM, which requires substantial water quality evaluation. What types of stormwater quality controls will be utilized along the corridor to meet all the requirements (COA, USACE, TCEQ)? Have any preliminary locations been identified? Are there any controls that already exist along the corridor?	The referenced reports only address State and Federal requirements as per TxDOT report guidelines. City of Austin requirements for stormwater and water quality will be addressed in the design plans. The City will verify that all water quality controls are in place and functioning to required standards during construction. This will include erosion and sedimentation controls along portions of the project that drain into streams and storm sewers. A Water Pollution Abatement Plan (WPAP) will be in place in areas that occur within the Edwards Aquifer Recharge Zone and in the Barton Springs Zone. City inspectors will verify that erosion control best management practices and water quality measures are maintained throughout the construction phase of the project. Water Quality Measures will be evaluated in the Final Design Phase to meet Watershed Protection Department's Drainage Criteria Manual requirements.			

	COMMENT/RESPONSE MATRIX						
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE		
NUMBER 161	Stephen Graham	7/21/2020	email	Thank you for organizing the virtual public hearing on the South Lamar Blvd. mobility/safety project on July 15. Please register my comments as follows: • Excellent project, long overdue, and the sooner the work is done the better. • Please do push forward with the median and driveway/curb changes to organize motorvehicle left turns off of South Lamar, in both directions. The frequency of turns at random points of the boulevard onto excessively wide driveways with drivers often focused only on oncoming traffic and moving fast and suddenly through gaps makes walking on South Lamar an exercise in fear and alertness, even for pedestrians on the existing sideways. Drivers also often overlook approaching bicyclists in left-turn maneuvers, and there are likely to be far more bicyclists at risk from drivers as South Lamar becomes transitable to them. • As proposed, please do design the stretches of mixed pedestrian/bicycle use as proposed with an eye to future separation of the bike and pedestrian lanes when funding is available. As the city builds out proper bike networks, usage may grow beyond initial	Thank you for your support and feedback. Access Management tools such as median placement, median openings, raised crosswalks, and driveway modifications have not been finalized and are on-going through the design phase. The safety and mobility benefits these modifications will provide is being balanced with City's Council's Contract With Voters, which directs that improvements should consider the preservation of local businesses. South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.		
				expectations, at which point the mixing of bicyclists and pedestrians can become a problem. Designing now for the potential future separation will likely make it easier to fund and execute down the road. Thanks again for the clear presentation and request for comments.			

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
162	Lorraine Atherton	7/21/2020	email	Questions on Riverside-Barton (2009 Arpdale, Wather Corridor Improvements between Riverside and Barton Springs Road, I have three areas of concern: 1. Street trees 2. Two-way cycle track 3. Bus stops 1. Street trees Where are the planting zones in relation to the underground utilities? The planting zones for the double rows of street trees on either side of South Lamar do not appear to be adequate to support full-sized shade trees. How do the designers propose to provide the additional soil volume required for shade trees without conflicting with underground utilities? Do the tree planters extend under the bike lanes? If not, wouldn't it be better to consolidate the two planting zones and place the bike lanes next to the sidewalk or the street, instead of between the trees? 2. Two-way cycle track This morning, as I and four other people crossed South Lamar at the Bluebonnet crosswalk, the cyclists using the new, double bike lane on the southeast side of Bluebonnet ended up riding west through the middle of the eastbound lane to maneuver around a car waiting to turn right. That's what happens when bike lanes aren't thought throughwith no clear markings, the cyclists and pedestrians are left to dodge each other and the cars blocking the intersection. Merging bike lanes into intersecting car and pedestrian traffic has always been dicey, but the intersection designs (or rather, nondesigns) that the City of Austin has installed so far do not seem to be suitable for the high-traffic conditions in the S. Lamar-Barton Springs area. The two-way cycle tracks proposed for both sides of South Lamar will multiply the potential conflicts between cyclists themselves, between cyclists and motorists at the Riverside, Toomey, and Barton Springs Road intersections and at the bus stops. It appears from the cross sections and concept view that the bike lanes will also be separated from the storefronts by a landscape zone, limiting cyclists' access to the buildings and increasing crowding at the intersections, and the sidewalk	for tree growth – hopefully to offset the narrow planting with areas with reduced planting areas to provide a second is proposed under the bike lanes. 2. Due to the high multi-modal use in this area the two-way to increase safety and reduce conflicts. The cycle the cyclists in each direction (10' total width), on both sides of the need for cyclists to travel the "wrong way" down a on need for cyclists to use the sidewalk. The cycle track is sidewalk, and in certain areas a buffer or second row of between cyclists traveling along the corridor and pedestrival walking their dog, or walking side by side. The adjacent approaches of South Lamar, Barton Spring on-street bike facilities. The proposed project provides be cyclists from the on-street facility to the back of curb facility are considered intersection guidance. Providing the intersections and maintaining a dedicated bike facility or will also reduce conflicts between bikes/vehicles and bik and mobility. All bike crossings at the major intersections of Barton Spibe made from back of curb – this design detail will provid vehicle to see a cyclists and avoid the need for cyclists that the location where this is a bus stop conflict, markings track to signal there may be a pending conflict between pand cyclists traveling on the corridor. Where feasible the project has encouraged development reducing turning movements/conflicts on South Lamar. Fencourage vehicles to make left turn movements at inter a safer movement and controlled interaction between verialsed crossings at side streets and driveways have been provide additional safety for pedestrians/cyclists traveling. The project team worked with ATD to determine where the crossings based on anticipated bicycle movements and cyclists traveling SB on South Lamar can use the two-wall sarton Springs/South Lamar intersection to access the Scontinues further south, beyond the limits of the propose one-way vs. two-way facility for cyclists, in addition to particular to access the Scontinues further south, beyond th

- were utility conflicts. If utility conflicts ride adequate clearance for the existing soils with soils more suitable width areas for the two rows of trees. nd row of trees, adequate planting soil
- -way cycle track was proposed as a track will provide a 5' width for of South Lamar. Thus eliminating ne-way bike lane and eliminating the separated from the store front by a f trees to reduce the conflicts trians walking between shops,

igs, Toomey, and Riverside include bike ramps to safely transition the cility in accordance with standard these safe transitions away from the or adequately wide shared-use path ikes/pedestrians, to improve safety

Springs, Toomey, and Riverside will vide a better line of sight for the to 'weave' through traffic. gs will be provided across the cycle pedestrians accessing the bus stop

ent to take access from a side street -Providing a center median will ersections where the signal provides vehicles/cyclists/pedestrians. een provided where feasible to ng along the corridor.

to provide one-way vs. two-way ease of access. For example, a vay crossing on the North side of the SB on-street bike lane which sed project. The differing width of a pavement markings, will provide

	COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE			
				be reduced to a size that Toomey Road can handle? Why are the bicycle crossings on Barton Springs Road and the south side of Riverside shown as one-way? How do the traffic engineers propose to enforce a one-way bicycle crossing adjacent to a two-way crosswalk? 3. Bus stops Please explain the reasoning behind the placement of the bus stops. Is the relocation of the southbound stop (from Toomey to the Riverside corner) intended to serve hike-and-bike trail users? Will it be a Rapid (803) stop? Regardless, the 803 stop south of Barton Springs Road should be moved north of Barton Springs, as close to Toomey as possible. In such a densely populated area, residents and park visitors should not have to walk six blocks and cross six lanes of traffic at Barton Springs Road to access decent bus service. What happened to the proposal to run a Rapid bus route along Barton Springs Road? Why is there no longer any bus service connecting South Lamar to North Lamar?	3. Bus stops were relocated at the request of Cap Metro to achieve a better spacing between stops and provide more service coverage. The NB Rapid (803) stop will remain in approx. the same location in front of Starbucks. The SB stop is just beyond the project limits, past the Car Wash. The relocated stops at Toomey will serve the local bus route (route 3). Relocated East-West stops on Barton Springs Rd were located closer to the intersection to provide better service for the area, and better access to the North-South routes. The location of the stops were discussed with Cap Metro to achieve both the near-term service plan and provide opportunity for future expansion of service with Project Connect. This could include a Rapid Route on Barton Springs Road, however, that is not part of this project. Bus Service connecting South Lamar to North Lamar remains unchanged.			
163	Annette White	7/17/2020	Mail	Pretty soon, you'll limit cars. Bike riders DO NOT pay road tax, therefore no road use!!!	Comment noted.			
164	Michelle Edwards	7/21/2020	web form	I support your work on this project. The added bike lanes and pedestrian walk ways will be a positive change for our community.	Thank you for your support. Comment noted.			
165	Victoria Mizell	7/21/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
166	John Bartle	7/21/2020	web form	slow. A 6-8 foot wide one-way lane would work better. Any "improvements" in the southern portion should have pedestrians separated from bikes or it will not be an improvement.	For South Lamar from Riverside Drive to Barton Springs Road, due to the high multi-modal use in this area the two-way cycle track was proposed as a way to increase safety and reduce conflicts. The cycle track will provide a 5' width for cyclists in each direction (10' total width), on both sides of South Lamar. Thus eliminating the need for cyclists to travel the "wrong way" down a one-way bike lane and eliminating the need for cyclists to use the sidewalk. The cycle track is separated from the store front by a sidewalk, and in certain areas a buffer or second row of trees to reduce the conflicts between cyclists traveling along the corridor and pedestrians walking between shops, walking their dog, or walking side by side. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses.			
167	Henry Kellison	7/21/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard, especially from Barton Springs Rd down to 290. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			

	COMMENT/RESPONSE MATRIX								
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE				
168	Charlie Henry	7/21/2020	web form	I support separated and protected bicycle facilities. As a cyclist, I do not like sharing a sidewalk with pedestrians on the current layout of the corridor. Protection for bicycles should be landscaped with trees.	See response to comment #15.				
169	Jack Hughes	7/21/2020	web form	and a certified cycling safety instructor, please let me suggest two things that would substantially improve the plans. For the segment planned for two-way bikeways on both sides of Lamar, please make each one a one-way bikeway, with the eastern side going north only and the western side going south only. That would reduce conflicts at intersections greatly. A two-way bikeway parallel to motor traffic ways is far less safe for a cyclist of any age and skill level, beginner to advanced, eight to eighty, as they say, than biking in the motorway itself.	See response to comment #166				
				For the segment planned for mixed use bike and pedestrian paths, please segregate cyclists away from pedestrians. They are a hazard to each other and do not mix well. Again, a cyclist is safer in the street than on a mixed use path, irrespective of age and skill level, and a cyclist in the street presents very little danger to pedestrians.					
170	Chris Moffatt	7/21/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. All facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer.	See response to comment #15.				
171	Eugenio De Hoyos	7/22/2020	web form	South Lamar is hand down the most dangerous street that I bike on. I was once hit by a distracted driver turning right while I was slowly biking on the pedestrian walkway: I was injured, and my bicycle was damaged. In another instance I had a major bicycle accident due to the lack of safe space along the lane while biking downhill on this same street. I was unable to walk for days.	See response to comment #13.				
172	Maggie Valenti	7/22/2020	web form	I support well-designed bicycle and pedestrian facilities along the critical South Lamar corridor Please add protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Thank you	See response to comment #15.				
173	Brad rozran	7/22/2020	web form	If we're going to take the time to redo this part let's do it right and give bikers their safe space that's separated from the road and pedestrians. As ebikes become more prevalent for commuting and getting around its worth dedicating space to this. This will help residents in the area bike to and from work downtown or running errands on bike, which will help congestion, and expand the network for the new city ebikes! On top of it all it is the right thing to do for the environment.	See response to comment #2.				
174	Marissa Monroy	7/22/2020	web form	So excited to see these improvements come to fruition! Adding safer bike lanes, connected sidewalks and improved bus stops will make such a big difference on this heavily-traveled road. This could be a real asset to so many people who live and work in this area. Crossing my fingers that construction will speed up given COVID.	Thank you for your support. Comment noted.				
175	Amy Schweiss	7/22/2020	web form	I strongly support efforts to make South Lamar safer and more accessible for cyclists and pedestrians. It is a major thoroughfare that is not currently usable for cyclists. I hope to see the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Whatever you do, all facilities for pedestrians and cyclists should be separated from car traffic by a landscape buffer, ideally with street trees and ideally sidewalks should be provided separately from bike lanes.	See response to comment #15.				

	COMMENT/RESPONSE MATRIX						
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE		
176	COMMENTER NAME	7/22/2020	web form	I support the proposed improvements and think we should continue to fund further improvements to protects Austin's pedestrians, cyclists and drivers.	Thank you for your support. Comment noted.		
177	Brett Denton	7/22/2020	email	We own the properties located at 1303, 1311 and 1401 South Lamar currently/formerly occupied by Austin Automotive, Genie Car Wash and Jiffy Lube. We plan to redevelop the properties into a mixed-use project consisting of multifamily,	Corridor Program Office is coordinating with Development Services Department for Site Plans along all nine (9) corridors. The goal of the Corridor Mobility Program is to improve mobility and safety for all corridor		
				office and retail uses. Earlier this year we nearly completed the Site Plan Approval process with the City of Austin when COVID-19 occurred delaying our project. As a result, we decided to "Withdraw and Resubmit" our Site Plan Application. The original Site Plan Case was W/R SP-2018-0595C. The updated (current) Site Plan Case is SP-2020-0169C.	users - whether you drive, walk, or take transit. Building enhanced facilities for other modes such as bikes, pedestrians, and transit will provide increased options for people to conduct daily activities such as trips to school, work, or to access corridor amenities. Funded Improvements will be within existing right-of-way with minimal impact to private		
				As part of our final approval from Austin Transportation Department (ATD), we paid a Transportation Mitigation Fee of \$312,000 for a traffic signal and intersection	properties and private property acquisitions as directed by City Council's Contract with Voters, which directs improvements to consider preservation of local businesses.		
				improvements at the intersection of South Lamar Blvd and Collier St/Evergreen Ln. ATD can confirm receipt of these funds.	The Corridor Program Office has been conducting meetings with potentially impacted property owners to share the latest information and obtain feedback, which will be used to refine improvement designs. These meetings are ongoing, and will occur to coincide with		
				These properties currently enjoy several driveway connections to South Lamar. The latest South Lamar Corridor plan does not reflect the nearly three (3) years of planning and review efforts documented in the nearly approved Site Plan including the final driveway location, bike paths, sidewalks and other improvements. Please update the South Lamar Corridor plan to include our Site Plan.	each construction segment's project development process.		
				Also, the South Lamar Corridor Plan includes a small raised median with pavers in the center turn lane just south of the intersection of South Lamar and Lamar Square. This raised median will interfere significantly with vehicles traveling southbound on South Lamar that desire to make a left turn into the primary entrance of our project. We respectfully request that this raised median be removed and replaced with an at grade section of pavers, or that it be striped to reflect the queue for northbound cars that desire to turn left onto Lamar Square. Lamar Square is a dead-end circle drive with limited vehicular traffic. Our mixed-use project will experience hundreds of trips per day.			
				We would appreciate the opportunity to meet with you to finalize these details. We are available to meet in person or via Zoom.			
				Should you have any questions in the meantime, please contact me at			
				Thank you,			
				Seamless SOLA Holdings I, LLC			
				c/o Brett Denton			

	COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE			
178	Vanessa Crook	7/22/2020	web form	I support the funding and creation of protected bike lanes and infrastructure along Lamar BLVD. As we have seen during this time of Covid, bicycling is an incredibly healthy option for transportation and is a safe mode when supported by infrastructure and invested in by city funds. Cycling is currently exploding in Austin as local bike shops can't keep bikes on the shelves. As Austin is notorious for traffic congestion there is no better time than now to expand options for safe cycling. It should be noted that there should be separate avenues for cyclists and pedestrians, they have different needs and speeds and it is dangerous to make cyclists weave around pedestrians as they attempt to commute.	Thank you for your support. South Lamar Boulevard's lack of bicycle and pedestrian infrastructure does provide an opportunity to implement plans that will significantly improve safety, mobility and connectivity for everyone, particularly for those biking and walking the corridor.			
					From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.			
179		7/22/2020	web form	I support the addition of separate (dedicated) protected bike lanes along South Lamar Boulevard (no cars, no pedestrians). In the interest of safety and aesthetics, I suggest the addition of a landscape buffer between car traffic and bike/pedestrian lanes.	See response to comment #15.			
180	mario champion	7/22/2020	web form	This proposal is outstanding! (I just wish more of it as funded.) The goal of "shifting cyclists onto the shared-use path behind the curb in both directions of South Lamar for protected travel along the corridor" will vastly improve the ability and appeal of using S Lamar as a viable bicycle route. I would strongly encourage efforts to extend the shared-use path height/color/texture/presence ACROSS all the driveways, too. The potential for dangerous car to bike/ped interaction is not, of course, limited to street intersections. And precisely because there are so many commercial, multi-family, and other high-density developments along S Lamar, it is paramount that their driveways be recognized and treated as the intersections they are, and that simple effective safety measures be deployed there, too. i would also strongly advocate for keeping car lanes as narrow as practical. While car drivers (of which i am some of the time) might say this means a slower speed, the bicyclist + parent + empathetic human vote that slower speeds are important for safer streets. Finally, dedicated lanes are the key for successful high-capacity transit in this corridor. More strategic bus-stops, timing triggers, and other tech solutions are valuable, but they cannot replace the raw fact of prioritizing space to move people, not just cars. Thanks for all the efforts!	Thank you for your support. The Corridor Program Office is designing and constructing improvements that enhance mobility, safety, and connectivity for all modes of transportation including those who drive, walk, bike, or take transit The design and construction for the shared-use path will be at a continuous height across driveways, texture and striping are still to be determined. The Corridor Program Office is also evaluating the removal and modification of driveways along the corridor to decrease potential conflict points between vehicles and cyclists/pedestrians. For South Lamar Boulevard, vehicle lane widths of 10-feet will be maintained to make room for multi-modal facilities. The proposed improvements, including the width of vehicle travel lanes, are consistent with the Austin Street Design Guide that was released in June 2017 Regarding speed limits, the on June 2020 City Council approved the reduction of the speed limit to 35 miles per hour along South Lamar Boulevard between US 290 and West Gibson Street. For the segment of South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed.			

	COMMENT/RESPONSE MATRIX							
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE			
181	Christy Carroll	7/22/2020	web form	I wholeheartedly support making South Lamar safer for cyclists and pedestrians! I'm a South Austin resident and the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard would make my neighborhood more livable. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Thank you for your consideration!	See response to comment #15.			
182	Sameera Kapila	7/22/2020	web form	Lamar is always backed up Imagine how much better it will be when you add bikes lanes! I support moving forward with adding bike lanes!	Thank you for your support. Comment noted.			
183	John Brickley	7/22/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
184	Sophie Shepherd	7/22/2020	web form	From where I live (south of Ben White, halfway between Manchaca and Congress) the only way I feel safe biking into downtown is on Congress. This is because it has a bike lane. This is inconvenient when I am going somewhere on the west side of downtown, like Zilker park, because I have to travel east, then north, and then west. If Lamar had a bike lane people like me would bike rather than drive, reducing pollution, traffic, and increasing the health of city residents.	See response to comment #2.			
185	Rachel Long	7/22/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
186	Kristin Bonett	7/22/2020	web form	I support adding protected bike lanes and shared-use paths along South Lamar. S Lamar is a heavily trafficked stretch of road with hills, curves, dips, and other dangerous blindspots where motorists could miss spotting a cyclist in time. Additionally, sidewalks should be separate from bike lanes, so that people who use wheelchairs, canes, or have other mobility needs don't get run over by bikes or scooters.	See response to comment #2.			
187	Jonathan Gros	7/22/2020	web form	South Lamar is a scary road to bike on. Would love for it to be safer.	Thank you for your support. Comment noted.			
188	Lauren Metz	7/23/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.			
189	Sid S Law	7/23/2020	web form	Please add more bicycling infrastructure, especially between riverside and barton springs. I have to ride this road almost every day and it's insanely frightening. Also, the solitary line lanes once you are moving south on Lamar do little to protect a rider, I've almost been turned on several times. Lastly, why does the lane just end when your. loving north and get to the hill heading towards Barton? That is when cars are moving the fastest and the accidents could be the worse!!!!!	Thank you for support. Please refer to the South Lamar Boulevard - Barton Springs Road to Riverside Drive schematic at http://austintexas.gov/SouthLamarENV to find the proposed improvements for that segment of improvements. These improvements include ADA-compliant sidewalks and two-way raised protected bicycle lanes on both sides of the roadway.			

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
	Ann DeSanctis	7/24/2020	email	To whom it may concern:	For the segment of Panther Trail and US 290, a proposed shared-used will be constructed to provide connectivity and safety for cyclist and pedestrians.
				- There is no existing bike lane on South Lamar between Panther Trail and 290. Saying there is is dangerous and negligent. It's probably the most dangerous stretch of South Lamar as someone on foot or bike yet it's where most of the "stuff" is and, yet, is so, so hard to access.	Enhanced signal technology includes new detection, traffic cameras, battery backup system (so signals do not 'go dark' when a power outage occurs), and new control boxes for more flexibility in traffic signal timing/phasing.
				- What is "upgraded technology" for the traffic signals?	In addition to the existing Pedestrian Hybrid Beacons (PHBs) at Dickson Drive and Oxford Avenue, we will be installing two new PHBs at West Oak Dr. and in front of the Post
				- Dickson and Oxford already have PHBs. Why are they presented as new? Only two new PHBs?	
				 - What are the intersection improvements at Barton Skyway? Are they in tandem with the proposed bikeways? Can we get some LPIs/LBIs? - What is the dedicated transit priority through Menchaca/Barton Skyway look like and what does that mean for signals and crossability at these intersections for people on foot/bike? 	In addition to upgraded signals, the improvements at the segment at Barton Skyway and Menchaca will be to provide bicycle and pedestrian facilities at the intersections for safe crossings. The proposed signal design will use City of Austin standards. Also, in partnership with Capital Metro, CPO is introducing a new dedicated transit priority lane northbound through the intersection at Barton Skyway and Manchaca Road. This is a lane provided for transit use only and will have it's own transit priority signals.
				- 2'-4' landscape buffer??? So the only trees planted the entire length of S Lamar from Barton Springs to 290 are through "private developments"? It's going to be even hotter and more miserable than it already is.	Currently, plans for landscaping and trees are being finalized for the Barton Springs Road to Riverside Drive. However, the funded improvements from Barton Springs Road to US 290 are being evaluated for available right-of-way for future tree plantings.
				-I feel that a 6' wide raised lane where possible would be fine (versus 8') if it means more soil volume for trees (and higher liklihood of them being healthy)!	Regarding archaeological sites, information about designated archaeological sites is not available to the public to protect the sites from vandalism and destruction. Archaeological site location data is confidential under the Antiquities Code of Texas and Texas Government Code (Chapter 442, Sec. 442.007).
				-Out of curiosity, what are the archaeological sites?	
				Feel free to call me to discuss. Thanks!	
				Ann DeSanctis	
191	Brian Rodgers	7/25/2020	email	South Lamar Public Hearing Comments: The plan takes away critical parking for my front retail tenants and would cause me sizable financial harm. There is no way I would accept this draft and would push back strongly. At some point in the future, the property would probably be redeveloped and the continuous curb cut no longer needed. For now, it is vital to the property's operation. Perhaps some grandfathering is in order that goes away the day a new site plan is approved.	See response to comment #1.
				Please call me if you other ideas. Thank you, Brian Rodgers	

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
192	Tom Thayer	7/27/2020	email	Please include protected bike lanes in any new project on South Lamar. This corridor is rapidly growing and has many destinations that can e reached by bike. We want to encourage active transportation in this corridor due to the congestion (in normal times) - there simply isn't enough room for single occupant vehicles to be the main mode of transportation here. Encouraging bicycle use allows more people to use the corridor and in a safer manner. Protecting the bike lanes will encourage less confident riders to use them. Shunting cyclists to glorified sidewalks is not a good alternative with the burgeoning pedestrian traffic and the many business driveways along the corridor. Protected bike lanes will also help slow down vehicle traffic. Thank you, Tom Thayer	See response to comment #2.
193	Jeffrey Booher-Kaeding	7/24/2020	web form	I live in south Lamar and often avoid cycling simply because I'm worried about getting hit on the parts of south Lamar with no bike lanes.	See response to comment #13.
194	Jason Hoffman	7/24/2020	web form	I appreciate the addition of protected bicycle lanes on S Lamar, as I frequently use this thoroughfare and often feel unsafe. The city has a stated goal of reducing automobile trips, and so I also like the proposed bus lane. It'd be great if we could bolster commuter use of resources such as the Westgate Transit Center. Reducing speed limits citywide is important. With little enforcement, lower posted speed limits can at least send a message about the dangers of high speed to pedestrians, cyclists and other drivers. S Lamar and S Congress experience rampant speeding, and I'd love to see the city do something to mitigate this threat. Additionally, as these thoroughfares are developed, I hope the city will consider the effect on rush hour 'cut-through' automobile traffic attempting to avoid congestion by traveling through neighborhoods. Streets such as S 5th, Rabb and Newning have this problem, and I often see vehicles traveling at high speed through these areas. I'd also like to say that increased density reduces the need for long distance travel to employment centers near downtown. While I see more apartments and condos going up along the thoroughfares, some of them are still far from the city. Housing and transportation policy go hand in hand, and multi-family housing should be legal in the entirety of the neighborhood areas adjacent to S Lamar. Alternatively, perhaps a land value tax would allow those wishing to remain in single-family housing so close to the city to financially compensate for the externalities associated with outward growth that our current laws compel.	
195	Dan Manco	7/24/2020	web form	All crosswalks at intersections need to be raised. Pedestrians & cyclists need separation the entire length of S Lamar. Move heaven & earth to accomplish this.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed. Additionally, raised crosswalks are being evaluated based on drainage patterns in the final design phase.

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
196	Jim Ross	7/24/2020	web form	I love riding my bike, but I've been hit by a van in Austin and have had too many near misses to count. As a result, I have stopped riding my bike on streets. I support all bike lane improvements. We really need this! Jim Ross Founder	See response to comment #13.
197	Tiffany Duening	7/25/2020	web form	Please improve our roads for the safety of bikers! This stretch of Lamar is a difficult road to ride southbound, and cars being very close adds a lot of anxiety, even for experienced riders. Better bike access would help bring new bikers onto our streets, improving traffic and the health of Austinites. This would benefit us all.	See response to comment #13.
198	Cyerra Sanchez	7/25/2020	web form	Please consider to improve the safety and comfort of bike riders from all areas in town that could benefit from these improvements. As a cyclist, I would feel much safer knowing there was a place for me on this road, given it can be very unsafe knowing there are drivers who hold resentment for the cyclist community and try to run us off the road. We just want some space, and to coexist on the roads. Thank you cor your consideration.	See response to comment #13.
199	Jeffery Hornung	7/25/2020	web form	Please continue to add more transportation and healthy living options. If there's one silver lining to the pandemic, it's the lifestyle changes I've seen among so many Austin residents - more joggers, many more bikers, and a greater sense of community through outdoor engagement. Bike lanes are good for the healthy of our community, our economy, and our environment. It's a win-win-win solution for everyone.	See response to comment #13.
200		7/25/2020	web form	Please create *separated and protected* bike and pedestrian lanes on S Lamar. Even though this is canned text from Bike Austin, it does express what I think: "Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees." I will not bike in the S Lamar bike lanes currently. S Lamar is dangerous - protection needed. If I need to bike on S Lamar I bike on the sidewalks - how not ideal is that! Bikes on sidewalks are dangerous, and pedestrians in bike paths are equally dangerous. Shared pedestrian/bike lanes make it less possible to use bike lanes for commuting (as opposed to just taking a leisurely recreational bike ride). In other words: please construct safe bikeways that make biking a practical alternative transportation option, not just something some people (you know the ones, in expensive Lycra) do on weekends. Thank you.	
201	Charles Gelarden	7/25/2020	web form	You have been asked to improve MOBILITY please spend the money where it counts. Please do not squander it on a boulevard beatification project. I support the addition of protected bike lanes along South Lamar Boulevard. To improve mobility BUILD BIKE LANES not beautification.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility and landscape area will be constructed. Landscape/Streetscape is being implemented throughout the South Lamar Boulevard corridor to provide separation between vehicles and bikes and pedestrians as well as other benefits such as treatment for water quality.
202	Kyle Hoskins	7/25/2020	web form	Please prioritize safer bike lanes on South Lamar! Thanks!	Thank you for your support. Comment noted.
203	Garrison Ebie	7/25/2020	web form	This corridor is dangerous and people will ride bikes through it with or without bike lanes. Save a life and put something there. It has plenty of room.	See response to comment #2.

				COMMENT/RESPONSE MATRIX	
COMMENT		DATE			
NUMBER	COMMENTER NAME	RECEIVED	SOURCE	COMMENT	RESPONSE
204	Andrew Gilligan	7/25/2020	web form	Please fund protected bike lanes on south Lamar. This is my standard commute from Bluebonnet and it feels pretty dangerous. Cars are distracted and I witnessed a bad car/bicycle accident near Riverside. We live in this neighborhood specifically because it has easy access to downtown without a car. Investing in safe bicycle transit will improve our neighborhood and potentially save lives.	See response to comment #2.
205		7/25/2020	web form	TOLL LANES FOR BIKES.	Comment noted.
206	Peter Klemek	7/26/2020	web form	I am an avid cyclist and used to live down near South Lamar on Oltorf. I never dared go down S Lamar on my bicycle due to the dangerous lack of bike lanes. I now live near N Lamar and wouldn't say it's any better. But S Lamar from Oltorf to Barton Springs was especially dangerous where cars pick up speed going down the hill and around those slight curves. I would always go weird side routes through the neighborhoods on the east side of Bouldin creek to avoid S Lamar, but it would make more sense for everyone (cars, buses, cyclists) to use the same transportation corridors with better bike lanes and safer passage for cyclists. I also have several friends who have moved South of Ben White and there just aren't any good connections from down there to downtown. There are many reasons we could use better and safer bike access down S Lamar, those are just a few of my viewpoints on it.	See response to comment #13.
207	Roger Chenu	7/26/2020	web form	We need better bike lanes and sidewalks on South Lamar	Thank you for your support. Comment noted
208	George Hewitt	7/26/2020	web form	Yes. I am for bike lanes. Please add safe new bike lanes to S. Lamar.	Thank you for your support. Comment noted.
209	Andrew McClure	7/26/2020	web form	Bike lanes are vital to building a green infrastructure and Austin's bike friendly reputation is keeping it on the map for fittest cities.	Thank you for your support. Comment noted.
210	Paul McDonald	7/26/2020	web form	Bike lanes would be a great thing for South Lamar. I love biking on Congress so this would be an awesome addition and additionally would reduce car traffic if more people biked	Thank you for your support. Comment noted.
211	Chris Frantz	7/26/2020	web form	I support adding bike lanes to south lamar and it will allow me to commute via bike to work.	Thank you for your support. Comment noted.
212	Daniel Herzig	7/26/2020	web form	I support dedicated bike lanes on South Lamar.	Thank you for your support. Comment noted.
213	Michael Tahmoressi	7/26/2020	web form	They need to be separated from the car traffic on road bike lanes are not safe	See response to comment #2.
214	Ste ve	7/26/2020	web form		See response to comment #13.
215	Samantha Ozen	7/26/2020	web form	More modes of transportation is always a good answer. Keeping bikers safe is essential.	Thank you for your support. Comment noted.
216	John Simmerman	7/27/2020	web form	As a nearby resident within the South Lamar Corridor, I enthusiastically applaud the funded improvements to soon begin construction and encourage the immediate acquisition of additional funds so as to move forward with the "un-funded" vision for the section between Barton Springs Road and Hwy 290. I ride my bike to meet my daily needs and I would frequent more businesses and meaningful destinations along S. Lamar if it was significantly safer, more inviting to do so.	See response to comment #20.
217	Tonya Swartzendruber	7/20/2020	email	Jessica- I'm working with a client that has property on South Lamar just south of Barton Skyway. He's concerned that there are sidewalks shown coming into his property along a private driveway, when they should be shown at a nearby signalized intersection. Could we set up a phone call to discuss? Thanks! Tonya Swartzendruber Urban Planner	See response to comment #1.

				COMMENT/RESPONSE MATRIX	
COMMENT		DATE	SOURCE	COMMENT	DESDONSE
NUMBER COI	MMENTER NAME In Hanly	DATE RECEIVED 7/29/2020	source	COMMENT RE: Problems with the revised proposed changes to the intersection at South Lamar/Dickson Drive. I am John Hanly, owner of the Windsong Office Park, located at 2111 Dickson Drive. I am writing to let you know that the new Lamar/Dickson intersection design shown below is creating a number of access problems for my tenancy and their customers and even some possible liabilities. First off, the office park I mentioned above is comprised of two buildings totaling 21,396 sf. We have 14 office suites and approximately 93 people in those suites. The revision now being proposed and shown below (in lieu of the original 2016 plans) is calling for a traffic island/median to be placed in the middle of South Lamar at Dickson Drive that would prevent anyone traveling north to turn left onto Dickson Drive. This change from the original proposal is not acceptable. And here is why. We have 93 tenants/people in the complex. They come to work each day, leave at the end of the day and most go out to lunch/run errands throughout the day. That alone makes 372 trips through that intersection each day. (93 x 2 (coming going to work) x 2 (lunch/errands) = 372 trips through the intersection each day. In addition to the above, 11 of our 14 tenants are service oriented businesses. The tenants in suites 10,14,16, 20, 22, 30 and 33 are all comprised psychiatrists & therapist. Suite 12 is a Massage therapist group. Suites 26 and 28 do acupuncture & tattoo removal. Suite 24 is a salon which is a heavy client user. In addition, Building A is occupied by Kerbey Lane's corporate headquarters. They always have traffic coming in and out. (Please feel free to verify.) If you take into consideration that 69 (this number equals 75% of our tenancy) of our tenants will see at least 4 patients/guests each day that adds 69 x 4 guest each day = 276 x 2 coming and going = 552 additional cars going through the intersection each day, (this is EXTREMELY CONSERVATIVE because many of the therapist do couples counseling and they rarely ride together	

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE COI	MMENT	RESPONSE
			Peo over that If you almost blood tena the self- John John John	ople already jump out of their cars when they are trying to turn left at peak traffic, runer to the pedestrian cross button, hit it and run back to their car so they can get out. Is it much trouble to convert the light that is already in place?. Ou have to make it a right turn only coming out of Dickson I can live with that. It's nost impossible to turn left from Dickson Dr. at peak traffic as it is. However, completely cking the street is another issue. I think the access problem will eventually hurt the ancy of the building because potential tenants and their clients will not want to deal with access problems. There has got to be a better solution than this new design. asse call to discuss. In Hanly In Hanly In Hanly In Hanly In Hanly	

				COMMENT/RESPONSE MATRIX	
COMMENT		DATE			
NUMBER	COMMENTER NAME	RECEIVED	SOURCE	COMMENT	RESPONSE
219	Cindy Hanly	7/29/2020	email	RE: Problems with the revised proposed changes to the intersection at South Lamar/Dickson Drive. I am John Hanly, owner of the Windsong Office Park, located at 2111 Dickson Drive. I am writing to let you know that the new Lamar/Dickson intersection design shown below is creating a number of access problems for my tenancy and their customers and even some possible liabilities.	See response to comment #3.
				First off, the office park I mentioned above is comprised of two buildings totaling 21,396 sf. We have 14 office suites and approximately 93 people in those suites. The revision now being proposed and shown below (in lieu of the original 2016 plans) is calling for a traffic island/median to be placed in the middle of South Lamar at Dickson Drive that would prevent anyone traveling north to turn left onto Dickson Drive. This change from the original proposal is not acceptable. And here is why.	
				We have 93 tenants/people in the complex. They come to work each day, leave at the end of the day and most go out to lunch/run errands throughout the day. That alone makes 372 trips through that intersection each day. (93 x 2 (coming going to work) x 2 (lunch/errands) = 372 trips through the intersection each day.	
				In addition to the above, 11 of our 14 tenants are service oriented businesses. The tenants in suites 10,14,16, 20, 22, 30 and 33 are all comprised psychiatrists & therapist. Suite 12 is a Massage therapist group. Suites 26 and 28 do acupuncture & tattoo removal. Suite 24 is a salon which is a heavy client user. In addition, Building A is occupied by Kerbey Lane's corporate headquarters. They always have traffic coming in and out. (Please feel free to verify.)	
				If you take into consideration that 69 (this number equals 75% of our tenancy) of our tenants will see at least 4 patients/guests each day that adds 69 x 4 guest each day = 276 x 2 coming and going = 552 additional cars going through the intersection each day.(this is EXTREMELY CONSERVATIVE because many of the therapist do couples counseling and they rarely ride together. They also do some group therapy sessions each week)	
				In all, this adds up to around 552 guest coming and going each day in addition to our 372 tenants. That adds up to roughly 924 cars going through the Lamar/Dickson intersection each day. This does not include the residents and guests of the Barton Mills Apartment complex and the condominiums located on Dickson Drive. So here is the problem, besides the extreme inconvenience of not being able to turn left off of Lamar onto Dickson, I foresee our tenants and guests cutting through both Gourdough's and Sonic which are located at the corner of Lamar & Dickson to get to our buildings. (Please refer to the map below.) To me this would create a huge liability for	

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
				everyone. Those not cutting through the restaurants would be having to do U-turns to get back to the property. If half the tenants/customers are coming from the south that would mean around 462 cars would either be cutting through or doing U-turns within a blocks radius. Not an ideal situation for anyone. We also have the same amount of U-turning going on for those that need to go north but have to turn left. I can't help but feel some of those are going to turn into accidents. The ideal solution would be to make the current pedestrian light into a regular red light.	
				People already jump out of their cars when they are trying to turn left at peak traffic, run over to the pedestrian cross button, hit it and run back to their car so they can get out. Is it that much trouble to convert the light that is already in place?.	
				If you have to make it a right turn only coming out of Dickson I can live with that. It's almost impossible to turn left from Dickson Dr. at peak traffic as it is. However, completely blocking the street is another issue. I think the access problem will eventually hurt the tenancy of the building because potential tenants and their clients will not want to deal with the access problems. There has got to be a better solution than this new design.	
				Please call to discuss.	

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
	Viswas Garardi	7/29/2020	email	Dear Ms. Simpson, As a property owner of 1807 S.Lamar Blvd; Austin, Texas 78704, I request you to kindly send me all the transcripts of virtual public hearing you are currently having regarding environmental impact of your proposed S.Lamar Blvd; corridor development project. You can mail them to my address: Thanks Viswas (VIC) Garadi	Transcripts of the Virtual public hearing presentation as well as responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV. A hard copy of the presentation script will be sent to the address provided.
221	Angela Dion	7/27/2020	web form	I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.	See response to comment #15.
222	Nina Buitrago	7/28/2020	web form	Austin is growing, which means our roads have more traffic which means even more distracted drivers. I have had several close calls getting hit in the existing bike lane on S.lamar south of Barton springs rd. I know there are many others who haven't been so lucky. Safer bike lanes make our roads safer, and our community more attractive for healthy lifestyles and raising our kids to know and see more of Austin safely. I know several people who commute everyday in the s.lamar bike lane, i refer to them as road warriors Dodging cars the whole route. Please fund these lanes, protect our "road warriors" and help downtown be more accessible for those who live in South Austin.	See response to comment #13.
223	billie latzer	7/28/2020	web form	Please make South Lamar safer for everyone.	See response to comment #13.
224	Dawn Hammond	7/28/2020	web form	This road is so unfriendly to anyone other than motorists. A bike lane divided by landscaping is ideal. The intersection infrastructure similar to the improvements on Shoal Creek would be highly welcomed. Although I like the continuous bike lanes on Shoal Creek, I have almost been hit on that street by drivers turning right and failing to look to their right. For that reason I frequently ride on the opposite side of the street if I'm going north, effectively cancelling out the whole reason for implementing the bike lane. Please ensure that stop signs are recessed far away from the bike lane, speed limits are reduced, and that signage in these intersections are annoyingly clear if a similar model is going to be used.	South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with separated bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Separate bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bicycle lane and a separate pedestrian facility and landscape area will be constructed. As mentioned previously, the existing right-of-way constraints do not consistently allow for a larger buffer zone to separate bicycle lanes and shared-use paths from car traffic. Acquisition of additional right-of-way would add significant costs to the South Lamar Corridor project, as well as increase the associated impacts to property owners and local businesses. As shown in the Funded Improvements Typical Section, bicycle lanes and shared-use paths will be behind the curb, raised, and separate from the travel lanes with a 2-foot (at a minimum) wide buffer from the curb to minimize the possibility of direct collisions between cyclists and vehicular traffic. To address the speed limit comment, on June 2020 City Council approved the reduction of the speed limit to 35 miles per hour along South Lamar Boulevard between US 290 and West Gibson Street. Additionally, signage will be relocated to meet City of Austin Design Standards.

				COMMENT/RESPONSE MATRIX	
COMMENT NUMBER	COMMENTER NAME	DATE RECEIVED	SOURCE	COMMENT	RESPONSE
225	Jed Rogers	7/29/2020	web form	Please help make South Lamar safer for bicycles and pedestrians. I've known too many folks get hurt on that stretch of road. I used to live at Bluebonnet and S. Lamar.	Thank you for your support. Comment noted.
226	Emily Kaye	7/29/2020	web form	Please consider this action for the betterment of Austin's health and well-being. Particularly with so many people ramping up on outdoor exercise. Thank you!	Thank you for your support. Comment noted.
227	Chanaka Dooldeniya	7/29/2020	web form	I would like to have dedicated bike/walk lanes on south Lamar so I can bike to North Austin.	Thank you for your support. Comment noted.
228	Tom Boyd	7/29/2020	web form	Please fund much needed infrastructures upgrades to improve cyclist and pedestrian safety on South Lamar. I was hit by a truck on South Lamar last July while riding my bike so know how unsafe it is. These are much needed improvements. Thank you.	See response to comment #13.
229	Tom Wald	7/29/2020	web form	I support the addition of sidewalks, PHBs, protected bike lanes, and landscaping along South Lamar Boulevard. The cross-section from Riverside Dr. to Barton Springs Rd. generally looks good. The cross-section of "Unfunded Improvements" from Barton Springs Rd. to U.S. 290 generally looks good, too. Two aspects of the "Funded Improvements" shown should be avoided: a) Shared-use paths: This corridor generally has moderate or high pedestrian usage, so bicycle and pedestrian traffic should instead have their own separate space. b) Narrow or absent buffer between bike lanes (or shared-use paths) and the roadway: This is a major roadway, with high volumes, two lanes in each directions, and fast speeds (e.g. over 20 mph). The buffer between the roadway and the bike lanes (or shared-use paths) should be at least four feet wide, preferably with street trees. A wider buffer, trees, or physical barrier may be essential, depending on the specific design (e.g. two-dimension design) created.	
230	hannah coakley	7/29/2020	web form	I support protected bike lanes! Austin has a growing traffic congestion issue, which is only getting worse. The only way to get people to effectively embrace bike culture is to ensure safety of both pedestrians and bikers by separating the bike path. This will also improve relationships between bikers and drivers!	See response to comment #2.

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COMMENT	OOMMENTED NAME	DATE	0011005	COMMENT	DECDONOR
NUMBER 231	Scott Trainer	7/30/2020	SOURCE email	COMMENT To whom it may concern. I am the manager of the properties at 1234, 1300 and 1700 South Lamar. I had an	RESPONSE 1. Thank you for your comment. The Corridor Mobility Program is the development, design, and construction of improvements along nine (9) key Austin corridors that enhance mobility,
				informal call with Jessica Engelhardt and others from the corridor team. I have the following questions to be addressed:	safety, and connectivity for all users—whether you drive, walk, bike, or take transit.
				1. I see in the future unfunded plan (not the currently funded plan) that there is an	Building enhanced facilities for other modes such as bikes, pedestrians, and transit will provide increased options for people to conduct daily activities such as trips to school, work,
				expansion of the right of way for S. Lamar onto our properties of 1234 and 1300 S. Lamar. This was not discussed on the phone call. Please explain when this expansion of the	
				ROW would take place? Will there be a fee paid to property owners associated with the ROW expansion? This is particularly important, as this will create a loss of value to our	Funded Improvements will be within existing right-of-way with minimal impact to private properties and private property acquisitions as directed by City Council's Contract with
				expansion may occur onto our property? Along 1234 and 1300 S. Lamar where there is	Voters, which directs improvements to consider preservation of local businesses.
				shown the ROW expansion- there is no future improvements shown on the map, why expand the ROW without improvements?	The Corridor Program Office has been conducting meetings with potentially impacted property owners to share the latest information and obtain feedback, which will be used to refine improvement designs. These meetings are ongoing, and will occur to coincide with
				2. What is the tentative construction schedule for both funded portions - Phase 1 and the unfunded - Future Phase 2?	each construction segment's project development process.
				3. What will the City be doing to allow continued access through our driveways during	2. Construction Schedule: Anticipated environmental clearance: Fall 2020
				construction?	Riverside Drive to Barton Springs Road: Construction start: Winter 2020 Barton Springs Road to US 290: Construction start: Fall 2022
				4. I was told that there would be environmental studies conducted. Typically a Phase 1	
				environmental report would be done. In the event that the Phase 1 recommended a Phase 2 study, which includes drilling, how is this going to be coordinated with the property owner? Will any drilling be done outside the ROW on the property?	3. The Corridor Program Office will coordinate with property owners with updates on the construction phase. All efforts will be made to ensure access to businesses will be available throughout construction.
				5. If the Phase 2 shows a contaminant that the Phase 2 recommends a clean-up, who	4. Any testing within the proposed ROW will be coordinated with the property owner. The
				pays for the clean-up? Will construction occur without the clean-up? Are the property owners going to be forced to do expensive clean-ups of contaminants that perhaps they did not know about?	program does not anticipate Phase 2 investigations outside of the proposed ROW footprint. However, if significant contamination is encountered, additional drilling and testing may be needed to delineate the area of contamination within the proposed ROW. If conditions
				6. Could the current tentative plans be modified? If so, when and how will we be informed? Thanks,	indicate that ongoing migration of a contaminant may impact the project, then a discussion and plan would be required.
				Thanks,	5. This is unlikely to be an issue for known contaminated sites:
				Scott Trainer Manager	- If a previously-unknown site is encountered it would be the COA's place to notify regulatory authorities, as needed.
					- A Phase I provides some limitation of liability from CERCLA (cleanup-related), as long as the due diligence is done prior to property purchase. The EPA defines this as "All
					Appropriate Inquiries" If due diligence is not done, the owner of "dirty dirt" can be liable for cleanup.
					6. The current plans are in the early planning phase of the project and could be revised through the design phase. Any changes to the design resulting in changes of ROW or easement impacts would be coordinated with the property owner

				COMMENT/RESPONSE MATRIX	
COMMENT		DATE			
			SOURCE		
NUMBER 232	COMMENTER NAME Lora Menter	7/29/2020	source web form	COMMENT THANK YOU THANK YOU! We need these changes so badly. I live in Bouldin Creek. When moving to Austin two years ago, we wanted a walkable/bikeable neighborhood. We were concerned about South Lamar, and did some research to see your long term plans for the corridor. We found some earlier version of these plans and were relieved. It made a difference in us deciding to move around here, knowing that people were thinking and planning about shared used strategies for the road. My comments: - The wide open center turn lane on South Lamar is a death zone. It makes the road crazy and hazardous. I hate being on South Lamar, on foot, bike, or car. I fully support getting rid of this open center lane wherever possible and putting in a big fat median. If there is a center turn lane, I think it needs to be at a reasonable spot, clearly marked for a ONE WAY turn, and available only when cross traffic is stopped. None of this kamikaze turning game of chicken nonsense that happens there now.	Thank you for your support. In regards to the continuous center left turn lane, intermittent-raised medians will be a part of the improvements on South Lamar Boulevard. However, the locations of the medians have not been finalized. Additionally, South Lamar Boulevard from Riverside Drive to Barton Springs Road will be constructed to provide the ultimate vision for urban corridors with bicycle lanes, sidewalks, and a landscape area. From Barton Springs Road to US 290 a shared-use path will be constructed due to existing right-of-way constraints. Bicycle and pedestrian facilities will be designed and constructed in areas where existing right-of-way is permissible. With future City funding or redevelopments, the shared-used path will be repurposed as a bike lane and a separate pedestrian facility
				- I can't WAIT for protected bike lanes on South Lamar. It will be a real game changer for South Austin and the city. I never bike on South Lamar now it scares the crap out of me. I would love bike lanes that are NOT shared with pedestrians, and see that lack of funding makes this necessary in the short term it seems. If there is any way to separate them completely, it would be so so amazing. Shared use paths are just not that great. - We live a 20-25 minute walk from the Alamo Drafthouse area and at night will still drive over there, even though we'd love to bike or walk. There aren't proper crosswalks, sidewalks, or decent enough bike lanes that feel safe at night with tons of cars whizzing around and taking crazy fast turns across traffic without looking for pedestrians or bikers. So we choose to drive, which we would not do if there was a safe alternative. - I can't WAIT for more and better pedestrian-friendly intersections on the corridor. Evergreen desperately needs a crosswalk. Being on foot at Oltorf sucks too. - Another place we REALLY need a crosswalk is somewhere between Treadwell and Barton Springs. I don't know that I saw that in the plans? People park in the Zilker neighborhood to go to Everly/shope/etc and are running back and forth across the street all the time. It's really really unsafe. - I'll say it again MEDIANS! MEDIANS! MEDIANS! I CAN'T WAIT FOR A BIG 'OL CENTER DIVIDER! - THANK YOU! Truly.	and landscape area will be constructed. Building these enhanced facilities for other modes such as bikes, pedestrians, and transit will provide increased options for people to conduct daily activities such as trips to school, work, or to access corridor amenities. A signal at Evergreen Avenue/Collier Street will be installed as part of the improvements to provide protected crossing for cyclist and pedestrians. However, a cross walk between Treadwell Street and Barton Springs Road is not part of the improvements at this time.

NUMBER COMMENTER NAME 233 Tommy Eden 7/29/2020 web form The proposed improvements will significantly enhance the experience of bicyclists using the corridor. Funding should be secured for the unfunded part of the project as soon as possible. 234 Phil Horan 7/29/2020 web form The proposed improvements will significantly enhance the experience of bicyclists using the corridor. Funding should be secured for the unfunded part of the project as soon as possible. Web form Hello I vould like to show my support for expanded bike lanes on South Lamar that are separated from vehicles as well as sidewalks. This is the best way to keep all people safe while traversing this area. Pass to lig sidewalks not connected to any bikeways. If possible, bike green lights at intersections that do not allow vehicles to turn at the same time. 235 Triangle Pass to the shared bicycle and pedestrian paths on both sides of South Lamar This would be life-changing! I live on S. 1st St and while I prefer to bike as my primary from of transportation, often if myself walking to places like the Alamo Drafthouse on S. Lamar from Riverside Drive to Barton Provide the ultimate vision for urban corridors with bicy areas where existing right-of-way constraints. Bicycle and pedestrian facilities areas where existing right-of-way is permissible. With I the shared-used path will be repurposed as a bike lane and landscape area will be constructed. 236 Lamar from Riverside Drive to Barton Primary South Lamar This would be life-changing! I live on S. 1st St and while I prefer to bike as my primary from of transportation, often I myself walking to places like the Alamo Drafthouse on S. Lamar from Riverside Drive to Barton Springs Road to US 290 a shared-use path in the same time. 237 James north 7/30/2020 web form 238 Joel Settle 7/30/2020 web form 239 James north 7/30/2020 web form 230 James north 7/30/2020 web form 231 James north 7/30/2020 web form 232 James north 7/30/2020 web form 233 Joel Settle 7/30/2020 web form 234 Joel Settle 7/30/2	cycle lanes, sidewalks, and a landscape path will be constructed due to existing
233 Tommy Eden 7/29/2020 web form The proposed improvements will significantly enhance the experience of bicyclists using the corridor. Funding should be secured for the unfunded part of the project as soon as possible.	cycle lanes, sidewalks, and a landscape path will be constructed due to existing
separated from vehicles as well as sidewalks. This is the best way to keep all people safe while traversing this area. Please make sure human safety is at the top of the list when considering how to improve South Lamar. Yes to Separated Bike Lanes. Yes to big sidewalks not connected to any bikeways. If possible, bike green lights at intersections that do not allow vehicles to turn at the same time. 235 7/30/2020 web form Yes, yes, yes to the shared bicycle and pedestrian paths on both sides of South Lamar! This would be life-changing! I live on S. 1st 1 and while I prefer to bike as my primary form of transportation, often I find myself walking to places like the Alamo Drafthouse on S. Lamar because the bike lanes' is so treacherous. I would love to be able to ride the full length of S. Lamar from Riverside (closer to where I live) to all the businesses closer to 290. The addition of safer crossings on S. Lamar would benefit everyone in the neighborhoods that straddle this area. These paths would greatly improve connectivity between downtown via the Pfluger ped bridge and South Central Austin. James north 7/30/2020 web form James north 7/30/2020 web form We need bike lanes on south lamar. I support the improvements and all efforts to improve infrastructure for cycling Thank you for your support. Comment noted. See response to comment #13. Thank you for your support. Comment noted. See response to comment #13. Thank you for your support. Comment noted.	cycle lanes, sidewalks, and a landscape path will be constructed due to existing
This would be life-changing! I live on S. 1st St and while I prefer to bike as my primary form of transportation, often I find myself walking to places like the Alamo Drafthouse on S. Lamar because the "bike lane" is so treacherous. I would love to be able to ride the full length of S. Lamar from Riverside (closer to where I live) to all the businesses closer to 290. The addition of safer crossings on S. Lamar would benefit everyone in the neighborhoods that straddle this area. These paths would greatly improve connectivity between downtown via the Pfluger ped bridge and South Central Austin. 236 Justin Breshears	h future City funding or redevelopments,
237 James north 7/30/2020 web form We need bike lanes on south lamar See response to comment #13. 238 Joel Settle 7/30/2020 web form I strongly supprt the incorporation of bike lanes into South Lamar. I live near Lamar and Thank you for your support. Comment noted. 51st and do not drive. The road is unusable for me and many Austinites in it's current	
237 James north 7/30/2020 web form We need bike lanes on south lamar See response to comment #13.	
51st and do not drive. The road is unusable for me and many Austinites in it's current	
239 E S 7/30/2020 web form I support the proposal Thank you for your support. Comment noted.	
John 7/30/2020 web form I support these roadway improvements. They would save lives and provide safer mobility Thank you for your support. Comment noted. options.	
241 Kimberly Nowak 7/30/2020 web form South Lamar needs bike lanes that are safe to use! Currently the bikes lanes are See response to comment #13. incredibly narrow and seem to disappear in certain segments. Southbound is especially dangerous!	
Whitney Allen 7/30/2020 web form It is super important for there to be protected lanes on both sides of S. Lamar. Austin is growing and people are really starting to ride bicycles and we need those individuals to be safe. People are more likely to bike if they will be safe and this stretch of road is really dangerous (I avoid it). Please invest in this.	
7/30/2020 web form In a time where COVID has prompted an amazing amount of bicycle sales we need more bike / ped infrastructure. Having bike lanes on both sides would be a great improvement for bike connectivity!	
244 Ondre Sembera 7/30/2020 web form We need protected lanes on S Lamar See response to comment #13.	
Faith Reed 7/30/2020 web form I support the improvements to South Lamar from Riverside to 290. As a cyclist I fully Thank you for your support. Comment noted. support shared use paths. Thank you!	

COMMENT/RESPONSE MATRIX						
COMMENT	COMMENTED NAME	DATE	SOURCE	COMMENT	DESDONSE	
246	Jeremiah Belanger	7/30/2020	web form	Between Riverside Dr and Barton Springs Rd I would encourage the city to maintain a 7-foot wide side and 10-foot bike path the entire length and reduce the width of the landscaping buffer where right of way is limiting. This stretch of side walk sees numerous periods of high foot traffic due to events and festivals at Zilker park. Reducing the sidewalk width risks conflict between cyclists and pedestrians. I would like to see additional planning	Water quality measures such as rain gardens and underground facilities treatments are being evaluated as part of the final design phase. The proposed medians are intermittent from Barton Springs Road to US 290. A U-turn movement may not possible due to the reduced pavement width, however median locations have not been finalized and are being evaluated as part of the final design phase.	
247	Ross Smith	7/30/2020	web form	Bike infrastructure along this route is critical to the growth and safety of the city.	Thank you for your support. Comment noted.	
248	Sidney Grief	7/30/2020	web form	I am the property owner at 2051/2053/2055 S. Lamar Blvd. Please re-align the center island barrier to align with the east/west walls on the north and south side of 2053 S. Lamar Blvd as I discussed with Jessica, Fernando and Jada. Doing this will preserve our parking spaces including the handicapped parking, give drivers an area to turn around so they don't have to back out into traffic on Lamar Blvd, and not impact the design for the corner of Oltorf and Lamar Blvd.	See response to comment #1.	
249	Edward Balaguer	7/30/2020	web form	I support protected shared use paths on south Lamar Boulevard. They are necessary for the health and happiness of all the people who use Lamar on a daily basis	Thank you for your support. Comment noted.	
250	Felicity Maxwell	7/30/2020	web form	Love these improvements. Please fully fund the shared mobility lane for the full S. Lamar project.	See response to comment #20.	

B. Public Hearing Officer Certification

Project Name: COA South	Project Name: COA South Lamar Blvd. Corridor Improvements					
County Name: Travis						
Control Section Job Num	nbers (CSJ): 0113-09-072, 0113-10-001, 0113-12-002					
Project Limits From: Rive	erside Drive					
Project Limits To: SH 71/8	/Ben White Blvd.					
I certify that the following:	statements are true and apply to the project identified above. held on					
Austin	, Texas.					
Act of 1964 have been	ncy with the goals and objectives of urban planning, as dictated by the					
	as Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107					
E. Requirements of Texas been met.						
	NEPA Assignment MOU.					
been met.	NEPA Assignment MOU.					
been met.	Digitals signed by Too Chair OR on July Office, Author Chaire, and July office, and July office, and July office, Author Chaire, and July office, and August 3, 2020					

Form TxDOT Environmental Affairs Division Effective Date: December 2019

Version 4 760.01 FRM Page 1 of 1

C. Notices Provided

South Lamar Boulevard Virtual Open House Notice of Public Hearing (English)

The Notice of Public Hearing (in English and Spanish) was included with the letter to property owners and in the email to elected officials, in addition to being posted on the Texas Department of Transportation's website.



Notice

South Lamar Boulevard
From Riverside Drive to US 290
CSJ: 0113-09-072; 0113-10-001; 0113-12-002
Travis County, Texas

The City of Austin Corridor Program Office, in coordination with the Texas Department of Transportation (TxDOT), is proposing to implement mobility, safety and connectivity improvements on South Lamar Boulevard from Riverside Drive to US 290 in Travis County, Texas. This notice advises the public that the City will be conducting an online virtual public hearing on the proposed project. The virtual public hearing webpage, http://austintexas.gov/SouthLamarENV, will be launched on July 15, 2020. The virtual public hearing itself will be available to the public on Wednesday, July 15, 2020 at 9 a.m. on the previously mentioned webpage.

Project staff will give a presentation regarding the proposed improvements on South Lamar Boulevard. The presentation will include both audio and visual components. If you do not have internet access, you may call (512) 974-7904 to ask questions about the project and access project materials at any time during the project development process. Following the launch of the virtual public hearing, members of the public may call (512) 974-9444 and provide verbal comments until the end of the comment period on Thursday, July 30, 2020 at 5 p.m. Formal written comments may also be provided online, by mail or email as explained below. All verbal and written comments submitted online, by mail or email will be included as part of the official record for this hearing and project and taken into consideration by the City. Responses to verbal and written comments will be prepared by the City, included as part of the hearing and project record, and will be made available online.

The proposed projects will be funded primarily by the voter-approved 2016 Mobility Bond, and are expected to improve mobility, safety and connectivity along the 3.3 mile South Lamar Boulevard corridor for all users, whether they walk, bike, drive or take transit.

The funded South Lamar Boulevard improvements between Riverside Drive to Barton Springs Road include enhanced improvements that represent the ultimate corridor vision. These include upgraded traffic signals at Riverside Drive, Toomey Road and Barton Springs Road; bus stop improvements; pavement restoration; removal of continuous right-turn lanes; ADA-compliant sidewalks and two-way raised protected bicycle lanes on both sides of South Lamar Boulevard; access management improvements such as raised medians and driveway modifications; enhanced landscaping with a variety of plant and tree species; street lighting; and placemaking and streetscape improvements such as benches, bike racks, scooter parking, and waste receptacles.

The funded South Lamar Boulevard improvements between Barton Springs Road and US 290 include improved traffic signals on existing locations with enhanced technology; two new traffic signals at Del Curto Road and Evergreen Avenue; four new pedestrian hybrid beacons (mid-block signalized cross-walks); safety and multi-modal connectivity improvements at certain intersections; approximately 3 miles of pavement rehabilitation; approximately 3 miles of new shared-use paths to create continuous ADA-compliant sidewalks for pedestrians and cyclists on both sides of South Lamar Boulevard; access management improvements such as intermittent raised medians along the corridor; driveway modifications; drainage improvements; and bus stop improvements in partnership with Capital Metro, including a new dedicated transit priority lane northbound through the intersection at Barton Skyway and Menchaca Road.

The City has also evaluated the environmental impacts of additional improvements that represent the ultimate corridor vision between Barton Springs Road and US 290, but are not yet funded for construction. These improvements would include enhanced and separated pedestrian and bicycle facilities, streetscape, trees, and street lighting.

Though it varies by section, the existing right-of-way (ROW) width from Riverside Drive to Barton Springs Road along South Lamar Boulevard is generally 120 feet and will not require additional ROW. The ROW width between Barton Springs Road and US 290 along South Lamar Boulevard varies by section but is generally 80 - 100 feet. For the ultimate corridor vision, which includes unfunded improvements, the proposed ROW width following widening would be approximately 100 - 120 feet. It should be noted that the near-term, funded improvements would require less ROW, with additional ROW needs generally limited to areas with less than 80 - 100 feet of existing ROW width and at major intersections with turn lanes.



Though additional ROW will be required, no residential or non-residential structures are anticipated to be displaced at this time. Information concerning services and benefits available to affected property owners and information about the tentative schedule for ROW acquisition and construction can be obtained from the Corridor Mobility Program through email at SouthLamar@AustinTexas.gov.

At least part of the proposed project would occur within the Edwards Aquifer recharge zone and transition

Any environmental documentation or studies, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project are available online at AustinTexas.gov/SouthLamarENV.

The City makes every reasonable effort to accommodate the needs of the public. The virtual public hearing information will be in English and Spanish. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (512) 974-7904 or email SouthLamar@AustinTexas.gov no later than Friday, July 10, 2020. Please be aware that advance notice is requested as some accommodations may require time for the City to arrange.

Written comments from the public regarding the proposed project are requested and may be submitted by mail to the City of Austin Corridor Program Office at PO Box 1088, Austin, TX 78767. Comments may also be submitted by email to SouthLamar@AustinTexas.gov or online at AustinTexas.gov/SouthLamarENV.

Additionally, as stated above, members of the public may call (512) 974-9444 and provide verbal comments immediately following the launch of the virtual hearing presentation. All verbal and written comments must be received by Thursday, July 30, 2020 at 5 p.m. Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once they have been prepared.

If you have any general questions or concerns regarding the virtual public hearing, please contact SouthLamar@AustinTexas.gov or (512) 974-7904.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

South Lamar Boulevard Virtual Open House Notice of Public Hearing (Spanish)



Aviso

South Lamar Boulevard

Desde Riverside Drive hasta US 290

CSJ: 0113-09-072; 0113-10-001; 0113-12-002

Condado de Travis, Texas

La Oficina del Programa del Corredor de la Ciudad de Austin, en coordinación con el Departamento de Transporte de Texas (TxDOT), propone implementar mejoramientos de movilidad, seguridad y conectividad en South Lamar Boulevard desde Riverside Drive hasta US 290 en el condado de Travis, Texas. Este aviso informa al público que la Ciudad de Austin Ilevará a cabo una audiencia pública virtual en línea sobre el proyecto propuesto. La página web de la audiencia pública virtual, http://austintexas.gov/SouthLamarENV, se lanzará el 15 de julio de 2020. La audiencia pública virtual en sí estará disponible al público el miércoles 15 de julio de 2020 a las 9 a.m. en la página web mencionada anteriormente.

El personal del proyecto hará una presentación sobre los mejoramientos en South Lamar Boulevard. La presentación incluirá componentes audiovisuales. Si no tiene acceso al Internet, puede llamar al (512) 974-7904 para hacer preguntas sobre el proyecto y acceder los materiales del proyecto durante cualquier momento en el proceso de desarrollo del proyecto. Después del lanzamiento de la audiencia pública virtual, los miembros del público pueden llamar al (512) 974-9444 y proporcionar comentarios verbales hasta el final del período de comentarios que es el jueves 30 de julio de 2020 a las 5 p.m. Los comentarios por escrito también se pueden proporcionar en línea, por correo o correo electrónico como se explica a continuación. Todos los comentarios verbales y escritos enviados en línea, por correo o correo electrónico e incluirán como parte del registro oficial de esta audiencia y proyecto, y serán considerados por la ciudad. Las respuestas a los comentarios verbales y escritos serán preparadas por la ciudad, incluidas como parte de la audiencia y el registro del proyecto, y estarán disponibles en línea.

Los proyectos propuestos serán parcialmente financiados por el Bono de Movilidad del 2016 aprobado por los votantes, y se espera que mejoren la movilidad, la seguridad y la conectividad a lo largo de las 3.3-millas del corredor South Lamar Boulevard para todos los usuarios, ya sea que caminen, anden en bicicleta, conduzcan o tomen el tránsito.

Los mejoramientos financiados en South Lamar Boulevard entre Riverside Drive y Barton Springs Road incluyen mejoras que representan la visión definitiva del corredor. Estas incluyen señales de tráfico mejorados en Riverside Drive, Toomey Road y Barton Springs Road; mejoras en las paradas de autobús; rehabilitación de pavimento; eliminación de carriles continuos de giro a la derecha; aceras que cumplan con la ley para Personas con Discapacidades (ADA, por sus siglas en inglés) y ciclovías protegidas elevadas de dos vías a ambos lados de South Lamar Boulevard; mejoras en la gestión de acceso, tales como medianas elevadas y modificaciones en algunas entradas de autos; paisajismo mejorado con una variedad de especies de plantas y árboles; alumbrado público; "placemaking" y mejoras en el paisaje urbano, como bancos, estantes para bicicletas, estacionamiento de scooters y recipientes para desechos.

Los mejoramientos financiados en South Lamar Boulevard entre Barton Springs Road y US 290 incluyen actualizaciones de señales de tráfico existentes con tecnología mejorada; dos nuevos señales de tráfico en Del Curto Road y Evergreen Avenue; cuatro nuevas balizas híbridas para peatones (cruces señalizados a mitad de cuadra); mejoras de seguridad y conectividad multimodal en ciertas intersecciones; aproximadamente 3 millas de rehabilitación de pavimento; 3 millas de caminos nuevos de uso compartido para crear instalaciones continuas y aceras que cumplan con la ley para Personas con Discapacidades para peatones y ciclistas en ambos lados de South Lamar Boulevard; mejoras en la gestión de acceso como medianas elevadas intermitentes a lo largo del corredor; modificaciones en algunas entradas de autos; mejoras de drenaje; mejoras en las paradas de autobús en asociación con Capital Metro, incluido un nuevo carril de prioridad dedicado al tránsito hacia el norte a través de la intersección en Barton Skyway y Menchaca Road.

La Ciudad también ha evaluado los impactos ambientales de las mejoras adicionales que representan la visión definitiva del corredor entre Barton Springs Road y US 290, pero que aún no están financiadas para la construcción. Estas mejoras incluirían instalaciones mejoradas y separadas para peatones y bicicletas, paisaje urbano, árboles, y alumbrado público.

Aunque varía según la sección, el ancho de la servidumbre de tránsito (ROW por sus siglas en inglés) existente desde Riverside Drive hasta Barton Springs Road a lo largo de South Lamar Boulevard es generalmente de 120 pies y no requerirá ROW adicional. El ancho de la ROW varía según la sección entre



Barton Springs Road y US 290 a lo largo de South Lamar Boulevard es generalmente de 80 - 100 pies. Para la visión definitiva del corredor, que incluye mejoras aun no financiadas, el ancho de la ROW propuesta después del ensanchamiento sería de aproximadamente 100 - 120 pies. Cabe señalar que las mejoras financiadas a corto plazo requerirían menos ROW, con las necesidades de ROW generalmente limitadas a áreas con menos de 80 - 100 pies de ancho de ROW existente y en las principales intersecciones con carriles de giro.

Aunque se requerirá ROW adicional, en este momento no se anticipa desplazar ninguna estructura residencial o no residencial. Información sobre los servicios y beneficios disponibles para los propietarios afectados e información sobre el cronograma tentativo para la adquisición y construcción de la ROW se pueden obtener del Programa de Movilidad del Corredor a través del correo electrónico SouthLamar@AustinTexas.gov.

Al menos parte del proyecto propuesto ocurriría dentro de la zona de transición del acuífero Edwards.

Cualquier documentación o estudios ambientales, mapas y dibujos que muestren la ubicación y el diseño del proyecto, los cronogramas tentativos de construcción y otra información sobre el proyecto propuesto están disponibles en línea en AustinTexas.gov/SouthLamarENV.

La ciudad hace todos los esfuerzos razonables para satisfacer las necesidades del público. La información de la audiencia pública virtual estará en inglés y español. Si necesita una adaptación especial o necesita los servicios de un traductor, puede hacer una solicitud. Si tiene una discapacidad y necesita asistencia, también se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Llame al (512) 974-7904 o mande un correo electrónico a SouthLamar@AustinTexas.gov a más tardar el viernes 10 de julio de 2020. Por favor tenga en cuenta que se solicita un aviso por adelantado, ya que algunas adaptaciones pueden requeir tiempo para que la ciudad haga los arreglos necesarios.

Se solicitan comentarios escritos del público sobre el proyecto propuesto. Comentarios se pueden enviar por correo a la Oficina del Programa del Corredor de la Ciudad de Austin en PO Box 1088, Austin, TX 78767. Los comentarios también se pueden enviar por correo electrónico a SouthLamar@AustinTexas.gov o en línea en AustinTexas.gov/SouthLamarENV.

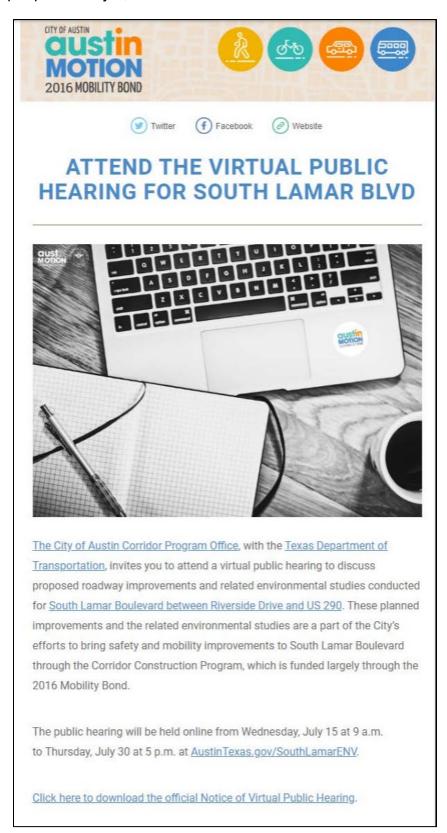
Además, como se indicó anteriormente, los miembros del público pueden llamar al (512) 974-9444 y proporcionar comentarios verbales inmediatamente después del lanzamiento de la presentación de la audiencia virtual. Todos los comentarios verbales y escritos deben recibirse antes del jueves 30 de julio a las 5 p.m. Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en línea en AustinTexas.gov/SouthLamarENV, después de que se hayan preparado.

Si tiene alguna pregunta o inquietud general con respecto a la audiencia pública virtual, comuníquese a través del correo electrónico SouthLamar@AustinTexas.gov o llame al (512) 974-7904.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido realizadas por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento fechado el 9 de diciembre de 2019 y ejecutado por FHWA y TxDOT.

Emails

An initial email was sent to the South Lamar Boulevard stakeholder database, which includes 902 people on July 1, 2020.



At the virtual public hearing, the Corridor Program Office will be presenting the results of the environmental analysis that was conducted on <u>South Lamar Boulevard between Riverside Drive and US 290</u>. The public hearing is a state requirement because the proposed improvements include the addition of bicycle lanes on <u>South Lamar Boulevard</u>, which is a state-owned roadway. Technical reports and other project information are currently available ahead of the virtual public hearing at <u>AustinTexas.gov/SouthLamarENV</u>.

On Wednesday, July 15 at 9 a.m., the City of Austin will post a presentation that explains the proposed improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. To request translated materials or other communication accommodations, please email SouthLamar@AustinTexas.gov or call (512) 974-7904 by Friday, July 10, 2020.

The official comment period is from Wednesday, July 15 through Thursday, July 30 at 5 p.m. The public is invited to submit comments on the proposed improvements discussed at the public hearing. To ensure your comment is included formally, submit your feedback within the comment period by using one of the following methods:

- Online using a web form, which will be made available at AustinTexas.gov/SouthLamarENV
- · By email to: SouthLamar@AustinTexas.gov
- · Verbally by calling 512-974-9444 and leaving a voice message
- By mail to: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

For additional information about the South Lamar Boulevard corridor, and to learn about improvements planned through the Corridor Construction Program, visit AustinTexas.gov/SouthLamar.

If you have any questions or plan to attend and would like to request translation services or other accommodations, please contact me at Jada.Simpson@austintexas.gov or call 512-974-7904.

La Oficina del Programa del Corredor de la Ciudad de Austin, con el Departamento de Transporte de Texas, lo invita a asistir a una audiencia pública virtual para discutir las mejoras propuestas y los relacionados estudios ambientales realizados para South Lamar Boulevard entre Riverside Drive y US 290. Estas mejoras planificadas y los estudios ambientales son parte de los esfuerzos de la ciudad para traer mejoras de seguridad y movilidad a South Lamar Boulevard a través del Programa de Construcción del Corredor, que se financia principalmente a través del Bono de Movilidad 2016.

La audiencia pública se llevará a cabo en línea desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m en AustinTexas.gov/SouthLamarENVsp.

Haga clic aquí para descargar el Aviso Oficial de Audiencia Pública Virtual.

En la audiencia pública virtual, la Oficina del Programa del Corredor presentará los resultados del análisis ambiental que se realizó en South Lamar Boulevard entre Riverside Drive y US 290. La audiencia pública es un requisito estatal por que las mejoras propuestas incluyen la incorporación de ciclovías en South Lamar Boulevard, que es una carretera estatal. Los informes técnicos y otra información sobre el proyecto están disponibles actualmente en <u>AustinTexas.gov/SouthLamarENVsp.</u>

El miércoles 15 de julio a las 9 a.m., la Ciudad de Austin publicará una presentación que explica las mejoras propuestas y los resultados del análisis ambiental. Información de la audiencia pública virtual se proporcionará en inglés y español. Para solicitar materiales traducidos u otras adaptaciones de comunicación, envíe un correo electrónico

a <u>SouthLamar@AustinTexas.gov</u> o llame (512) 974-7904 antes del viernes 10 de julio de 2020.

El período oficial de comentarios es desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m. Se solicitan comentarios del público sobre las mejoras propuestas discutidas en la audiencia pública. Para asegurarse de que su comentario se incluya formalmente, envíe sus comentarios durante el periodo de comentarios utilizando uno de los siguientes métodos:

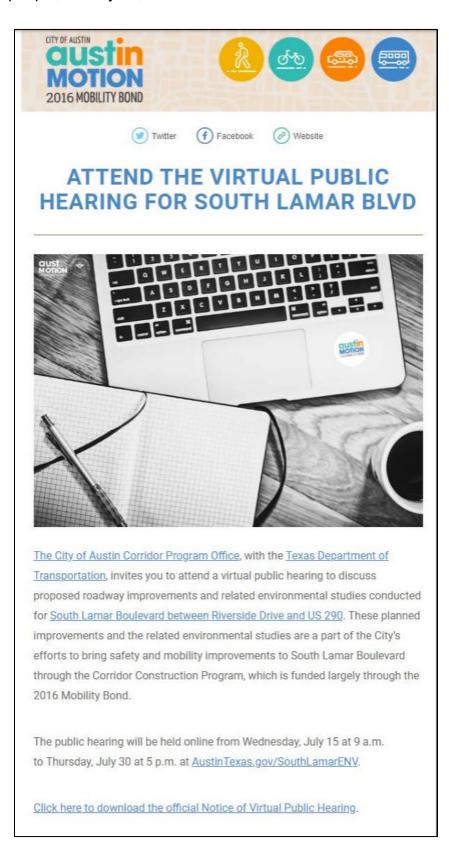
- En línea usando un formulario web, que estará disponible en <u>AustinTexas.gov/SouthLamarENVsp</u>.
- Por correo electrónico a: <u>SouthLamar@AustinTexas.gov</u>
- · Verbalmente llamando y dejando un mensaje de voz al 512-974-9444
- Por correo postal a: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

Para obtener información adicional sobre el corredor de South Lamar Boulevard y para conocer las mejoras planificadas a través del Programa de Construcción del Corredor, visite <u>AustinTexas.gov/SouthLamar.</u>

Si tiene alguna pregunta o planea asistir y desea solicitar servicios de traducción u otras adaptaciones, comuníquese conmigo por correo electrónico a Jada.Simpson@austintexas.gov o llame al 512-974-7904.

Reminder Email

A reminder email was sent to the South Lamar Boulevard stakeholder database, which includes 903 people, on July 13, 2020.



At the virtual public hearing, the Corridor Program Office will be presenting the results of the environmental analysis that was conducted on <u>South Lamar Boulevard between Riverside Drive and US 290</u>. The public hearing is a state requirement because the proposed improvements include the addition of bicycle lanes on <u>South Lamar Boulevard</u>, which is a state-owned roadway. Technical reports and other project information are currently available ahead of the virtual public hearing at <u>AustinTexas.gov/SouthLamarENV</u>.

On Wednesday, July 15 at 9 a.m., the City of Austin will post a presentation that explains the proposed improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. To request translated materials or other communication accommodations, please email SouthLamar@AustinTexas.gov or call (512) 974-7904 by Friday, July 10, 2020.

The official comment period is from Wednesday, July 15 through Thursday, July 30 at 5 p.m. The public is invited to submit comments on the proposed improvements discussed at the public hearing. To ensure your comment is included formally, submit your feedback within the comment period by using one of the following methods:

- Online using a web form, which will be made available at <u>AustinTexas.gov/SouthLamarENV</u>
- By email to: SouthLamar@AustinTexas.gov
- · Verbally by calling 512-974-9444 and leaving a voice message
- By mail to: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

For additional information about the South Lamar Boulevard corridor, and to learn about improvements planned through the Corridor Construction Program, visit <u>AustinTexas.gov/SouthLamar</u>.

If you have any questions or plan to attend and would like to request translation services or other accommodations, please contact me at <u>Jada.Simpson@austintexas.gov</u> or call 512-974-7904.

La Oficina del Programa del Corredor de la Ciudad de Austin, con el Departamento de Transporte de Texas, lo invita a asistir a una audiencia pública virtual para discutir las mejoras propuestas y los relacionados estudios ambientales realizados para South Lamar Boulevard entre Riverside Drive y US 290. Estas mejoras planificadas y los estudios ambientales son parte de los esfuerzos de la ciudad para traer mejoras de seguridad y movilidad a South Lamar Boulevard a través del Programa de Construcción del Corredor, que se financia principalmente a través del Bono de Movilidad 2016.

La audiencia pública se llevará a cabo en línea desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m en AustinTexas.gov/SouthLamarENVsp.

Haga clic aquí para descargar el Aviso Oficial de Audiencia Pública Virtual.

En la audiencia pública virtual, la Oficina del Programa del Corredor presentará los resultados del análisis ambiental que se realizó en South Lamar Boulevard entre Riverside Drive y US 290. La audiencia pública es un requisito estatal por que las mejoras propuestas incluyen la incorporación de ciclovías en South Lamar Boulevard, que es una carretera estatal. Los informes técnicos y otra información sobre el proyecto están disponibles actualmente en <u>AustinTexas.gov/SouthLamarENVsp.</u>

El miércoles 15 de julio a las 9 a.m., la Ciudad de Austin publicará una presentación que explica las mejoras propuestas y los resultados del análisis ambiental. Información de la audiencia pública virtual se proporcionará en inglés y español. Para solicitar materiales traducidos u otras adaptaciones de comunicación, envíe un correo electrónico

a <u>SouthLamar@AustinTexas.gov</u> o llame (512) 974-7904 antes del viernes 10 de julio de 2020.

El período oficial de comentarios es desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m. Se solicitan comentarios del público sobre las mejoras propuestas discutidas en la audiencia pública. Para asegurarse de que su comentario se incluya formalmente, envíe sus comentarios durante el periodo de comentarios utilizando uno de los siguientes métodos:

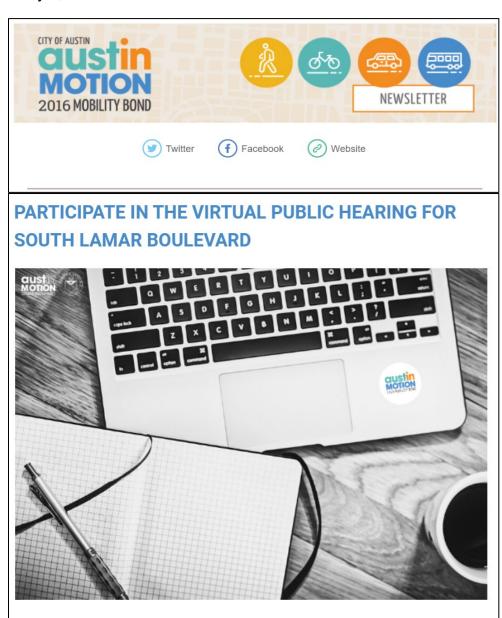
- En línea usando un formulario web, que estará disponible en <u>AustinTexas.gov/SouthLamarENVsp</u>.
- Por correo electrónico a: <u>SouthLamar@AustinTexas.gov</u>
- · Verbalmente llamando y dejando un mensaje de voz al 512-974-9444
- Por correo postal a: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

Para obtener información adicional sobre el corredor de South Lamar Boulevard y para conocer las mejoras planificadas a través del Programa de Construcción del Corredor, visite <u>AustinTexas.gov/SouthLamar.</u>

Si tiene alguna pregunta o planea asistir y desea solicitar servicios de traducción u otras adaptaciones, comuníquese conmigo por correo electrónico a Jada.Simpson@austintexas.gov o llame al 512-974-7904.

2016 Mobility Bond Newsletter

An article advertising the South Lamar Boulevard virtual public hearing was included in the monthly 2016 Mobility Bond Newsletter for July. The July newsletter was sent to 9,168 people on July 7, 2020.



This July, the <u>City of Austin Corridor Program Office</u>, with the <u>Texas Department of Transportation</u>, invites the community to attend a virtual public hearing for South Lamar Boulevard (from Riverside Drive to US 290). This virtual, webbased event will provide information on the roadway improvements planned through the <u>2016 Mobility Bond</u>-funded <u>Corridor Construction Program</u> and will include information on the related environmental studies conducted for each corridor.

The public hearing for <u>South Lamar Boulevard</u> will be held online from 9 a.m. Wednesday, July 15 to 5 p.m. Thursday, July 30 at: <u>AustinTexas.gov/SouthLamarENV</u>. The web page launched Wednesday, July 1, 2020 and provides access to environmental reports and other materials.

An official 15-day comment period will occur for the <u>South Lamar Boulevard</u> <u>virtual public hearing</u> between July 15 and July 30. The public is encouraged to submit comments on the proposed improvements discussed at the public hearing, and the Corridor Program Office will be accepting formal comments through various methods during the 15-day timeframe for each virtual public hearing.

Virtual public hearing information will be provided in English and Spanish.

For more information on how to access the virtual public hearing, how to submit your formal comments, or to request language translations, please email corridors@austintexas.gov or call (512) 974-7904.

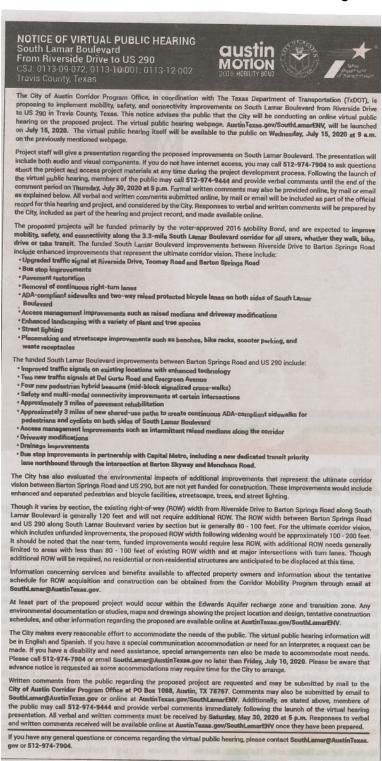
LEARN MORE

Display Advertisements

The Austin Chronicle

The Austin Chronicle prints approximately 65,000 copies of their newspaper and estimates their readership at 235,400 people.

Notice of South Lamar Blvd Corridor Virtual Public Hearing – Tear Sheet



austinchronicle.com JUNE 26, 2020 THE AUSTIN CHRONICLE 21

PUBLISHER'S AFFIDAVIT

I solemnly swear that the attached ad was published on the following date(s):

June 26, 2020

In *The Austin Chronicle*, a newspaper published in Austin, Travis County, Texas, and of general circulation in Travis County, Texas, and Williamson County, Texas, for service of citation or notice publication, and the date(s) of said newspaper bore in which the notice was published correspond to the following issue numbers:

Vol. 39 No. 43 Page 21

A copy of the ad(s) as published, clipped from the newspaper, is (are) attached hereto.

Chelsea Taylor
The Austin Chronicle

STATE OF TEXAS COUNTY OF TRAVIS

Sworn to and subscribed before me this 26th day of June, 2020.

Notary Public (signature) State of Texas

CYNTHIA SAU FONG SOO NOTARY PUBLIC ID# 1068772-2 State of Texas Comm. Exp. 11-12-2020

NOTICE OF VIRTUAL PUBLIC HEARING South Lamar Boulevard
From Riverside Drive to US 290
From Riverside Drive to US 1001, 0113-12-002 The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation (ThDOT), is proposing to implement mobility, safety, and connectivity improvements on South Lamar Boulevard from Riverside Drive to US 290 in Travis County, Texas. This notice advises the public that the City will be conducting an online virtual public hearing on the proposed project. The virtual public hearing exchape, Austrin Texas, postouthamar&Fly, will be launched on July 15, 2020. The virtual public hearing little will be available to the public on Wednesday, July 15, 2020 at 9 a.m. on the regulational managingrad unbelieved. Project staff will give a presentation regarding the proposed improvements on South Lemar Bodevard. The presentation will include both audio and visual components. If you do not have internet access, you may call \$12-974-7904 to ask questions about the project and access project materials et any time during the project development process. Following the hunch of the virtual public hearing, members of the public may call \$12-974-9444 and provide verhal comments until the end of the comment project of the virtual public hearing, members of the public may call \$12-974-9444 and provide verhal comments until the end of the comment project of Thiswades, July 30, 2020 at \$5 ps. Formal evirteen comments may also be provided colline, by mall or emails as explained below. All verbal and written comments submitted online, by mail or email will be included as part of the official record for this handing and project and considered by the City, included as part of the hearing and project record, and made available online. the City, included as part of the hearing and project record, and made available online.

The proposed projects will be funded primarily by the voter-approved 2018 Mobility Bond, and are expected to improve mobility, safety, and consectivity along the 3.3-mile South Lamas Boulavard corridor for all users, whether they walk, bike, drive or take transit. The funded South Lamar Boulavard improvements between Riverside Drive to Barton Springs Road include enhanced improvements that represent the unlimited coordior vision. These behalds:

- Upgraded treffic signal at Riverside Drive, Toomey Road and Barton Springs Road

- Buss stop improvements

- Passument materiation

- Passument materiation

- Removed of continuous right-turn lanses

- ADA-compliant eldewaliks and two-way raised protected bicycle lanses on both sides of South Lamar Boolevard

- Roceas management improvements such as raised mediane and driveway modifications

- Enhanced landscaping with a variety of plant and tree apocies The City has also evaluated the environmental impacts of additional improvements that represent the ultimate or vision between Barton Springs Road and US 290, but are not yet funded for construction. These improvements would in enhanced and separated pedestrian and bicycle facilities, streetscape, trees, and street lighting. Findings and separates perceivant and enjoye research, seek and exception and experience of the property of the control of the Information concerning services and benefits available to affected property owners and information about the achedule for ROW acquisition and construction can be obtained from the Corridor Mobility Program throug SouthLamargNaustinTexas.gov. At least part of the proposed project would occur within the Edwards Aquifer recharge zone and transition environmental documentation or studies, maps and drawings showing the project location and design, tentative on schedules, and other information regarding the proposed are available online at AustinTexes.gov/SouthLamseTAV. schedules, and other stromation registrong use proposes are swittene union at Assessment process. The city makes every reasonable effort to accommodate the needs of the public. The virtual public hearing information will be in English and Spanish. If you have a special communication accommodation or need for an interprete, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call \$12.474-79.904 or emils southlamse@sustinfexas.gov no later than Fridga, July 10, 2020. Please be aware that advance notice is requested as some accommodations may require time for the City to arrange. Written comments from the public regarding the proposed project are requested and may be submitted by mail City of Austin Corridor Program Office at PO Bos 1088, Austin, TX 78767. Comments may also be submitted by en SouthAumengAustinfezzas.gov on coline at Austinfezas.gov/SouthAumengAumengEN. Additionally, as stated above, memb the public may call \$12-974-9844 and provide verbal comments immediately following the launch of the virtual he presentation. All verbal and written comments must be received by Saturdey, May 30, 2020 at 5 p.a. Presponses to and written comments received will be available online at Austin Fasas.gov/SouthLaume/ENV once they have been prope If you have any general questions or concerns regarding the virtual public hearing, please contact SouthLan gov or \$12-974-7904. austinchronicle.com JUNE 26, 2020 THE AUSTIN CHRONICLE 21

El Mundo

El Mundo prints approximately 28,000 copies of their newspaper and estimates their readership at 4 readers per copy.

Notice of South Lamar Blvd Corridor Virtual Public Hearing – Tear Sheet

AVISO DE AUDIENCIA PÚBLICA VIRTUAL North Lamar Boulevard Desde US 183 hasta Howard Lane/I-35 CSJ: 0015-11-067; 0015-11-068 Condado de Travis Tavas



La Oficina del Programa del Corredor de la Ciudad de Austin, en coordinación con el Departamento de Transporte de Texas (TxDOT), propone implementar mejoramientos de movilidad, seguridad y conectividad en South Lamar Boulevard desde Riverside Drive hasta US 290 en el condado de Travis, Texas. Este aviso informa al público que la Ciudad de Austin llevará a cabo una audiencia pública virtual en línea sobre el proyecto propuesto. La página web de la audiencia pública virtual, AustinTexas.gov/SouthLamarENVSp, se lanzará el 15 de julio de 2020. La audiencia pública virtual en sí estará disponible al público el miércoles 15 de julio de 2020 a las 9 a.m. en la página web mencionada anteriormente.

El personal del proyecto hará una presentación sobre los mejoramietos en South Lamar Boulevard. La presentación incluirá componentes audiovisuales. Si no tiene acceso al Internet, puede llamar al 512-974-7904 para hacer preguntas sobre el proyecto y acceder los materiales del proyecto durante cualquier momento en el proceso de desarrollo del proyecto. Después del lanzamiento de la audiencia pública virtual, los miembros del público pueden llamar al 512-974-9444 y proporcionar comentarios verbales hasta el final del período de comentarios que es el jueves 30 de julio de 2020 a las 5 p.m. Los comentarios por escrito también se pueden proporcionar en línea, por correo o correo o correo electrónico os en incluirán como parte del registro oficial de esta audiencia y proyecto, y esrán considerados por la ciudad. Las respuestas a los comentarios verbales y escritos serán disponibles en línea.

Los proyectos propuestos serán parcialmente financiados por el Bono de Movilidad del 2016 aprobado por los votantes, y se espera que mejoren la movilidad, la seguridad y la conectividad a lo largo de las 3.3-millas del corredor South Lamar Boulevard para todos los usuarios, ya sea que caminen, anden en bicicleta, conduzcan o tomen el tránsito. Los mejoramientos financiados en South Lamar Boulevard entre Riverside Drive y Barton Springs Road incluyen mejoras que representan la visión definitiva del corredor. Estas incluyen:

- Señales de tráfico mejorados en Riverside Drive, Toomey Road y Barton Springs Road
- Mejoras en las paradas de autobús
- Rehabilitación de pavimento
- · Eliminación de carriles continuos de giro a la derecha
- · Aceras que cumplan con la ley para Personas con Discapacidades (ADA, por sus siglas en inglés) y ciclovías protegidas elevadas de dos vías a ambos lados de South Lamar Boulevard
- Mejoras en la gestión de acceso, tales como medianas elevadas y modificaciones en algunas entradas de autos
- · Paisajismo mejorado con una variedad de especies de plantas y árboles
- Alumbrado público
- · "Placemaking" y mejoras en el paisaje urbano, como bancos, estantes para bicicletas, estacionamiento de scooters y recipientes para desechos

Los mejoramientos financiados en South Lamar Boulevard entre Barton Springs Road y US 290 incluyen:

- Actualizaciones de señales de tráfico existentes con tecnología mejorada
- Dos nuevos señales de tráfico en Del Curto Road y Evergreen Avenue
- Cuatro nuevas balizas híbridas para peatones (cruces señalizadosa a mitad de cuadra)
- Mejoras de seguridad y conectividad multimodal en ciertas intersecciones
- Aproximadamente 3 millas de rehabilitación de pavimento
- 3 millas de caminos nuevos de uso compartido para crear instalaciones continuas y aceras que cumplan con la ley para Personas con Discapacidades para peatones y ciclistas en ambos lados de South Lamar Boulevard
- · Mejoras en la gestión de acceso como medianas elevadas intermitentes a lo largo del corredor
- · Modificaciones en algunas entradas de autos
- Mejoras de drenaje
- Mejoras en las paradas de autobús en asociación con Capital Metro, incluido un nuevo carril de prioridad dedicado al tránsito hacia el norte a través de la intersección en Barton Skyway y Menchaca Road

La Ciudad también ha evaluado los impactos ambientales de las mejoras adicionales que representan la visión definitiva del corredor entre Barton Springs Road y US 290, pero que aún no están financiadas para la construcción. Estas mejoras incluirían instalaciones mejoradas y separadas para peatones y bicicletas, paisaje urbano, árboles, y alumbrados público.

Aunque varía según la sección, el ancho de la servidumbre de tránsito (ROW por sus siglas en inglés) existente desde Riverside Drive hasta Barton Springs Road a lo largo de South Lamar Boulevard es generalmente de 120 pies y no requerirá ROW adicional. El ancho de la ROW varía según la sección entre Barton Springs Road y US 290 a lo largo de South Lamar Boulevard es generalmente de 80 - 100 pies. Para la visión definitiva del corredor, que incluye mejoras aun no financiadas, el ancho de la ROW propuesta después del ensanchamiento sería de aproximadamente 100 - 120 pies. Cabe señalar que las mejoras financiadas a corto plazo requerirían menos ROW, con las necesidades de ROW generalmente limitadas a áreas con menos de 80 - 100 pies de ancho de ROW existente y en las principales intersecciones con carriles de giro. Aunque se requerirá ROW adicional, en este momento no se anticipa desplazar ninguna estructura residencial o no residencial.

Información sobre los servicios y beneficios disponibles para los propietarios afectados e información sobre el cronograma tentativo para la adquisición y construcción de la ROW se pueden obtener del Programa de Movilidad del Corredor a través del correo electrónico SouthLamar@AustinTexas.gov.

Al menos parte del proyecto propuesto ocurriría dentro de la zona de transición del acuífero Edwards.

Cualquier documentación o estudios ambientales, mapas y dibujos que muestren la ubicación y el diseño del proyecto, los cronogramas tentativos de construcción y otra información sobre el proyecto propuesto están disponibles en línea en AustinTexas.gov/SouthLamarENVSp.

La ciudad hace todos los esfuerzos razonables para satisfacer las necesidades del público. La información de la audiencia pública virtual estará en inglés y español. Si necesita una adaptación especial o necesita los servicios de un traductor, puede hacer una solicitud. Si tiene una discapacidad y necesita asistencia, también se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Llame al 512-974-7904 o mande un correo electrónico a SouthLamar@AustinTexas.gov a más tardar el viernes 10 de julio de 2020. Por favor tenga en cuenta que se solicita un aviso por adelantado, ya que algunas adaptaciones pueden requerir tiempo para que la ciudad haga los arreglos necesarios.

Se solicitan comentarios escritos del público sobre el proyecto propuesto. Comentarios se pueden enviar por correo a la Oficina del Programa del Corredor de la Ciudad de Austin en PO Box 1088, Austin, TX 78767. Los comentarios también se pueden enviar por correo electrónico a SouthLamar@AustinTexas.gov o en línea en AustinTexas.gov/SouthLamarENVSp. Además, como se indicó anteriormente, los miembros del público pueden llamar al 512-974-9444 y proporcionar comentarios verbales inmediatamente después del lanzamiento de la presentación de la audiencia virtual. Todos los comentarios verbales y escritos deben recibirse antes del jueves 30 de julio a las 5 p.m. Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en línea en AustinTexas.gov/SouthLamarENVSp después de que se hayan preparado.

Si tiene alguna pregunta o inquietud general con respecto a la audiencia pública virtual, comuníquese a través del correo electrónico SouthLamar@AustinTexas.gov o llame al 512-974-7904.

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<u>AFFIDA</u>	VIT OF PUBLICATION						
STATE OF TEXAS § COUNTY OFTRAVIS	§						
_	Before me, the undersigned authority, on this day personally appeared Claudia P. Maya, who being by me duly sworn, (Name of newspaper representative)						
deposes and says that (s) he is the	deposes and says that (s) he is the: Traffic Manager (Title of newspaper representative)						
Of the El Mundo Newspaper (name of newspaper)							
Circulated in Austin, Texas	Circulated in Austin, Texas						
	That the publication for City of Austin, Corridor Program Office was published in said newspaper on June 25, 2020.						
	Olocedio Plango (Newspaper representative's signature)						
Subscribed and sworn to before	Subscribed and sworn to before me this the 25th day of June, 2020 to certify which						
witness my hand and seal of office	witness my hand and seal of office.						
(Seal)	Notary Public in and for the State of Texas						
ANGELA MARIA ANGULO My Notay ID 8 3770342 Expires July 1, 2021	Print or Type Name of Notary Public Angela M. Angulo My Commission Expires 07/01/2021						

Social Media

Twitter

A total of eight tweets were posted between the Notice of Availability and the end of the comment period.

This tweet was posted on July 1, 2020. It made 2,169 impressions and was engaged

with 48 times.



This tweet was posted on July 1, 2020. It made 243 impressions and was engaged with

3 times.



This tweet was posted on July 8, 2020. It made 268 impressions and was engaged with 3 times.



This tweet was posted on July 8, 2020. It made 231 impressions and was engaged with 0 times.



This tweet was posted on July 13, 2020. It made 213 impressions and was engaged with 0 times.



This tweet was posted on July 13, 2020. It made 248 impressions and was engaged with 5 times.



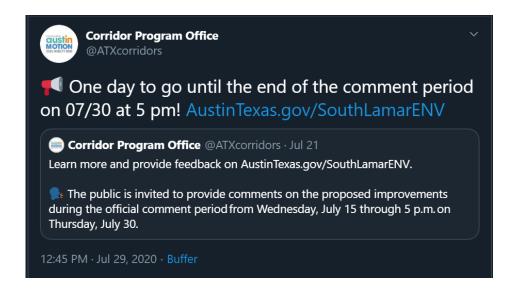
This tweet was posted on July 15, 2020. It made 322 impressions and was engaged with 30 times.



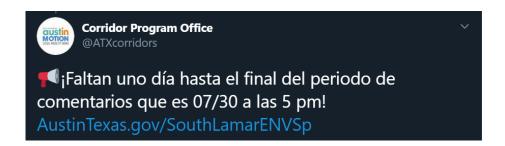
This tweet was posted on July 15, 2020. It made 180 impressions and was engaged with 1 time.



This tweet was posted on July 29, 2020. It made 696 impressions and was engaged with 23 times.



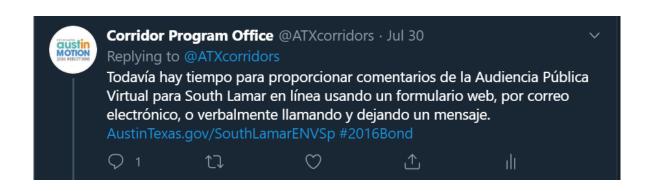
This tweet was posted on July 29, 2020. It made 214 impressions and was engaged with 4 times.



This tweet was posted on July 30, 2020. It made 156 impressions and was engaged with 1 time.



This tweet was posted on July 30, 2020. It made 170 impressions and was engaged with 2 times.



Facebook

Event post #1 (English)

The English Facebook event pages reached 697 people, 34 event page views, and 7 people responded to the event.



Event post #1 (Spanish)

The Spanish Facebook event page reached 478 people, 9 event page views, and 2 people responded to the event.



Event post #2 (English)

The English Facebook event pages reached 229 people, 3 event page views, and 1 people responded to the event.



Event post #2 (Spanish)

The Spanish Facebook event page reached 239 people, 1 event page views, and 0 people responded to the event.



Event reminder post (English)

The English Facebook event pages reached 280 people, 13 engagements, and 4 people reacted to the event.



Event reminder post (Spanish)

The English Facebook event pages reached 251 people, 4 engagements, and 0 people reacted to the event.



Nextdoor

A Nextdoor post was posted (in English and Spanish) on July 8, 2020. The post targeted approximately 11,394 residents and 9 neighborhoods.



South Lamar Virtual Public Hearing / Audiencia Pública Virtual para South Lamar Boulevard Communications & Public Info Office from City of Austin · 6 days ag

(en Español abajo) The City of Austin Corridor Program Office, with the Texas Department of Transportation, invites you to attend a virtual public hearing to discuss proposed roadway improvements and to discuss the related environmental studies conducted for South Lamar Boulevard between Riverside Drive and US 290.



The virtual public hearing will be held from Wednesday, July 15 at 9 a.m. to Thursday, July 30 at 5 p.m. at AustinTexas.gov/SouthLamarENV.

During the virtual public hearing, information will be presented on the results of the environmental analysis that was conducted on South Lamar Boulevard between Riverside Drive and US 290. The public hearing is a state requirement because the proposed improvements include the addition of bicycle lanes on South Lamar Boulevard, which is a state-owned roadway.

The official Notice of Virtual Public Hearing and project information, including technical reports that consider the potential impacts, are available now for review at AustinTexas.gov/SouthLamarENV.

On Wednesday, July 15 at 9 a.m., the City of Austin will officially launch the virtual public hearing by posting a presentation that explains the improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. To request additional translated materials or other communication accommodations, please email SouthLamar@AustinTexas.gov or call (512) 974-7904 no later than Friday, July 10, 2020.

The public is invited to provide comments on the proposed improvements during the official comment period from Wednesday, July 15, 2020 through 5 p.m. on Thursday, July 30, 2020. Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once they have been prepared. Formal comments given during the official comment period should be submitted through one of the following methods:

- o Online using a web form, which will be made available at AustinTexas.gov/SouthLamarENV o By email to: SouthLamar@AustinTexas.gov
- o Verbally by calling 512-974-9444 and leaving a voice message o By mail to: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

This portion of South Lamar Boulevard is part of the City of Austin's Corridor Construction

Program. For information about the South Lamar Boulevard corridor, and to learn about improvements that are funded by the voter-approved 2016 Mobility Bond, visit AustinTexas.gov/SouthLamar.

La Oficina del Programa del Corredor de la Ciudad de Austin, con el Departamento de Transporte de Texas, le invita a asistir a una audiencia pública virtual para discutir las mejoras propuestas para las carreteras y los relacionados estudios ambientales realizados para South Lamar Boulevard entre Riverside Drive y US 290.

La audiencia pública se llevará a cabo en línea desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m. en AustinTexas.gov/SouthLamarENVSp. Durante la audiencia pública virtual, se presentará información sobre los resultados del análisis ambiental que se realizó en South Lamar Boulevard entre Riverside Drive y US 290. La audiencia pública es un requisito estatal por que las mejoras propuestas incluyen la incorporación de ciclovías en South Lamar Boulevard, que es una carretera estatal. El Aviso Oficial de audiencia pública virtual e información sobre el proyecto, incluyendo los informes técnicos que consideran los posibles impactos, están disponibles actualmente para su revisión en AustinTexas.gov/SouthLamarENVSp.

El miércoles 15 de julio a las 9 a.m., la Ciudad de Austin se lanzará oficialmente la audiencia pública virtual publicando una presentación que explica las mejoras y los resultados del análisis ambiental. Información de la audiencia pública virtual se proporcionará en inglés y español. Para solicitar materiales traducidos u otras adaptaciones de comunicación, envíe un correo electrónico a SouthLamar@AustinTexas.gov o llame (512) 974-7904 antes del viernes 10 de julio

Se le invita al público a proporcionar comentarios sobre las mejoras propuestas durante el período oficial de comentarios que es desde miércoles 15 de julio hasta el jueves 30 de julio a las 5 p.m. Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en línea en AustinTexas.gov/SouthLamarENV una vez que se hayan preparado. Los comentarios formales proporcionados durante el período oficial de comentarios deben enviarse a través de uno de los siguientes métodos:

o En línea usando un formulario web, que estará disponible en AustinTexas.gov/SouthLamarENVSp

- o Por correo electrónico a: SouthLamar@AustinTexas.gov
- o Verbalmente llamando y dejando un mensaje de voz al 512-974-9444
- o Por correo postal a: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

Esta sección de South Lamar Boulevard es parte del Programa de Construcción del Corredor de la Ciudad de Austin. Para obtener información sobre el corredor de South Lamar Boulevard, y para conocer las mejoras financiadas por el Bono de Movilidad 2016 aprobado por los votantes visite AustinTexas.gov/SouthLamar.

Elected Official Letter

A total of 16 elected officials were notified via email of the South Lamar Boulevard Virtual Public Hearing.



The Honorable Steve Adler Mayor City of Austin P.O. Box 1088 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Mayor Adler:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

The virtual public hearing will be held from **Wednesday**, **July 15 at 9 a.m. to Thursday**, **July 30 at 5 p.m. at** AustinTexas.gov/SouthLamarENV.

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Project information, including technical reports that consider the potential impacts, will be available on Wednesday, July 1, 2020 for review at AustinTexas.gov/SouthLamarENV.

On Wednesday, July 15 at 9 a.m., the City of Austin will officially launch the virtual public hearing by posting a presentation that explains the improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. Translated materials or other communication accommodations may be requested by emailing SouthLamar@AustinTexas.gov or calling 512-974-7904 no later than Friday, July 10, 2020.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

-DocuSigned by:

Tucker Ferguson, P.E.

Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Chief Joel Baker Fire Chief City of Austin P.O. Box 1088 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Chief Baker:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

DocuSigned by:

Tucker Lugueron

Tuckerferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



The Honorable Judge Sam Biscoe Travis County P.O. Box 1748 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Judge Biscoe:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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The public is invited to provide comments on the proposed improvements during the official comment period from 9 a.m. on Wednesday, July 15, 2020 through 5 p.m. on Thursday, July 30, 2020. Responses to verbal and written comments received will be available online at <a href="https://doi.org/10.2016/nat/4.20

If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

─ DocuSigned by:

Tucker Feiguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Mr. Eric Bustos Government Relations Coordinator CapMetro 2910 E 5th St Austin, TX 78702

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Mr. Bustos:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

—DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Mr. Spencer Cronk City Manager City of Austin P.O. Box 1088 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear City Manager Cronk:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

DocuSigned by:
Tucker Legunon

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Mr. Paul Cruz Superintendent AISD 1111 West 6th Street Austin, TX 78703

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Superintendent Cruz:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

DocuSigned by:

Tucker Fergusön, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Mr. Gerald Daugherty Commissioner, Precinct 3 Travis County P.O. Box 1748 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Commissioner Daugherty:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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Sincerely,

─DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Ms. Amber Elenz Trustee, District 5 AISD 4000 S IH 35 Frontage Rd Austin, TX 78704

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Trustee Elenz:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



The Honorable Sally Hernandez Sheriff Travis County P.O. Box 1748 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Sheriff Hernandez:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

The state of the s

DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



The Honorable Gina Hinojosa State Representative State House District 49 1111 West 6th Street Suite A-250 Austin, TX 78701

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Representative Hinojosa:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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Sincerely,

─DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, TxDOT



Ms. Ann Kitchen Councilmember, District 5 City of Austin PO Box 1088 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Councilmember Kitchen:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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Sincerely,

─DocuSigned by:

Tucker Fergusön, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Chief Brian Manley Police Chief City of Austin 715 E. 8th Street Austin, TX 78701

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Police Chief Manley:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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Sincerely,

DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Ms. Jackie Nirenberg Community Involvement Director CapMetro 2910 E 5th St Austin, TX 78702

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Ms. Nirenberg:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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Sincerely,

Tucker Lugunon

DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



The Honorable Chip Roy Congressman, TX 21 United States Congress 5900 Southwest Parkway, Bldg 2 Suite 201a Austin, TX 78735

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Congressman Roy:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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Sincerely,

DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Ms. Brigid Shea Commissioner Travis County, Precinct 2 P.O. Box 1748 Austin, TX 78767

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Commissioner Shea:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

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If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

roces figures

DocuSigned by:

Tucker Ferguson, P.E.
Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin



Ms. Dottie Watkins Chief Operating Officer CapMetro 2910 E 5th St Austin, TX 78702

RE: Virtual Public Hearing for the Proposed Improvements on South Lamar Boulevard (from Riverside Drive to US 290)

Dear Ms. Watkins:

The City of Austin Corridor Program Office, in coordination with The Texas Department of Transportation, invites you to attend a virtual public hearing to review proposed mobility, safety and connectivity improvements for South Lamar Boulevard between Riverside Drive and US 290.

The virtual public hearing will be held from **Wednesday**, **July 15 at 9 a.m. to Thursday**, **July 30 at 5 p.m. at** <u>AustinTexas.gov/SouthLamarENV</u>.

During the virtual public hearing, information will be presented on the results of the environmental analysis that was conducted on South Lamar Boulevard between Riverside Drive and US 290. The public hearing is a state requirement because the proposed improvements include the addition of bicycle lanes on South Lamar Boulevard, which is a state-owned roadway.

Project information, including technical reports that consider the potential impacts, will be available on Wednesday, July 1, 2020 for review at AustinTexas.gov/SouthLamarENV.

On Wednesday, July 15 at 9 a.m., the City of Austin will officially launch the virtual public hearing by posting a presentation that explains the improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. Translated materials or other communication accommodations may be requested by emailing SouthLamar@AustinTexas.gov or calling 512-974-7904 no later than Friday, July 10, 2020.

This portion of South Lamar Boulevard is part of the City of Austin's Corridor Construction Program. For information about the South Lamar Boulevard corridor, and to learn about improvements that are funded by the voter-approved 2016 Mobility Bond, visit AustinTexas.gov/SouthLamar.

If you have any general questions or concerns regarding the virtual public hearing, please contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Sincerely,

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DocuSigned by:

Tucker Ferguson, P.E. Austin District Engineer

Attachment

cc: Marisabel Ramthun, P.E., Director of Transportation Planning and Development, Austin

District, TxDOT

Brandy Teague, Project Manager, Corridor Program Office, City of Austin

Troy Olney, Environmental Specialist, Austin District, TxDOT

Property Owner/Stakeholder Notification

On June 25, 2020 the Notice of Public Hearing and a general invitation letter (in English and Spanish) were mailed to 323 properties directly abutting the corridor within, as well as one block north and south, of the project limits. Recipients of the letters included both property owners and tenants.

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip	
City of Austin	PO Box 1088	Austin, TX 78767-1088	
William Reid Pfluger and Michael Carl			
Pfluger and William Reid Pfluger, Trustee			
of the Pfluger Spousal Irrevocable Trust	2133 Office Park Dr.	San Angelo, TX 76904-6803	
Edward Campbell McGinnis and Richard			
G. Hardin	PO Box 5628	Austin, TX 78763-5628	
	425 Round Rock West Dr., Suite		
Austaco Real Estate Partners, LTD.	105	Round Rock, TX 78681-5096	
LNR Enterprises Management LLC	3400 East Palm Valley Blvd.	Round Rock, TX 78665-3906	
South Lamar-Austin Glass Po Ltd.	5950 Sherry Ln Suite 320	Dallas, TX 75225-6585	
Moton Haywood Crockett, III	1355 Lost Creek Blvd.	Austin, TX 78746-6347	
Anne Russell Bleakley	PO Box 2807	San Angelo, TX 76902-2807	
Crockett Partners Ltd.	PO Box 2066	Austin, TX 78768-2066	
16 Piggybank Ltd.	8300 Big View Dr.	Austin, TX 78730-1520	
DJB Investment Property LLC	41 Doolittle Dr.	Woodcreek, TX 78676-2530	
·	Jennifer Freedman, 400		
1219 South Lamar Venture LLC	Howard St.	San Francisco, CA 94105-2618	
Seamless GCW Ltd.	PO Box 302380	Austin, TX 78703-0040	
Temple Center Square Ltd.	601 N Lamar Blvd. Suite 301	Austin, TX 78703-5448	
7-Eleven Inc.	PO Box 711	Dallas, TX 75221-0711	
GSGB LP	3821 Juniper Trace Suite 207	Austin, TX 78738-5517	
Montwalk Holdings Ltd.	1331 Lamar St. Suite 1256	Houston, TX 77010-3027	
Townhollow Apartments LLC	640 Brewer Dr.	Hillsborough, CA 94010-6637	
Barton Hills Properties LLC	PO Box 19012	Austin, TX 78760-9012	
2010 South Lamar LLC	165 W 73rd St.	New York, NY 10023-2901	
Stephen E. Midgett	2044 S Lamar Blvd.	Austin, TX 78704-3336	
Jesse Kinne Butler	4107 Lakeview Dr.	Cottonwd Shrs, TX 78657-9491	
Kelly Lamar Butler	7721 Old Lockhart Rd.	Buda, TX 78610-4820	
Lacker Family Trust	1704 Lightsey Rd.	Austin, TX 78704-4833	
George W. & Marie S. Wakim	8125 Mosquero Circle	Austin, TX 78748-0000	
George W. & Marie S. Wakim	8725 Mosquero Circle	Austin, TX 78748-5267	
Samford Paula R	118 Havana St.	Austin, TX 78704-6336	
National Retail Properties LP	450 S Orange Ave. Suite 900	Orlando, FL 32801-3339	
Harry D. Pruett Trust	Ste 100, 336 S Congress Ave.	Austin, TX 78704-1265	
Michael J. Kuhn	609B Wood St.	Austin, TX 78703-5417	
PS-Caster South Lamar LLC	701 Western Ave.	Glendale, CA 91201-2349	
Collier Properties, LLC	PO Box 160896	Austin, TX 78716-0896	
W W Enterprises	16002 Fontaine Ave.	Austin, TX 78734-2646	
2001 S Lamar, LLC	1004 Mopac Cir Suite 200		
2021 South Lamar, LP	804 Congress Ave. Suite 300 Austin, TX 78701-2630		
Alcove South Lamar LP	6467 Main Street Suite 200	Williamsville, NY 14221-5856	

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip
Rita A. Miller	1707 S Lamar Blvd.	Austin, TX 78704-3325
1705 South Lamar LLC	13213 Meridian Park Blvd.	Austin, TX 78739-1493
Manuel F. & Jill Bustamante	620 Canyon Rim Dr.	Austin, TX 78746-5061
Hilma Brooks Cummings	8803 Ridgehill Dr.	Austin, TX 78759-7344
SFC Software Factory, LLC	411 Brazos St., Suite 214	Austin, TX 78701-3635
Columbine Properties Inc	908 N John Redditt Dr.	Lufkin, TX 75904-2648
Kenneth D. Tsukahara & Louise M.	300 IV John Reddiet 21.	201811, 17 73301 2010
Tsukahara & Mardy Jean Maehara	450 W Santa Clara	San Jose, CA 95113-1503
Kenneth D. Tsukahara & Louise M.	130 TV Suitta Glara	24113636, 671 33213 1363
Tsukahara & Mardy Jean Maehara	450 W Santa Clara	San Jose, CA 95113-1503
Lamar/Fgg, LLC	1567 Red Rock Canyon Road	Frisco, TX 75036-4919
Anchor Equities Ltd.	3839 Bee Cave Rd. Suite 200	West Lake Hills, TX 78746-6400
Auspro Enterprises LP	PO Box 13549	Austin, TX 78711-3549
Wsaim M. Abdul-Kafor and Dena Al-Witry	1602 S Lamar Blvd.	Austin, TX 78704-2925
Walin W. Abdul Rajor and Bend Al Willy	125 High St, High Street Tower-	Austin, 17, 70704 2323
IMP South Lamar LLC	27th Floor	Boston, MA 02110-2704
801 Ltd.	701 S Lamar Blvd. Suite C	Austin, TX 78704-1547
Hawkins Family Partners LP	5716 W Highway 290 Suite 200	Austin, TX 78704-1347 Austin, TX 78735-8721
Associated General Contractors of	3710 W Highway 290 Suite 200	Austiii, 17, 78733-8721
<u> </u>	609 S Lamar Blvd.	Austin TV 78704 1505
America Inc. Austin Chapter 613 South Lamar LLC	4826 E Cesar Chavez St.	Austin, TX 78704-1505
		Austin, TX 78702-5136
M & B Investment Company, Inc.	2601 Woodmont Ave.	Austin, TX 78703-3260
El Desarrollo LLC	4400 Burnet Rd.	Austin, TX 78756-3319
State of Texas Youth Council	5508 W Highway 290 Suite 201	Austin, TX 78735-8818
Albar Properties, LP	PO Box 5981	Austin, TX 78763-5981
Courses Limited Boots and in	Pmb 92, 3267 Bee Caves Rd.	A TV 70746 6772
Guyson Limited Partnership	Suite 107	Austin, TX 78746-6773
1300 Lamar Plaza LLC	PO Box 160896	Austin, TX 78716-0896
Advais Adamin II C	1221 S Mopac Expressway	Atin. TV 70746 7650
Music Mania LLC	Suite 400	Austin, TX 78746-7650
William C. Welker & Richard & Kelly	1402 C Lawren Blad	Atir. TV 70704 2200
Weiss	1402 S Lamar Blvd.	Austin, TX 78704-2388
Serendipity Properties Inc.	3801 Keats Dr.	Austin, TX 78704-6741
Calhoun Smith Distributing Company	PO Box 254	Mansfield, TX 76063-0254
Joseph A. Draker, Jr.	800 S Lamar Blvd.	Austin, TX 78704-1510
Balaji Realty Corp	627 Fulton St.	Palo Alto, CA 94301-2106
Two Freds Property LLC	60 Country Oaks Dr.	Buda, TX 78610-9338
Gary D. & Selene Schroeder	9110 Rockcrest Cir	Austin, TX 78759-7318
Paul T. Barr	802 Westbrook Dr.	West Lake Hills, TX 78746-5479
R.G.R. 500, LLC	500 S Lamar	Austin, TX 78704-1504
South Lamar Storage LLC	315 E Commerce St. Suite 300	San Antonio, TX 78205-2947
3423 Holdings, LLC	507 Calles St. Suite #105	Austin, TX 78702-3954
State of Texas	PO Box 15426	Austin, TX 78761-5426
CARR RYAN RE 1, LLC	5121 Bee Cave Rd. Suite 207	West Lake Hills, TX 78746-5216
Rextonia Properties, LLC	PO Box 967	Manchaca, TX 78652-0967
Alejandro Martinez	2057 S Lamar Blvd.	Austin, TX 78704-3335
Unico 2043 South Lamar LLC	1215 Fourth Ave. Suite 600	Seattle, WA 98161-1084
Newmiller-Craig Revocable Living Trust	336 S Congress Ave.	Austin, TX 78704-1221

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip
2323 South Lamar, Ltd.	500 W 5th St. Suite 700	Austin, TX 78701-3833
South Lamar Ltd.	2300 S Lamar Blvd. Suite 110	Austin, TX 78704-5193
Ladies of The Eighties LP	4200 N Lamar Blvd. Suite 200	Austin, TX 78756-3430
Brent Adams	6012 Oakclaire Dr.	Austin, TX 78735-8641
DCW Properties Ltd. & David C Woodland	3312 331313113 211	7.00000,7070000012
Jr.	1704 S Congress Ave.	Austin, TX 78704-3524
Mirabeau Office Partners, LLC	2815 Manor Rd.	Austin, TX 78722-1717
Lora Margaret Gilbreth	1151 County Road 330	Granger, TX 76530-5236
Vans Real Estate Partnership	8701 Research Blvd. Suite E	Austin, TX 78758-6509
Lube Pit Stop Fleet Service Inc.	2223 S Lamar Blvd.	Austin, TX 78704-4923
Amos Moses LLC	2205 S Lamar Blvd.	Austin, TX 78704-4923
Newmiller Craig Revocable Living Trust	336 S Congress Ave. Suite 100	Austin, TX 78704-1265
Patricia A Baier & Constance M Day	P O Box 302634	Austin, TX 78703-0044
OFLP-1, Ltd.	3267 Bee Caves Rd. Suite 107	Austin, TX 78746-6773
Solagori LLC	111 Congress Ave. Suite 2250	Austin, TX 78701-4066
2020 Ventures, Inc.	1112 W 9th St.	Austin, TX 78703-4926
Central Avenue Partners LP	PO Box 302634	Austin, TX 78703-0044
2108 South Lamar LP	804 Congress Ave. #300	Austin, TX 78701-2630
Jo-Dee Benson	2407 Bluffview Dr.	Austin, TX 78704-5822
Sola 2706, LLC	4407 Bee Cave Rd., Suite 421	Austin, TX 78746-6406
Davis S. Lamar, LLC	2708 S Lamar Suite 200H	Austin, TX 78740-0400 Austin, TX 78704-3966
2820 S Lamar LLC	3839 Bee Cave Rd. #200	Austin, TX 78704-3900 Austin, TX 78746-6400
	2708 S Lamar Blvd. Suite 200H	
Blue Crow Properties, Ltd.		Austin, TX 78704-3966
Huaylas, LLC Goodwill Industries	2604 Hillview Rd. 1015 Norwood Park Blvd.	Austin, TX 78703-1625
V W South Lamar Park LLC	11633 Sweet Basil Ct	Austin, TX 78753-6608
	PO Box 17788	Austin, TX 78726-1802
Mason/Renfrow Denton, LLC	7523 Escala Dr.	Austin, TX 78760-7788
Web & New Media Company Inc.	2506 S Lamar Blvd. # 1	Austin, TX 78735-1523
Sola LLC		Austin, TX 78704-4731
2418 S Lamar Blvd., Ltd.	1602 Ridgehaven Dr.	Austin, TX 78723-2533
SigEp Frat Friends LLC	706 Las Lomas Dr.	West Lake Hills, TX 78746-5490
Matt's El Rancho Properties LLC	PO Box 3218	Austin, TX 78764-3218
Maria H Corbalan	2705 Del Curto Rd.	Austin, TX 78704-6000
La Tierra de Simmons Familia, Ltd.	1101 Anderson Ln.	Austin, TX 78757-1446
HLLC CWS 704 Spe LLC Etal	14 Corporate Plaza Suite 210	Newport Beach, CA 92660-7928
Corners Shopping Center Limited	11940 Jollyville Rd. Suite 300S	Austin TV 797E0 2246
Partnership Griffith Descendents LLC	1206 W 6th St.	Austin, TX 78759-2346
3300 South Lamar LP	100 Congress Ave. Suite 1450	Austin, TX 78703-5209
	Š	Austin, TX 78701-4072
Julie Ann & Gerardo Mario Rodriguez Thomas P IV & Katherine M Randall	1133 Boyd Rd. Apt 6101	Azle, TX 76020-1271
JBM Lamar Street Land LLC	3100 S Lamar Blvd. 4851 Emil St.	Austin, TX 78704-5848
		San Antonio, TX 78219-3331
GWK 3010 S Lamar, LLC	1221 S Mo Pac Expy Suite 400	Austin, TX 78746-7650
Abijaoude Malek	2912 S Lamar Blvd.	Austin, TX 78704-4712
Mak Austin Holdings, LP	3000 S Lamar Blvd.	Austin, TX 78704-4714
RRE Woodmoor Holdings LLC	1845 Walnut St., 18th Floor	Philadelphia, PA 19103-4720
Groves South Lamar LLC	2141 Rosecrans Ave. Suite 6100	El Segundo, CA 90245-4759
Robert M. Schmidt & Susan Hope Denn	3422 S Lamar Blvd.	Austin, TX 78704-7931

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip
3508 South Lamar LP; Suite 300	804 Congress Ave	Austin, TX 78701-2445
3801 S Lamar Building Partnership II	753 N West St.	Wichita, KS 67203-1240
3901 Office Building LLC	PO Box 585	Austin, TX 78767-0585
Red Lobster	PO Box 6467	Orlando, FL 32802-6467
First State Bank	PO Box 2440	Spokane, WA 99210-2440
Lamar Retail Partners Ltd.	201 Barton Springs Rd.	Austin, TX 78704-1210
BuildingK2 LP	PO Box 28429	Austin, TX 78755-8429
Pisces Foods LLC Wendys #14	1504 W 6th St.	Austin, TX 78703-5134
LCFRE Austin Brodie Oaks, LLC	712 Main St. Suite 2500	Houston, TX 77002-3243
LP Barton Creek LLC	1050 Park Blvd.	San Diego, CA 92101-5607
Stephen L Clark Family Partnership LP Etal	1717 N Waterfront Pkwy.	Wichita, KS 67206-6617
Lakehills Investors LLC; Suite 100586	25 Highland Park Village	Dallas, TX 75205-2789
ASC/Bearcreek Properties Ltd. Suite 210	3724 Jefferson St.	Austin, TX 78731-6225
Struhall Properties L T D	2709 S Lamar Blvd. Suite 101	Austin, TX 78704-4757
otranam roperties 2 r B	1221 W Ben White Blvd. Suite	7.656.11, 17.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.
Faith United Methodist Church	201A	Austin, TX 78704-6888
Turk of the same and the same a	Real Estate Property Tax, PO	
Waltrust Properties Inc.	Box 1159	Deerfield, IL 60015-6002
Deborah L. Obregon	1703 S Lamar Blvd	Austin, TX 78704-3325
Mid-America Apartments LP	6815 Poplar Ave. Suite 500	Germantown, TN 38138-0612
FHF I Lamar Union LLC	28 State St., 10th Floor	Boston, MA 02109-5718
Bell Fund V South Lamar LLC	300 North Green St. Suite 100	Greensboro, NC 27401-2266
Garadi Corporation	9409 Scenic Bluff Dr.	Austin, TX 78733-6026
Seamless GCW Ltd. & Seamless 290 West		
DE Ltd.	4407 Bee Cave Rd. Suite 421	West Lake Hills, TX 78746-6406
FC Bluebonnet Housing LP	3000 S Interstate 35 Ste 300	Austin, Tx 78704-6536
Mark Macaulay	PO Box 3172	Austin, TX 78764-3172
Current Property Owner or Current		, , , , , , , , , , , , , , , , , , , ,
Resident	200 S Lamar Blvd.	Austin, TX 78704
Schlotzsky's Deli	218 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	1108 W Riverside Dr.	,
Enterprise Rent-A-Car	319 S Lamar Blvd.	Austin, TX 78704
Mattress Firm	311 S Lamar Blvd.	Austin, TX 78704
Coffee Bean & Tea Leaf	221 S Lamar Blvd.	Austin, TX 78704
Cole Apartments	300 S Lamar Blvd.	Austin, TX 78704
Barton Springs Saloon	424 S Lamar Blvd.	Austin, TX 78704
P. Terry's	404 S Lamar Blvd.	Austin, TX 78704
Jack In The Box	1200 Barton Springs Rd.	Austin, TX 78704
Bridges On the Park	210 Lee Barton Dr.	Austin, TX 78704
Pollo Tropical/Paggi House / Taco Cabana	211 S Lamar Blvd.	Austin, TX 78704
Odd Duck	1201 S Lamar Blvd.	Austin, TX 78704
Gibson Flats	1219 S Lamar Blvd.	Austin, TX 78704
Genie Car Wash	1311 S Lamar Blvd.	Austin, TX 78704
Austin Automotive Specialists	1303 S Lamar Blvd.	Austin, TX 78704
Lamar Plaza	1509 S Lamar Blvd.	Austin, TX 78704
7-Eleven / Texaco	1403 S Lamar Blvd.	Austin, TX 78704
Gibson Bar	1109 S Lamar Blvd.	Austin, TX 78704
		,

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip
Stonehouse Coffee Bar	1105 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	1103 S Lamar Blvd.	,
Rising Sun Japanese Auto Repr	1001 S Lamar Blvd.	Austin, TX 78704
Townhollow Apts	1200 Treadwell St.	Austin, TX 78704
Barley Swine	2024 S Lamar Blvd.	Austin, TX 78704
2010 South Lamar Office	2010 S Lamar Blvd.	Austin, TX 78704
Opa Coffee & Wine Bar	2050 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	2058 S Lamar Blvd.	
Castle Flooring	2068 S Lamar Blvd.	Austin, TX 78704
El Meson	2032 S Lamar Blvd.	Austin, TX 78704
AMCO/360 Pizza/Kinney @ Lamar Auto		Austin, TX 78704
Service	2072 S Lamar Blvd.	
Current Property Owner or Current		Austin, TX 78704
Resident	2107 Kinney Ave.	
Current Property Owner or Current		Austin, TX 78704
Resident	1706 S Lamar Blvd.	
Caliber Collision	1804 S Lamar Blvd.	Austin, TX 78704
Mother's Tint & Alarm	1904 S Lamar Blvd.	Austin, TX 78704
Sazon	1816 S Lamar Blvd.	Austin, TX 78704
Public Storage	1708 S Lamar Blvd.	Austin, TX 78704
S Lamar Bus Pk / Fibercove	1700 S Lamar Blvd.	Austin, TX 78704
Whitaker Auto Body	2019 S Lamar Blvd.	Austin, TX 78704
Spruce Upholstery	2005 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	2003 S Lamar Blvd.	
J D Byrider	2021 S Lamar Blvd.	Austin, TX 78704
J D Byrider	2027 S Lamar Blvd.	Austin, TX 78704
Lamar Oaks Self Stg/Custom Sounds	2001 S Lamar Blvd.	Austin, TX 78704
Life Storage	1341 W Mary St.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	1903 S Lamar Blvd.	
1705 South Lamar LLC	1705 S Lamar Blvd.	Austin, TX 78704
Nada Moo (Venzia)	1701 S Lamar Blvd.	Austin, TX 78704
Dean Fredrick (Barocca)	1623 S Lamar Blvd.	Austin, TX 78704
Austin Simply Fit	1621 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current	4645.61	Austin, TX 78704
Resident	1615 S Lamar Blvd.	A .: TV 70704
Corner Bar	1901 S Lamar Blvd.	Austin, TX 78704
Austin's Pizza	1817 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current	1607 C L come of Division	Austin, TX 78704
Resident	1607 S Lamar Blvd.	Austin TV 70704
Robinson Management Corp	1508 S Lamar Blvd.	Austin, TX 78704
Planet K/Museum/Postal	1516 S Lamar Blvd.	Austin, TX 78704
Windsor South Lamar	809 S Lamar Blvd.	Austin, TX 78704
Uchi Cosh America	801 S Lamar Blvd.	Austin, TX 78704
Cash America	611 S Lamar Blvd.	Austin, TX 78704

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip
Eberly/Cedar Bar Tavern	615 S Lamar Blvd.	Austin, TX 78704
Five Elements	701 S Lamar Blvd.	Austin, TX 78704
Moss	705 S Lamar Blvd.	Austin, TX 78704
South Lamar Retail	517 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	719 S Lamar Blvd.	·
Current Property Owner or Current		Austin, TX 78704
Resident	715 S Lamar Blvd.	
McDonalds	1209 Barton Springs Rd.	Austin, TX 78704
Maudies Too / Tex Mex	1212 S Lamar Blvd.	Austin, TX 78704
Lamar Food Store	1222 S Lamar Blvd.	Austin, TX 78704
Ramen	1234 S Lamar Blvd.	Austin, TX 78704
Solid Furniture/ Backbeat	1300 S Lamar Blvd.	Austin, TX 78704
Saxon Pub/Abbey Printing	1320 S Lamar Blvd.	Austin, TX 78704
South Austin Music	1400 S Lamar Blvd.	Austin, TX 78704
Smoking Depot	600 S Lamar Blvd.	Austin, TX 78704
Signature / Texas Food Mart	608 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	802 S Lamar Blvd.	·
Current Property Owner or Current		Austin, TX 78704
Resident	904 S Lamar Blvd.	
Current Property Owner or Current		Austin, TX 78704
Resident	906 S Lamar Blvd.	
Current Property Owner or Current		Austin, TX 78704
Resident	912 S Lamar Blvd.	
Run Lab / Ace Tailors	700 S Lamar Blvd.	Austin, TX 78704
Schroeder Carpet & Drapery Sr	704 S Lamar Blvd.	Austin, TX 78704
Austin Digital Video Center	708 S Lamar Blvd.	Austin, TX 78704
Gordon Bohmfalk-Architect	716 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	720 S Lamar Blvd.	
H2O Hand Car Wash	500 S Lamar Blvd.	Austin, TX 78704
Talisman Condominium	1501 Barton Srpings Rd.	Austin, TX 78704
South Lamar Self Storage	2201 Kinney Rd.	Austin, TX 78704
Mockingbird Furniture	2149 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	2113 S Lamar Blvd.	
Marlo	2153 S Lamar Blvd.	Austin, TX 78704
Patika II	2159 S Lamar Blvd.	Austin, TX 78704
Office Depot/CVS	2101 S Lamar Blvd. Unit A	Austin, TX 78704
Loro	2115 S Lamar Blvd.	Austin, TX 78704
Blue Goat Design	2053 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	2055 S Lamar Blvd.	
Olivia Restaurant / Mod Fitness	2043 S Lamar Blvd.	Austin, TX 78704
Verizon	2401 S Lamar Blvd.	Austin, TX 78704
Precision Tune	2323 S Lamar Blvd.	Austin, TX 78704
Precision Tune	2319 S Lamar Blvd.	Austin, TX 78704

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip
Batteries Plus/Cricket/Bakery	2300 S Lamar Blvd.	Austin, TX 78704
SCHEIB PAINT & BODY/ ACE OIL; IRIE		Austin, TX 78704
BEAN; ROCK OF AGES TATTOOING	2310 S Lamar Blvd. Unit A	·
Chipotle Mexican Grill	2320 S Lamar Blvd.	Austin, TX 78704
2324 Lamar	2324 S Lamar Blvd.	Austin, TX 78704
Credit Auto Sales	2340 S Lamar Blvd.	Austin, TX 78704
Mirabeau Building	2330 S Lamar Blvd.	Austin, TX 78704
Southpaws Playschool	2235 S Lamar Blvd.	Austin, TX 78704
AM/PM Animal Hospital	2239 S Lamar Blvd.	Austin, TX 78704
2203 S Lamar Retail Ctr	2203 S Lamar Blvd.	Austin, TX 78704
Texas Car Title	2120 S Lamar Blvd.	Austin, TX 78704
Shell Food Mart	2238 S Lamar Blvd.	Austin, TX 78704
512 Studios	2228 S Lamar Blvd.	Austin, TX 78704
Accent Antiques/Marigold	2200 S Lamar Blvd.	Austin, TX 78704
Barbershop/Beads/Apparel/Nails	2110 S Lamar Blvd.	Austin, TX 78704
Black Sheep Lodge/Cindie's	2108 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	2001 La Casa Dr.	,
Two Hills Studio	2706 S Lamar Blvd.	Austin, TX 78704
TX Title Loans	2708 S Lamar Blvd.	Austin, TX 78704
7-Eleven / Money Box	2820 S Lamar Blvd.	Austin, TX 78704
Dirty Dog	2710 S Lamar Blvd.	Austin, TX 78704
The Uphostery Shop	2714 S Lamar Blvd.	Austin, TX 78704
Gordough's Public House	2700 S Lamar Blvd.	Austin, TX 78704
Goodwill/Skyway Studios (AH)	2738 S Lamar Blvd.	Austin, TX 78704
Mr. Gattis Etc	2612 S Lamar Blvd.	Austin, TX 78704
Wireless Repair/ Anna's	2620 S Lamar Blvd.	Austin, TX 78704
Sonic	2632 S Lamar Blvd.	Austin, TX 78704
Book Strand	2500 S Lamar Blvd.	Austin, TX 78704
State Farm	2506 S Lamar Blvd.	Austin, TX 78704
LAMAR SQUARE CENTER / SO AUSTIN		Austin, TX 78704
WINE & SPIRIT; CHEVRON/SAN FERN	2418 S Lamar Blvd.	,
Rags Consignment	2424 S Lamar Blvd.	Austin, TX 78704
Matts El Rancho Office	2605 S Lamar Blvd.	Austin, TX 78704
Taco Xpress	2529 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	3400 S Lamar Blvd.	
AMYS ICE CREAMS; UNIVERSITY		Austin, TX 78704
SCHWINN/WILDERNESS; WILDERNESS		
SUPP	2901 S Lamar Blvd.	
The 704	3401 S Lamar Blvd.	Austin, TX 78704
The Corners Shopping Center	3001 S Lamar Blvd.	Austin, TX 78704
Just Brakes	3318 S Lamar Blvd.	Austin, TX 78704
Pit Stop Auto Repair/Advantag	3300 S Lamar Blvd.	Austin, TX 78704
Carquest Auto Parts	3110 S Lamar Blvd.	Austin, TX 78704
Barton Hills Valero	2900 S Lamar Blvd.	Austin, TX 78704
Zen Food Mart / HAAM	3010 S Lamar Blvd.	Austin, TX 78704
Thundercloud Subs #8; SOUP PEDDLER	2801 S Lamar Blvd.	Austin, TX 78704

Property Owner/Business Name	Property Owner Address	Property Owner City, State, Zip
South Lamar Village (Woodmoor)	3505 S Lamar Blvd.	Austin, TX 78704
Groves South Lamar	3607 S Lamar Blvd.	Austin, TX 78704
Enterprise Rent-A-Car	3500 S Lamar Blvd.	Austin, TX 78704
BB&T/Red's Porch	3508 S Lamar Blvd.	Austin, TX 78704
Pro Med Minor Emergency	3801 S Lamar Blvd.	Austin, TX 78704
One West Hills Office	3901 S Lamar Blvd.	Austin, TX 78704
Red Lobster	3815 S Lamar Blvd.	Austin, TX 78704
First State Bank	3949 S Lamar Blvd.	Austin, TX 78704
Pluckers Wing Bar	3919 S Lamar Blvd.	Austin, TX 78704
Pep Boys	3909 S Lamar Blvd.	Austin, TX 78704
In N Out Burger	3701 S Lamar Blvd.	Austin, TX 78704
Brodie Oaks II	3940 S Lamar Blvd.	Austin, TX 78704
Retreat At Barton Creek	3816 S Lamar Blvd.	Austin, TX 78704
Brodie Oaks Phase I	4032 S Lamar Blvd.	Austin, TX 78704
Hobby Lobby/ Brodie Oaks	4040 S Lamar Blvd.	Austin, TX 78704
Security Self Storage	1515 S Lamar Blvd.	Austin, TX 78704
Lakehills Plaza	4211 S Lamar Blvd.	Austin, TX 78704
Wheatsville Co-Op / LA Fitness	3949 S Lamar Blvd.	Austin, TX 78704
RLS Mini Storage	2709 S Lamar Blvd.	Austin, TX 78704
Faith United Methodist Church	2701 S Lamar Blvd.	Austin, TX 78704
Matt's El Rancho Restaurant	2633 S Lamar Blvd.	Austin, TX 78704
Walgreens	2501 S Lamar Blvd.	Austin, TX 78704
Walden Park Office	2121 S Lamar Blvd.	Austin, TX 78704
Walden Park	2119 S Lamar Blvd.	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	900 S Lamar Blvd.	
SAGE CONDOS	1702 S LAMAR BLVD	Austin, TX 78704
Post South Lamar	1500 S Lamar Blvd.	Austin, TX 78704
Lamar Union/Alamo Drafthouse	1100 S Lamar Blvd.	Austin, TX 78704
Post South Lamar II	1414 S Lamar Blvd.	Austin, TX 78704
Bell South Lamar	2717 S Lamar Blvd.	Austin, TX 78704
Broken Spoke	3201 S Lamar Blvd.	Austin, TX 78704
Saint Louise House	3200 S LAMAR BLVD	Austin, TX 78704
Zip's Dry Cleaning	1807 S Lamar Blvd.	Austin, TX 78704
GreenView Austin	3600 S Lamar Blvd,	Austin, TX 78704
Current Property Owner or Current		Austin, TX 78704
Resident	4120 S Lamar Blvd	
Jiffy Lube/Leo's Auto Rep/Genie Custom S	1401 S Lamar Blvd.	Austin, TX 78704
Bluebonnet Studios	2301 S Lamar Blvd.	Austin, TX 78704
Eureka Car Wash	2249 S Lamar Blvd.	Austin, TX 78704



Dear Property Owner or Tenant,

The City of Austin Corridor Program Office, with the Texas Department of Transportation, invites you to attend a virtual public hearing to discuss proposed roadway improvements and related environmental studies conducted for South Lamar Boulevard between Riverside Drive and US 290. These planned improvements and the related environmental studies are a part of the City's efforts to bring safety and mobility improvements to South Lamar Boulevard through the Corridor Construction Program, which is funded largely through the 2016 Mobility Bond.

The public hearing will be held online from Wednesday, July 15 at 9 a.m. to Thursday, July 30 at 5 p.m. at AustinTexas.gov/SouthLamarENV.

At the virtual public hearing, the Corridor Program Office will be presenting the results of the environmental analysis that was conducted on South Lamar Boulevard between Riverside Drive and US 290. The public hearing is a state requirement because the proposed improvements include the addition of bicycle lanes on South Lamar Boulevard, which is a state-owned roadway.

Technical reports and other project information will be available for review ahead of the virtual public hearing at AustinTexas.gov/SouthLamarENV which will launch July 1, 2020.

On Wednesday, July 15 at 9 a.m., the City of Austin will post a presentation that explains the proposed improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. To request translated materials or other communication accommodations, please email SouthLamar@AustinTexas.gov or call (512) 974-7904 by Friday, July 10, 2020.

The official comment period is from Wednesday, July 15 through Thursday, July 30 at 5 p.m. The public is invited to submit comments on the proposed improvements discussed at the public hearing. To ensure your comment is included formally, submit your feedback within the comment period by using one of the following methods:

- . Online using a web form, which will be made available at AustinTexas.gov/SouthLamarENV
- By email to: SouthLamar@AustinTexas.gov
- Verbally by calling 512-974-9444 and leaving a voice message
- By mail to: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

For additional information about the South Lamar Boulevard corridor, and to learn about improvements planned through the Corridor Construction Program, visit AustinTexas.gov/SouthLamar.

If you have any questions or plan to attend and would like to request translation services or other accommodations, please contact me at jada.simpson@austintexas.gov or call 512-974-7904.

Respectfully,

Jada Simpson

Jada Simpson

City of Austin Corridor Program Office



Estimado Propietario o Inquilino,

La Oficina del Programa del Corredor de la Ciudad de Austin, con el Departamento de Transporte de Texas, lo invita a asistir a una audiencia pública virtual para discutir las mejoras propuestas y los relacionados estudios ambientales realizados para South Lamar Boulevard entre Riverside Drive y US 290. Estas mejoras planificadas y los estudios ambientales son parte de los esfuerzos de la ciudad para traer mejoras de seguridad y movilidad a South Lamar Boulevard a través del Programa de Construcción del Corredor, que se financia principalmente a través del Bono de Movilidad 2016.

La audiencia pública se llevará a cabo en línea desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m. en AustinTexas.gov/SouthLamarENV.

En la audiencia pública virtual, la Oficina del Programa del Corredor presentará los resultados del análisis ambiental que se realizó en South Lamar Boulevard entre Riverside Drive y US 290. La audiencia pública es un requisito estatal por que las mejoras propuestas incluyen la incorporación de ciclovías en South Lamar Boulevard, que es una carretera estatal.

Los informes técnicos y otra información sobre el proyecto están disponibles actualmente en AustinTexas.gov/SouthLamarENV.

El miércoles 15 de julio a las 9 a.m., la Ciudad de Austin publicará una presentación que explica las mejoras propuestas y los resultados del análisis ambiental. Información de la audiencia pública virtual se proporcionará en inglés y español. Para solicitar materiales traducidos u otras adaptaciones de comunicación, envíe un correo electrónico a SouthLamar@AustinTexas.gov o llame (512) 974-7904 antes del viernes 10 de julio de 2020.

El período oficial de comentarios es desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m. Se solicitan comentarios del público sobre las mejoras propuestas discutidas en la audiencia pública. Para asegurarse de que su comentario se incluya formalmente, envíe sus comentarios durante el periodo de comentarios utilizando uno de los siguientes métodos:

- En línea usando un formulario web, que estará disponible en AustinTexas.gov/SouthLamarENV
- Por correo electrónico a: SouthLamar@AustinTexas.gov
- Verbalmente llamando y dejando un mensaje de voz al 512-974-9444
- Por correo postal a: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

Para obtener información adicional sobre el corredor de South Lamar Boulevard y para conocer las mejoras planificadas a través del Programa de Construcción del Corredor, visite AustinTexas.gov/SouthLamar.

Si tiene alguna pregunta o planea asistir y desea solicitar servicios de traducción u otras adaptaciones, comuníquese conmigo por correo electrónico a Jada.Simpson@austintexas.gov o llame al 512-974-7904.

Respetuosamente, Jada Simpson

Jada Simpson

La Oficina del Programa del Corredor de la Ciudad de Austin

News Articles/Media Coverage

The South Lamar Boulevard Public Hearing was covered four separate times in the news:

- "Attend the South Lamar virtual public hearing" Austin Monitor
- "Virtual public hearing taking place on S. Lamar project" Austin American Statesman
- "Virtual public hearing taking place on S. Lamar project" News Break
- ATXN Slide

"Attend the South Lamar virtual public hearing" - Austin Monitor











ABOUT US | CALENDAR | WHO FUNDS US?

AUSTIN DEVELOPMENT TRANSPORTATION RESOURCES THE REGION PUBLIC SAFETY POLITICS MEDIA

Tuesday, July 14, 2020 by Tai Moses

Attend the South Lamar virtual public hearing

The city's Corridor Program Office and the Texas Department of Transportation have teamed up to host a virtual public hearing for the South Lamar Boulevard (Riverside Drive to U.S. Highway 290) improvement project. Residents curious to learn more about the mobility, safety and connectivity improvements planned for that area may attend the online event, which will include information on the environmental studies conducted for the corridor. The hearing will be held online from 9 a.m. Wednesday, July 15, through 5 p.m. Thursday, July 30, at AustinTexas.gov/SouthLamarENV. The city encourages community members to submit comments on the proposed improvements during the 15-day comment period.

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Read latest Whispers >









SEARCH Enter a search term below to search the Austin Monitor. GO



"Virtual public hearing taking place on S. Lamar project" - Austin American - Statesman

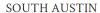
Posted Jul 15, 2020 at 3:25 PM











Virtual public hearing

on S. Lamar project

The city of Austin corridor program office and Texas Department of Transportation invite the community to attend a virtual public hearing for South Lamar Boulevard from Riverside Drive to U.S. 290.



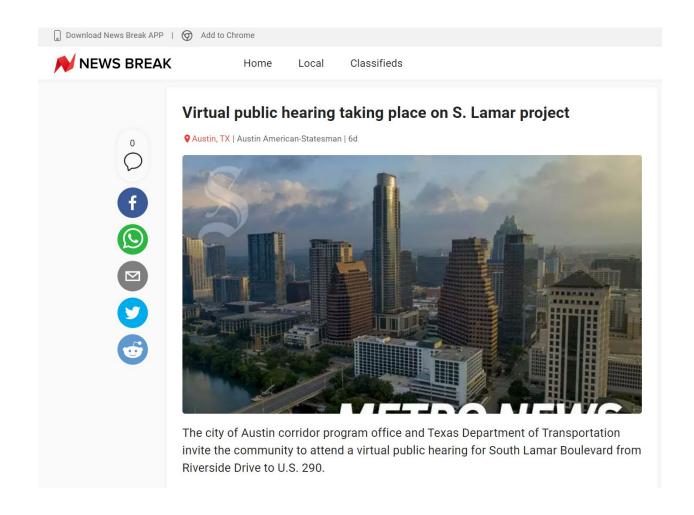
The public hearing is taking place online through 5 p.m. July 30 at <u>AustinTexas.gov/SouthLamarENV</u>. The public is encouraged to submit comments on the proposed improvements.

This virtual, web-based event will provide information on the road improvements planned through the 2016 Mobility Bond-funded Corridor Construction Program and will include information on the related environmental studies conducted for the corridor.

For more information: SouthLamar@AustinTexas.gov; 512-974-7904.

BUDA

"Virtual public hearing taking place on S. Lamar project" – News Break



ATXN Slides

English



Spanish



D. Sign-in Sheets

Virtual public hearing attendees had the opportunity to register for the event. A total of 36 people registered; however, many more people visited the website and viewed the presentation.

REGISTRATION NUMBER	DATE	NAME	ARE YOU AN ELECTED OFFICIAL?
1	7/15/20	Kerry Fulton	No
2	7/15/20	Anne	No
3	7/15/20	Ming Liu	No
4	7/15/20	Susan Whittle	No
5	7/15/20	Caleb Pritchard	No
6	7/15/20	Scott Dukette	No
7	7/15/20	Amy Morales	No
8	7/15/20	Sam Haynes	No
9	7/15/20	Brian	No
10	7/15/20	Tyler Markham	No
11	7/15/20	sam	No
12	7/15/20	Ann DeSanctis	No
13	7/15/20	Jeremy Lopez	No
14	7/15/20	Adam van Alstyne	No
15	7/15/20	N/A	No
16	7/15/20	joseph reynolds	No
17	7/15/20	Paul Underbrink	No
18	7/15/20	Donna Tiemann	No
19	7/15/20	Daniel Komer	No
20	7/16/20	Michelle Edwards	No
21	7/16/20	Deb Austin	No
22	7/16/20	David Piper	No
23	7/18/20	Zack Lofton	No
24	7/18/20	David Anderson	No
25	7/18/20	Isabella Vick	No
26	7/18/20	Diane Nunez	No
27	7/21/20	Adam Greenfield	No
28	7/21/20	Leigh Ruhnau	No
29	7/21/20	John Hanly	No
30	7/21/20	Joe Conger	No
31	7/22/20	Maggie Valenti	No
32	7/25/20	Brian Rodgers	No
33	7/27/20	Jessica Rodriguez	No
34	7/28/20	Megan Matthews	No
35	7/29/20	Lora Menter	No
36	7/30/20	Jeremiah	No

E. Presentation and Transcript

<u>English</u>

The recorded presentation was hosted on Youtube.com and viewed 188 times.



VIRTUAL PUBLIC HEARING: SOUTH LAMAR BOULEVARD CORRIDOR MOBILITY & SAFETY IMPROVEMENTS

CSJ: 0113-09-072, 0113-10-001 AND 0113-12-002

JULY 15, 2020

Welcome, my name is Fernando Cantero, and I am a Project Manager for the South Lamar Boulevard Corridor with the City of Austin's Corridor Construction Program. On behalf of the City of Austin, in coordination with the Texas Department of Transportation, or TxDOT, I would like to welcome you to the virtual public hearing for the South Lamar Boulevard project. Thank you all for your attendance, and we look forward to receiving your comments.

AGENDA



- Project Overview
- Environmental Overview
- Project Schedule
- Public Comments
- Adjourn

2



The virtual public hearing for the proposed South Lamar project launched on Wednesday, July 15, 2020, at 9 a.m. and will extend through 5 p.m. on Thursday, July 30, 2020. The purpose of this public hearing is to provide an update on the project and to receive public input on the proposed improvements.

The format of the hearing will include a project and environmental overview of the South Lamar Boulevard project. Following the launch of the presentation, members of the public may submit comments.

HOW CAN I MAKE COMMENTS?



All verbal and written comments must be received or postmarked by <u>5 p.m. on Thursday July 30, 2020</u>.

Submit comments:

- Verbally by calling 512-974-9444 and leaving a voicemail
- In writing online by using the web comment form linked in the "Public Comments" section of AustinTexas.gov/SouthLamarENV
- By email to: <u>SouthLamar@AustinTexas.gov</u>
- By mail to: City of Austin, Corridor Program Office PO Box 1088, Austin, TX 78767

Responses to verbal and written comments received will be available online at <u>AustinTexas.gov/SouthLamarENV</u> once the final report has been approved.



If you experience technical difficulties with the virtual public hearing, please contact the South Lamar Boulevard Communications Liaison in the City of Austin Corridor Program Office at 512-974-7904.

You may also request special accommodations, assistance accessing public hearing information and materials, and language and interpretation needs other than English or Spanish.

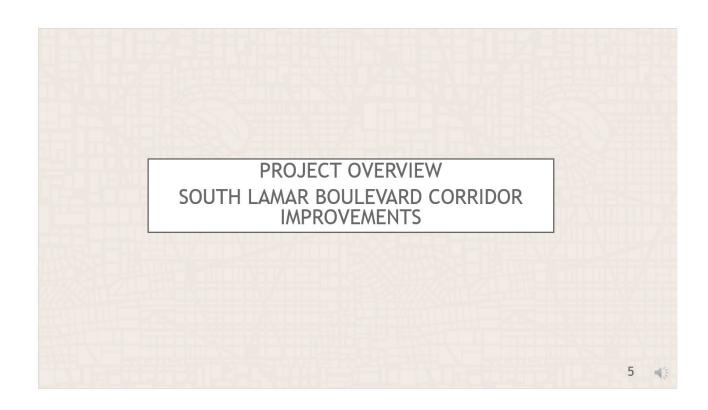
Please note, discussion with project staff will not be included in the official record of this public hearing. If members of the public wish to submit a comment to be a part of the official record of this public hearing, they can do so in several ways.

All verbal and written comments must be received or postmarked before the end of the comment period on Thursday July 30, 2020, at 5 p.m.

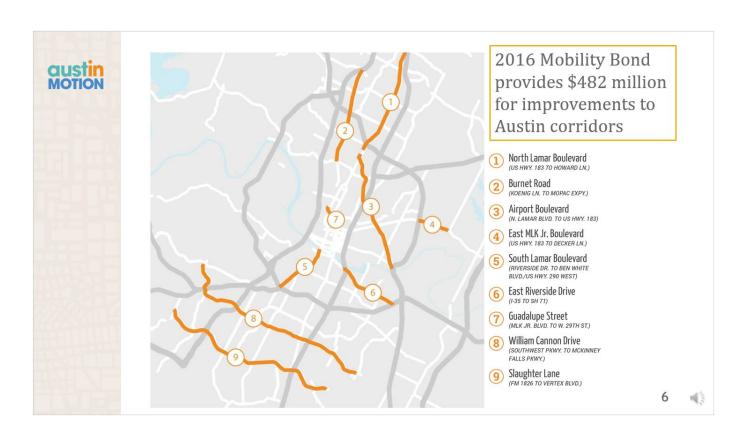
Comments can be submitted in several ways, including:

- -Verbally by calling 512-974-9444 and leaving a voicemail.
- -In writing online by using the web form linked in the "Public Comments" section of AustinTexas.gov/SouthLamarENV
- -By email to SouthLamar@AustinTexas.gov, or
- -By mail to the City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767.

Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once the final report has been approved. Please note that per TxDOT requirements, the City of Austin is not permitted to respond to comments or questions before the official meeting summary is complete.



Now I will provide a presentation regarding the South Lamar Boulevard corridor improvement projects.



To provide some background, in 2016, Austin voters passed the 2016 Mobility Bond, which provides \$720 million for transportation improvements throughout the City of Austin. As part of the Corridor Mobility Program, \$482 million of the bond funds are being used to design and construct multi-modal improvements on nine major roadways.

SOUTH LAMAR BOULEVARD



Corridor Limits: Riverside Drive to US 290 **Total Length:** Approximately 3.3 miles

Corridor Mobility Plan: completed in April 2016

Capital Metro Project Connect: Locally Preferred Alternative

Environmental Study Evaluating:

- Unfunded Improvements
- Funded Improvements



7



South Lamar Boulevard between Riverside Drive and US 290 is one of the nine major roadways identified in the Corridor Construction Program, which is funded through the 2016 Mobility Bond and is part of the Corridor Mobility Program.

The City of Austin completed a Corridor Mobility Plan for South Lamar Boulevard in April 2016. The plan outlines the recommendations for improving mobility and safety along the corridor. In addition, South Lamar Boulevard is a part of the recently approved Capital Metro Project Connect System Plan and the Locally Preferred Alternative.

The City of Austin conducted environmental studies to understand the potential impacts of the proposed improvements for the South Lamar Boulevard corridor. These studies were conducted in accordance with the National Environmental Policy Act, or NEPA, as well as per state requirements, outlined in Title 43 Part 1 of the Texas Administrative Code, or TAC. The South Lamar Boulevard corridor is owned by TxDOT.

The City of Austin is pursuing environmental clearance for all South Lamar Boulevard improvements between Riverside Drive and US 290 that are recommended in the Corridor Mobility Plan that was completed in April 2016. This includes improvements that are not yet funded for construction as well as those that have been funded by the 2016 Mobility Bond. Achieving environmental clearance for all improvements will enable the City of Austin to construct them when future funding sources are secured.

WHY ARE SOUTH LAMAR IMPROVEMENTS NEEDED?



2.173 TRAFFIC CRASHES on South Lamar (between Riverside Drive and Ben White Blvd./US 290) in the last five years: February 1, 2015 - January 31, 2020 283 4 21 fatalities serious injuries non-incapacitating injuries 321 46 53 possible injuries crashes involved crashes involved bicyclists pedestrians

- Current traffic volumes exceed 40,000 vehicles per day
- No bicycle facilities between Barton Springs Road to Riverside Drive and unprotected on-street bicycle facilities on both sides of the road between Barton Springs Road to US 290
- Some sidewalks are inaccessible or need repairs
- Undefined driveways along the corridor

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The goal of this project is to address safety and mobility concerns along the South Lamar Boulevard corridor. Over 40,000 vehicles travel this corridor each day.

According to crash data collected by Austin Transportation, 2,173 crashes occurred on the South Lamar Boulevard corridor between 2015 and 2020. Those crashes resulted in 21 serious injuries, 283 non-incapacitating injuries, and 321 possible injuries. 53 of those crashes involved bicyclists and 46 involved pedestrians.

- •There are currently no bicycle facilities between Barton Springs Road and Riverside Drive. Bicycle facilities are on-street and unprotected on both sides of South Lamar from Barton Springs Road to US 290.
- •The pedestrian facilities need reconstruction in several locations. Sidewalks either need repairs, are not connected, or do not meet ADA-guidelines. In certain locations, sidewalks are inaccessible due to missing ramps; and in other locations, utility poles conflict with the sidewalk path.
- In many areas throughout the corridor, driveways are undefined or very wide, contributing to numerous points of potential conflict between vehicles and cyclists and pedestrians.



This is the typical section for the existing configuration of South Lamar between Riverside Drive and Barton Springs Road.

This segment currently consists of six travel lanes, three in the northbound and three in the southbound directions, separated by a raised median with openings for left turn movements. There are existing sidewalks but no bicycle lanes. Other infrastructure includes an underground stormwater drainage system.

PROPOSED IMPROVEMENTS



RIVERSIDE DRIVE TO BARTON SPRINGS ROAD

Funded for construction:

- Upgraded traffic signals at Riverside Drive, Toomey Road and Barton Springs Road
- · Pavement rehabilitation and relocation of the existing curb closer to the centerline of the roadway by removing the right turn lanes on both sides
- · Two-way bicycle lanes and a continuous ADA-compliant sidewalks behind the curb on both sides of South Lamar Boulevard
- · Access management improvements such as driveway modifications and reconstruction of center medians
- Drainage Improvements
- Bus stop improvements in partnership with Capital Metro
- · Enhanced landscaping with a variety of plantings and tree species, street lighting, and streetscape improvements

Right-of-Way:

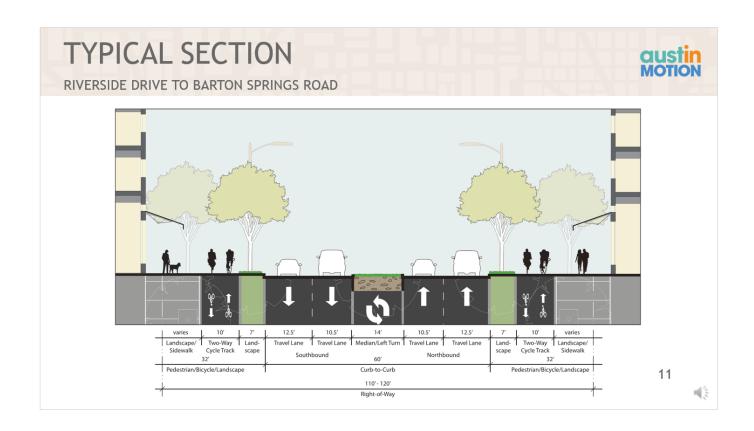
- · Existing right-of-way width between Riverside Drive to Barton Springs Road is approximately 120 feet
- · Proposed enhancements will be constructed within existing right-of-way and will not require acquisitions



The funded improvements between Riverside Drive and Barton Springs Road represent the City of Austin's ultimate vision for urban corridors. Improvements include:

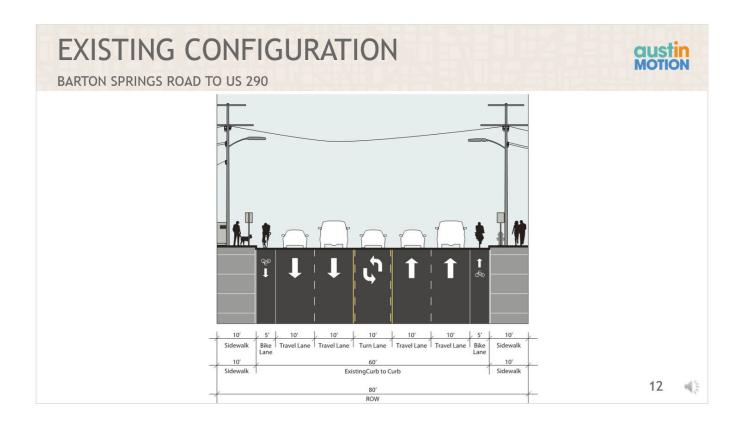
- Upgraded traffic signals at Riverside Drive, Toomey Road and Barton Springs Road
- •Pavement rehabilitation and relocation of the existing curbs towards the center of the road by removing the existing right-turn lanes
- •Two-way bicycle lanes and continuous ADA-compliant sidewalks behind the curb on both sides of South Lamar Boulevard
- Access management improvements such as driveway modifications and reconstruction of the center medians
- Drainage improvements
- Bus stops improvements in partnership with Capital Metro; and
- •Enhanced landscaping with a variety of plantings and tree species; street lighting; and streetscape improvements such as benches, bike racks, scooter parking, and waste receptacles.

Though it varies by section, the existing right-of-way width from Riverside Drive to Barton Springs Road is generally 120 feet and will not require additional right-of-way.



This slide shows the proposed typical cross-section for South Lamar Boulevard between Riverside Drive and Barton Springs Road. These improvements reflect the ultimate vision for the South Lamar corridor, and are funded for construction.

The project will be constructed within the existing right-of-way. Starting from the outside moving in, there will be 7-foot sidewalks where possible, 10-foot two-way bicycle lanes, and 7-foot landscape areas on both sides of the road. The landscape areas will separate cyclists and pedestrians from the travel lanes. These elements will be accommodated within the existing right-of-way by repurposing the existing right-turn lanes on both sides of South Lamar Boulevard.



This is the typical section for the existing configuration of South Lamar between Riverside Drive and Barton Springs Road.

This segment currently consists of six travel lanes, three in the northbound and three in the southbound directions, separated by a raised median with openings for left turn movements. There are existing sidewalks but no bicycle lanes. Other infrastructure includes an underground stormwater drainage system.

PROPOSED IMPROVEMENTS



BARTON SPRINGS ROAD TO US 290

Funded for construction between Barton Springs Road and US 290:

- 13 existing traffic signals would be enhanced with upgraded technology
- Two new traffic signals at Del Curto Road and Evergreen Avenue
- Four new pedestrian hybrid beacons (mid-block signalized cross-walks) located at the following locations: West Oak Drive, Dickson Drive, Oxford Avenue, and near the Post Apartments
- Intersection improvements at Barton Skyway, Menchaca Road, Bluebonnet Lane, <u>Oltorf</u> Street, and Evergreen
 Avenue will include improved crossing conditions and connectivity for pedestrians and cyclists, including
 enhanced and separated facilities
- · Pavement rehabilitation and relocation of the existing curb closer to the centerline of the roadway
- New shared-use paths for pedestrians and cyclists on both sides of South Lamar Boulevard that will comply with ADA guidelines
- Access management improvements such as intermittent-raised medians in some locations and driveway modifications
- Drainage improvements
- Bus stop improvements in partnership with Capital Metro, including a new dedicated transit priority lane northbound through the intersections at Barton Skyway and Menchaca Road

Right-of-Way:

- The existing right-of-way width from Barton Springs Road to US 290 is generally 80-100 feet
- The majority of the proposed improvements are within the right-of-way
- The proposed funded improvements will require right-of-way acquisition of less than ½ an acre

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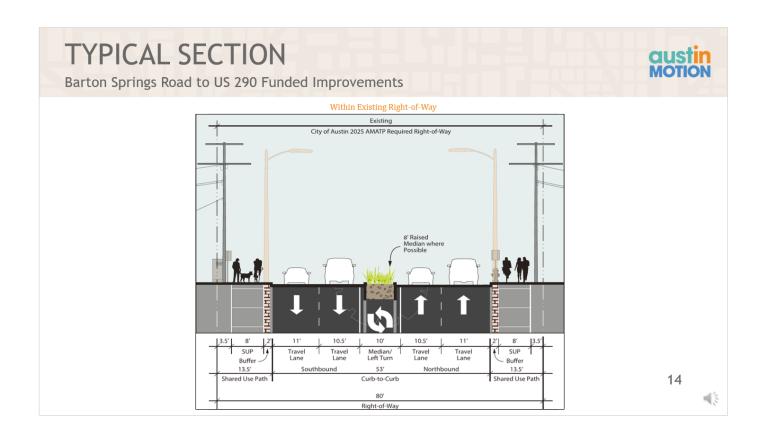


The funded South Lamar Boulevard improvements between Barton Springs Road and US 290 include:

- Improved traffic signals at existing signalized intersections with enhanced technology
- •Two new traffic signals at Del Curto Road and Evergreen Avenue
- Four new pedestrian hybrid beacons which are mid-block signalized cross-walks for pedestrians
- Safety and multi-modal connectivity improvements at certain intersections
- •Pavement rehabilitation and the relocation of existing curbs towards the center of the road
- •New shared-use paths for pedestrians and cyclists on both sides of South Lamar Boulevard. Shared-use paths will comply with ADA guidelines
- Access management improvements such as intermittent raised medians along the corridor and driveway modifications
- Drainage improvements, and
- Bus stop improvements in partnership with Capital Metro, including a new dedicated transit priority lane northbound through the intersection at Barton Skyway and Menchaca Road

The right-of-way width between Barton Springs Road and US 290 along South Lamar Boulevard varies by section but is generally between 80 - 100 feet.

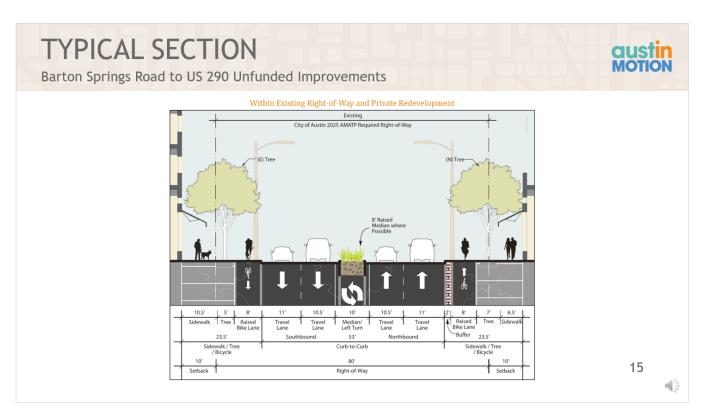
The majority of the proposed improvements will be constructed within the existing right-of-way. The proposed funded improvements will require additional right-of-way of less than half an acre. These acquisitions are being analyzed during the design phase of the project.



This slide shows the proposed typical cross-section for South Lamar Boulevard between Barton Springs Road and US 290. These improvements are funded for construction.

The project would largely be constructed within the existing right of way. Starting from the outside moving in, 8-foot shared-use paths with two to four-foot landscape buffer zones separating cyclists and pedestrians from the travel lanes would be on both sides of the road. It should be noted that the near-term funded improvements would require limited right-of-way, with needs generally restricted to areas at major intersections where turn lane modifications are proposed. Relocation of the existing curbs closer to the centerline of the road will accommodate the shared-use paths and landscape buffers. The north and southbound travel lanes would remain, with intermittent median islands added along the corridor to define where left turns should occur. Landscaping or streetscape will be added to the median islands.

In some places, elements from the unfunded vision are being implemented through private redevelopments. These include things like separate bike and pedestrian facilities and landscaping.



This slide shows the proposed typical cross-section for South Lamar Boulevard between Barton Springs Road and US 290 where elements from the unfunded vision are being implemented in some areas. Generally, this is possible in areas where sufficient right of way is available, at some intersections, or through private redevelopments. Where possible, the City of Austin will construct improvements such as separate bike and pedestrian facilities and landscaping.

The project would largely be constructed within the existing right of way. Starting from the outside moving in, on both sides of the road there will be 6.5 to 10.5-foot sidewalks, 5 to 7-foot landscape areas, 8-foot bicycle paths and up to 2-foot buffer zones separating cyclists and pedestrians from the travel lanes. Relocation of the existing curbs closer to the centerline of the road will accommodate the pedestrian and bicycle facilities. The north and southbound travel lanes would remain, with intermittent median islands added along the corridor to define where left turns should occur. Whether landscaping will be added to the medians will be determined prior to construction.

PROPOSED IMPROVEMENTS

BARTON SPRINGS ROAD TO US 290



Unfunded improvements:

- Separate pedestrian and bicycle facilities
- Streetscape and landscaping with trees
- · Enhanced street lighting

Right-of-Way:

- The existing right-of-way width from Barton Springs Road to US 290 is generally 80-100 feet
- The right-of-way width needed to implement the unfunded improvements would be approximately 100-120 feet and would require the acquisition of approximately 5 acres

16

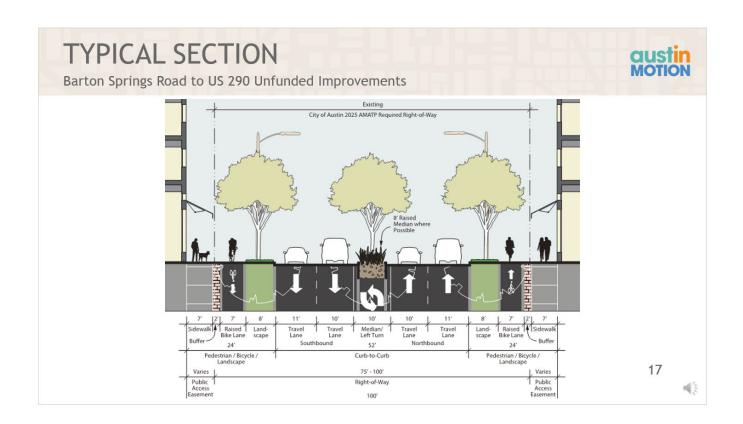


The City of Austin evaluated the environmental impacts of improvements to South Lamar Boulevard between Barton Springs and US 290 that are recommended in the Corridor Mobility Plan that was completed in April 2016. These improvements would reflect the City's ultimate vision for urban corridors.

If funding were to become available, the City of Austin would make efforts to leverage the improvements that are currently funded for construction in the near term. The shared-use path will be repurposed as a dedicated bicycle path and separate sidewalks will be constructed. Additional improvement such as streetscape, landscape with trees, and street lighting are also part of the unfunded improvements.

The existing ROW width between Barton Springs Road and US 290 varies by section and is generally between 80 - 100 feet. To achieve the ultimate corridor vision, the unfunded improvements will require approximately 100 - 120 feet, and acquisition of approximately 5 acres.

As mentioned in the previous slide, these elements are currently being implemented in some areas where sufficient right of way is available, at some intersections, or through private redevelopments.



Finally, we show the proposed typical section for the unfunded improvements to South Lamar Boulevard between Barton Springs Road and US 290. The project would require right-of-way acquisition to construct the unfunded improvements. Starting from the outside moving in, on both sides of the road there will be a 7-foot sidewalk, 2-foot buffer, 7-foot bicycle lane and up to an 8-foot landscape area separating cyclists and pedestrians from the travel lanes. Additional enhancements include streetscape, landscaping with trees, and street lighting.

If funding were to become available, the City of Austin would make efforts to leverage the improvements that are funded for construction in the near term. For example, the shared-use path will be repurposed as a dedicated bicycle path and separate sidewalks will be constructed.



I will now discuss the environmental studies completed for the proposed project. These studies considered the potential impacts of the unfunded improvements.



Technical reports for each of these studies are available online for public review. As part of the project's compliance with the National Environmental Policy Act, the City of Austin considered biological resources, community impacts, water resources, as well as archeological and historical resources. Overall, impacts to environmental resources as a result of the South Lamar corridor improvements would be minimal.

Air quality and hazardous material studies were also conducted but were not found to have impacts within the corridor and will not be addressed in this presentation.

The City of Austin worked to minimize environmental impacts based on the findings of these studies

ENVIRONMENTAL STUDIES





Biological Resources

- No suitable habitat for state- or federal-listed threatened or endangered species exists within or adjacent to the project area
- Suitable habitat for six (6) Species of Greatest Conservation Need (SGCN) exists within the project area. Best Management Practices (BMPs) will be implemented for these six (6) species as such:
 - · Amphibian and Water Quality BMPs for Woodhouse's toad
 - Terrestrial Reptile BMPs for the common garter snake and Texas garter snake
 - Vegetation BMPs for the tree dodder, low spurge, and Correll's false dragon-head
- The corridor project has been approved by Balcones Canyonlands Conservation Plan (BCCP) and will be incorporated into its existing Section 10 Permit with U.S. Fish and Wildlife Service
- Coordination with Texas Parks and Wildlife has been conducted and suggested BMPs have been incorporated into construction plans

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First, I will discuss the Biological Resources Study. There is no suitable habitat for stateor federal-listed threatened or endangered species within or adjacent to the project area.

Suitable habitat for six (6) Species of Greatest Conservation Need exist within the project area. Best Management Practices (BMPs) will be implemented for these six (6) species to minimize biological impacts: amphibian and water quality BMPs for Woodhouse's toad, terrestrial reptile BMPs for the common garter snake and Texas garter snake, and vegetation BMPs for the tree dodder, low spurge, and Correll's false dragon-head.

The corridor project has been approved by Balcones Canyonlands Conservation Plan and will be incorporated into its existing Section 10 Permit with U.S. Fish and Wildlife Service.

Early coordination with Texas Parks and Wildlife has been conducted and suggested BMPs have been incorporated into the construction plans.





Community Impacts

- · Minor access changes
 - · Raised medians and modified driveway access
- · Displacements are not anticipated
- Disproportionately high and adverse impacts to Limited English Proficiency (LEP) and minority populations are not anticipated
- · Increased safety and mobility

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Next, I will discuss Community Impacts.

Minor access changes would result from the addition of raised medians and modified driveway access.

No displacements are anticipated as a result of the proposed project.

Limited English Proficiency populations were identified within the project area. Limited English Proficiency persons were given and will continue to be given the opportunity for meaningful involvement in the NEPA process for the proposed project.

Although minority populations are present throughout the project area, the proposed project would not have a disproportionately high and adverse impact on minority populations because the proposed raised medians would not further divide or separate any communities.

The design elements in the proposed improvements include pedestrian hybrid beacons and curb ramps. Other proposed design elements integrated into the raised medians are pedestrian refuges and curb ramps along the corridor and upgraded signalization at intersections with accessible push buttons.

Overall, the proposed design features will enhance mobility, access, and would reduce congestion and improve safety for both minority and non-minority census geographies.





Water Resources

- · The project area does not cross any major Austin creeks or tributaries
- One waterway leading to West Bouldin Creek is a potentially jurisdictional Water of the U.S. (WOTUS) and could be affected by the project
 - Eligible for Nationwide Permit (NWP) 14
 - Impacts anticipated to be 0.0009 acres (approximately 40 square feet)
 - No Preconstruction Notification (PCN) is anticipated
- · Approximately 3.55 acres of 100-year flood zones within the project area would require coordination with the local Floodplain Administrator
- · The project area is located within the Edwards Aquifer Recharge and Transition Zones as defined by the Texas Commission on Environmental Quality (TCEQ)
 - Water Pollution Abatement Plan (WPAP) and associated documents must be created and approved prior to construction



Next, I will discuss Water Resources.

The project area does not cross any major Austin creeks or tributaries.

There is one potential Water of the U.S. located within the project limits. It is anticipated that any impacts to Waters of the U.S. would be authorized through Nationwide Permit 14 for Linear Transportation Projects. Impacts will be approximately 40 square feet. No isolated wetlands were identified within this corridor. The potential impacts are below the threshold to notify the U.S. Army Corps of Engineers with a Preconstruction Notification.

Approximately 3.55 acres of 100-year flood zones are located within the project area. It is anticipated that the proposed project would not increase water surface elevations during a Base Flood Event. Coordination with the local Floodplain Administrator would be required.

The project area is located within the Edwards Aquifer Recharge and Transition Zones. A Water Pollution Abatement Plan and associated documents will be submitted and approved by TCEQ prior to construction.





Archeological Resources

- · Coordination with the Archeology Division at the Texas Historical Commission
 - Two known archeological sites identified adjacent to the roadway in the segment of the corridor from Riverside Drive to Barton Springs Road
 - · A professional archeologist will monitor construction activities in this area
 - Any archeological deposits discovered will be documented, evaluated, and impacts mitigated

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Next, I will address Archaeological Resources.

Coordination with the Archeology Division at the Texas Historical Commission has been conducted. There are two (2) known archeological sites identified adjacent to South Lamar between Riverside Drive and Barton Springs Road. A professional archeologist will monitor construction activities in this area and any archeological deposits discovered will be documented, evaluated, and impacts will be mitigated.





Historical Resources

- A review of existing historical records was <u>conducted</u> and five historic structures were identified along the corridor:
 - Three structures are listed on the National Register of Historic Places. They are located outside of the right-of-way, and it is not anticipated that they would be directly impacted
 - Two structures are designated as Registered Texas Historical Landmarks and would not be directly impacted by the project
 - If the project receives federal funds, or if a federal permit is required, then the Texas
 Historical Commission will be consulted to evaluate impacts to these structures in
 accordance with federal law

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And finally I will discuss Historical Resources.

A review of existing historical records was conducted and five (5) historic structures were identified along the corridor. Three (3) structures are listed on the National Register of Historic Places. They are located outside of the right-of-way, and it is not anticipated that they would be directly impacted. Two (2) structures are designated as Registered Texas Historical Landmarks and would not be directly impacted by the project. If the project receives federal funds, or if a federal permit is required, then the Texas Historical Commission will be consulted to evaluate impacts to these structures in accordance with federal law.



And now I will discuss the project Schedule for the South Lamar Boulevard Corridor.

PROJECT SCHEDULE

RIVERSIDE DRIVE TO BARTON SPRINGS ROAD



Environmental Clearance: Expected Fall 2020

Final Design Plans:

Funded improvements: Completed Summer 2020

Construction:

Utility adjustments: Start Winter 2020 through Construction

Funded improvements: Start Winter 2020



We anticipate the entire South Lamar Boulevard Corridor project will receive environmental clearance by Fall 2020.

For the South Lamar Boulevard segment between Riverside Drive to Barton Springs Road, final design is underway on the funded improvements and is expected to be completed by Summer 2020. The project is expected to start construction beginning Winter 2020.

PROJECT SCHEDULE

BARTON SPRINGS ROAD TO US 290



Environmental Clearance: Fall 2020

Final Design Plans:

• Funded improvements: Complete Fall 2021

• Unfunded improvements: TBD (dependent upon funding availability)

Construction:

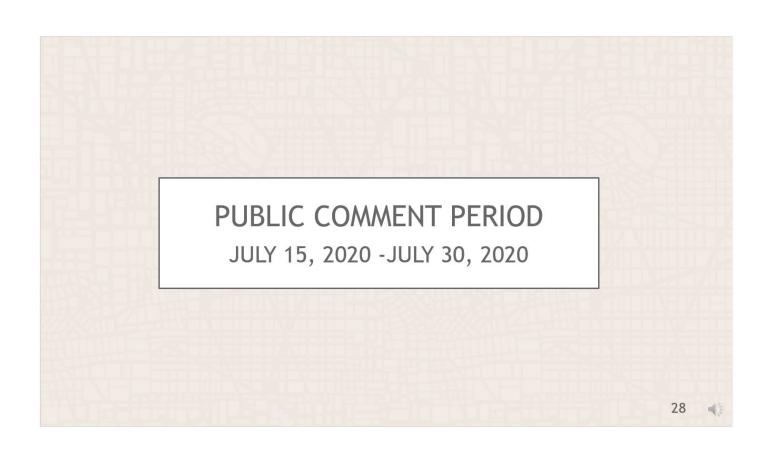
- · Utility Adjustments: Start Winter 2020 through Construction
- Funded improvements: Start Fall 2022
- Unfunded improvements: TBD (dependent upon funding availability)

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For the South Lamar Boulevard segment between Barton Springs Road to US 290, final design is underway on the funded improvements and is expected to be completed by Fall 2021. The project is expected to start construction beginning Fall 2022.

The final design plans and construction start dates for the unfunded improvements are to be determined and are dependent upon funding availability.



This concludes the presentation for the South Lamar Boulevard Virtual Public Hearing. We want to hear from you, so please take the time to provide your input during the public comment period.

HOW CAN I MAKE COMMENTS?



All verbal and written comments must be received or postmarked by <u>5 p.m. on Thursday July 30, 2020</u>.

Submit comments:

- Verbally by calling 512-974-9444 and leaving a voicemail.
- Submit an online comment at: AustinTexas.gov/SouthLamarENV
- Email comments to: <u>SouthLamar@AustinTexas.gov</u>
- Mail written comments to: City of Austin, Corridor Program Office PO Box 1088, Austin, TX 78767

Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once they have been prepared. 29



As stated at the beginning of the presentation, all verbal and written comments must be received or postmarked before the end of the comment period on Thursday July 30, 2020, at 5 p.m.

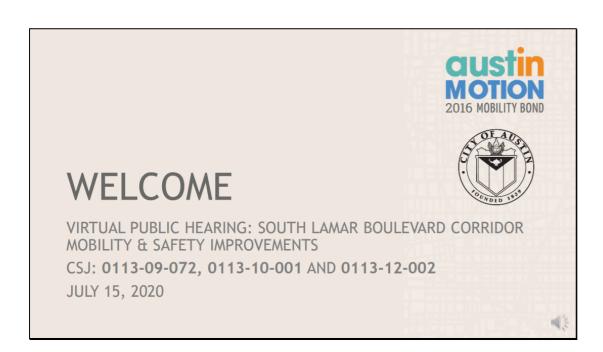
Comments can be submitted:

- -Verbally by calling 512-974-9444 and leaving a voicemail.
- -In writing online by using the web form linked in the "Public Comments" section of AustinTexas.gov/SouthLamarENV
- -By email to SouthLamar@AustinTexas.gov, or
- -By mail to the City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767.

Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once they have been prepared as part of the official meeting summary.

As a reminder, the City of Austin is not permitted to respond to comments or questions before the official meeting summary is complete.

This concludes the virtual public hearing presentation. Thank you for your attendance.



Bienvenido, mi nombre es Fernando Cantero, y soy un Gerente de Proyecto para el Corredor de South Lamar Boulevard con el Programa de Construcción del Corredor de la Ciudad de Austin. En nombre de la Ciudad de Austin, en coordinación con el Departamento de Transporte de Texas, o TxDOT, me gustaría darle la bienvenida a la audiencia pública virtual para el proyecto South Lamar Boulevard. Gracias a todos por su asistencia y esperamos recibir sus comentarios.

Project Overview Environmental Overview Project Schedule Public Comments Adjourn

La audiencia pública virtual para el proyecto propuesto de South Lamar se lanzó el miércoles 15 de julio de 2020 a las 9 a.m. y se extenderá hasta las 5 p.m. el jueves 30 de julio de 2020. El propósito de esta audiencia pública es proporcionar una actualización del proyecto y recibir comentarios del público sobre las mejoras propuestas.

El formato de la audiencia pública incluirá una descripción del proyecto y una descripción ambiental del proyecto South Lamar Boulevard. Después del lanzamiento de la presentación, los miembros del público pueden proporcionar comentarios.

PUBLIC HEARING QUESTIONS/CONCERNS



Call 512-974-7904 if you have:

- · Problems accessing public hearing information online
- · Requests for special accommodations
- · Language or interpretation needs (other than English or Spanish)

Discussion with project staff will not be included in the official record of the public hearing.

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Si tiene dificultades técnicas como parte de esta audiencia pública virtual, comuníquese con el Enlace de Comunicaciones de South Lamar Boulevard en la Oficina del Programa del Corredor de la Ciudad de Austin en 512-974-7904.

También puede solicitar adaptaciones especiales, asistencia para acceder información y materiales de la audiencia pública, y necesidades de idioma e interpretación que no sean inglés o español.

Tenga en cuenta que la discusión con el personal del proyecto no se incluirá en el registro oficial de esta audiencia pública. Si los miembros del público desean enviar un comentario para formar parte del registro oficial de esta audiencia pública, pueden hacerlo de varias maneras.

HOW CAN I MAKE COMMENTS?



All verbal and written comments must be received or postmarked by 5 p.m. on Thursday July 30, 2020.

Submit comments:

- Verbally by calling 512-974-9444 and leaving a voicemail
- In writing online by using the web comment form linked in the "Public Comments" section of <u>AustinTexas.gov/SouthLamarENV</u>
- By email to: SouthLamar@AustinTexas.gov
- By mail to: City of Austin, Corridor Program Office PO Box 1088, Austin, TX 78767

Responses to verbal and written comments received will be available online at $\frac{AustinTexas.gov/SouthLamarENV}{4}$ once the final report has been approved.

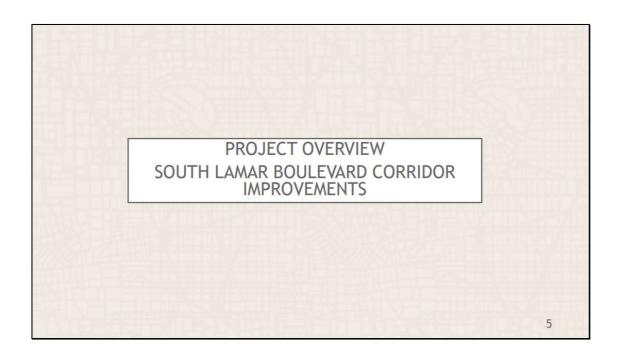


Todos los comentarios verbales y escritos deben ser recibidos o matasellados antes del final del período de comentarios el jueves 30 de julio de 2020, a las 5 p.m.

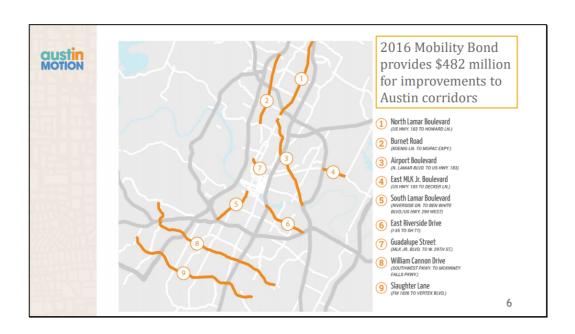
Los comentarios se pueden enviar de varias maneras, que incluyen:

- Verbalmente llamando al 512-974-9444 y dejando un mensaje de voz
- Al escribir en línea utilizando el formulario web enlazado en la sección "Comentarios públicos" de AustinTexas.gov/SouthLamarENV
- Por correo electrónico a: SouthLamar@AustinTexas.gov, o
- Por correo a: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767.

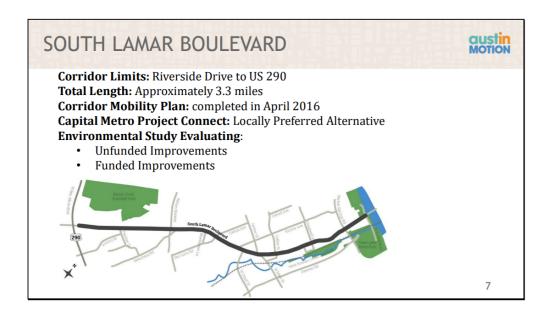
Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en línea en AustinTexas.gov/SouthLamarENV una vez que se haya aprobado el informe final. Tenga en cuenta que, según los requisitos de TxDOT, la Ciudad de Austin no puede responder a comentarios o preguntas antes de que se complete el resumen oficial de la reunión.



Ahora haré una presentación sobre los proyectos de mejora del corredor South Lamar Boulevard.



Para proporcionar algunos antecedentes, en 2016, los votantes de Austin aprobaron el Bono de movilidad de 2016, que proporciona \$ 720 millones para mejoras de transporte en toda la ciudad de Austin. Como parte del Programa de movilidad del corredor, \$ 482 millones de los fondos de bonos se están utilizando para diseñar y construir mejoras multimodales en nueve carreteras principales.



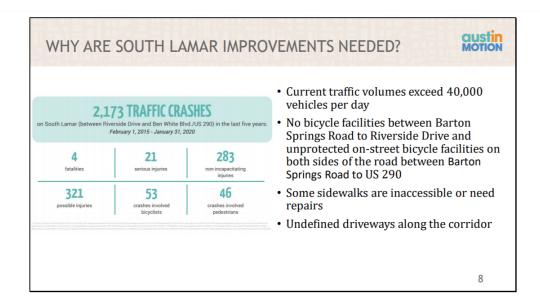
South Lamar Boulevard entre Riverside Drive y US 290 es una de las nueve carreteras principales identificadas en el Programa de Construcción de Corredor, que se financia a través del Bono de Movilidad de 2016 y es parte del Programa de Movilidad de Corredor.

La ciudad de Austin completó un Plan de Movilidad del Corredor para South Lamar Boulevard en abril de 2016. El plan describe las recomendaciones para mejorar la movilidad y la seguridad a lo largo del corredor. Además, South Lamar Boulevard es parte del recientemente aprobado Plan del Sistema Capital Metro Project Connect y la Alternativa Preferida Localmente.

La Ciudad de Austin realizó estudios ambientales para comprender los posibles impactos de las mejoras propuestas para el corredor South Lamar Boulevard. Estos estudios se realizaron de conformidad con la Ley Nacional de Política Ambiental, o NEPA por sus siglas en inglés, así como con los requisitos estatales, descritos en el Título 43 Parte 1 del Código Administrativo de Texas, o TAC por sus siglas en inglés. El corredor South Lamar Boulevard es propiedad de TxDOT.

La Ciudad de Austin está buscando aprobación ambiental para todas las mejoras de South Lamar Boulevard entre Riverside Drive y US 290 que se recomiendan en el Plan de Movilidad del Corredor que se completó en abril de 2016.

Esto incluye mejoras que aún no están financiadas para la construcción, así como aquellas que han sido financiadas por el Bono de Movilidad de 2016. Lograr la aprobación ambiental para todas las mejoras permitirá a la Ciudad de Austin construirlas cuando se aseguren las futuras fuentes de financiamiento.



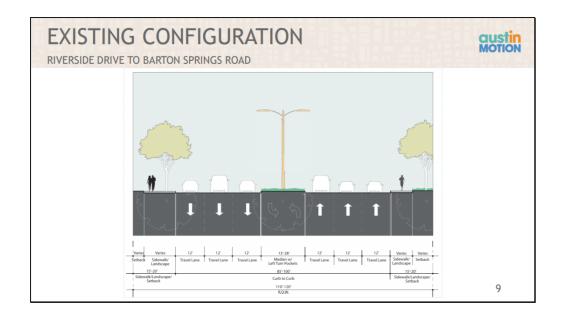
El objetivo de este proyecto es abordar las preocupaciones de seguridad y movilidad a lo largo del corredor South Lamar Boulevard. Más de 40,000 vehículos viajan por este corredor cada día.

Según los datos sobre accidentes recopilados por Austin Transportation, ocurrieron 2,173 accidentes entre 2015 y 2020 en el corredor de South Lamar. Esos accidentes causaron 21 lesiones graves, 283 lesiones no incapacitantes, y 321 lesiones posibles. 53 accidentes involucraron ciclistas y 46 accidentes involucraron peatones.

Actualmente no hay instalaciones para bicicletas entre Barton Springs Road y Riverside Drive. Las instalaciones para bicicletas están en la calle y sin protección a ambos lados de South Lamar desde Barton Springs Road hasta la US 290.

Las instalaciones peatonales necesitan reconstrucción en varios lugares. Las aceras necesitan reparaciones, no están conectadas o no cumplen con las pautas de la ley para Personas con Discapacidades (ADA, por sus siglas en inglés). En ciertos lugares, las aceras son inaccesibles debido a la falta de rampas; y en otros lugares, los postes de servicios públicos entran en conflicto con el camino de la acera.

En muchas áreas a lo largo del corredor, las entradas de autos son indefinidos o muy amplios, lo que contribuye a numerosos puntos de conflicto potencial entre vehículos, ciclistas y peatones.



Esta es la sección típica para la configuración existente de South Lamar entre Riverside Drive y Barton Springs Road.

Este segmento consta actualmente de seis carriles de viaje, tres en dirección norte y tres en dirección sur, separados por una mediana elevada con aberturas para movimientos de giro a la izquierda. Hay aceras existentes, pero no hay ciclovías. Otra infraestructura incluye un sistema subterráneo de drenaje de aguas pluviales.

PROPOSED IMPROVEMENTS



RIVERSIDE DRIVE TO BARTON SPRINGS ROAD

Funded for construction:

- · Upgraded traffic signals at Riverside Drive, Toomey Road and Barton Springs Road
- Pavement rehabilitation and relocation of the existing curb closer to the centerline of the roadway by removing the right turn lanes on both sides
- Two-way bicycle lanes and a continuous ADA-compliant sidewalks behind the curb on both sides
 of South Lamar Boulevard
- Access management improvements such as driveway modifications and reconstruction of center medians
- Drainage Improvements
- Bus stop improvements in partnership with Capital Metro
- Enhanced landscaping with a variety of plantings and tree species, street lighting, and streetscape improvements

Right-of-Way:

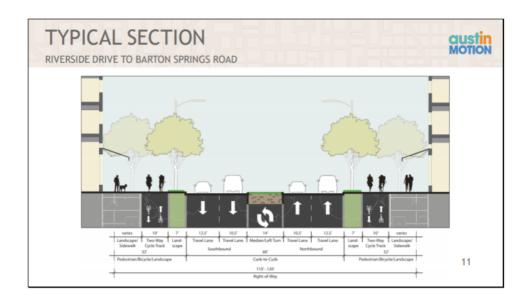
- Existing right-of-way width between Riverside Drive to Barton Springs Road is approximately 120 feet
- Proposed enhancements will be constructed within existing right-of-way and will not require acquisitions

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Las mejoras financiadas entre Riverside Drive y Barton Springs Road representan la visión definitiva de la Ciudad de Austin para los corredores urbanos. Las mejoras incluyen:

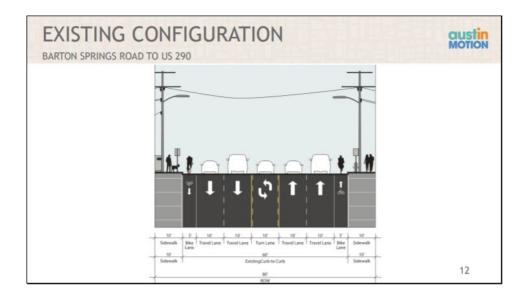
- Actualizaciones de señales de tráfico en Riverside Drive, Toomey Road y Barton Springs Road
- Rehabilitación del pavimento y reubicación de la acera existente más cerca de la línea central de la carretera al eliminar los carriles de giro a la derecha en ambos lados
- Adición de ciclovías de dos vías y una acera continua que cumple con ADA detrás de la acera a ambos lados de South Lamar Boulevard
- Mejoras en la gestión de acceso, como modificaciones en las entradas de autos y la reconstrucción de medianas centrales.
- Mejoras de drenaje
- Mejoras en las paradas de autobús en asociación con Capital Metro
- Paisajismo mejorado con una variedad de especies de plantas y árboles, alumbrado público, y mejoras del paisaje urbano tales como bancos, portabicicletas, estacionamientos para scooters y recipientes para desechos.

Aunque varía según la sección, el ancho de servidumbre de transito existente desde Riverside Drive hasta Barton Springs Road es generalmente de 120 pies y no requerirá derecho de paso adicional.



Esta diapositiva muestra la sección transversal típica propuesta para South Lamar Boulevard entre Riverside Drive y Barton Springs Road. Estas mejoras reflejan la visión final del corredor South Lamar y están financiadas para la construcción.

El proyecto se construirá dentro de la servidumbre de tránsito existente. Comenzando desde el exterior, habrá aceras de 7 pies siempre que sea posible, ciclovías de dos vías de 10 pies y áreas de paisaje de 7 pies a ambos lados de la carretera. Las áreas del paisaje separarán a los ciclistas y peatones de los carriles de viaje. Estos elementos se acomodarán dentro de la servidumbre de tránsito existente al reutilizar los carriles de giro a la derecha existentes en ambos lados de South Lamar Boulevard.



A continuación, se encuentra la sección típica para la configuración existente entre Barton Springs Road y US 290.

Este segmento de South Lamar consta actualmente de 4 carriles de viaje, dos en dirección norte y dos en dirección sur, separados por un carril central bidireccional que gira a la izquierda. Las ciclovías existentes en la calle están a ambos lados de la carretera, así como las aceras. El drenaje existente es generalmente un sistema abierto de zanjas al sur de Barton Skyway y un sistema cerrado de drenaje de aguas pluviales al norte de Barton Skyway. También hay servicios públicos y postes a lo largo de ambos lados de la carretera.

PROPOSED IMPROVEMENTS



BARTON SPRINGS ROAD TO US 290

Funded for construction between Barton Springs Road and US 290:

- · 13 existing traffic signals would be enhanced with upgraded technology
- · Two new traffic signals at Del Curto Road and Evergreen Avenue
- Four new pedestrian hybrid beacons (mid-block signalized cross-walks) located at the following locations: West Oak Drive, Dickson Drive, Oxford Avenue, and near the Post Apartments
- Intersection improvements at Barton Skyway, Menchaca Road, Bluebonnet Lane, Oltorf Street, and Evergreen Avenue will include improved crossing conditions and connectivity for pedestrians and cyclists, including enhanced and separated facilities
- Pavement rehabilitation and relocation of the existing curb closer to the centerline of the roadway
- New shared-use paths for pedestrians and cyclists on both sides of South Lamar Boulevard that will comply with ADA guidelines
- Access management improvements such as intermittent-raised medians in some locations and driveway modifications
- · Drainage improvements
- Bus stop improvements in partnership with Capital Metro, including a new dedicated transit priority lane northbound through the intersections at Barton Skyway and Menchaca Road

Right-of-Way:

- The existing right-of-way width from Barton Springs Road to US 290 is generally 80-100 feet
- The majority of the proposed improvements are within the right-of-way
- The proposed funded improvements will require right-of-way acquisition of less than ½ an acre

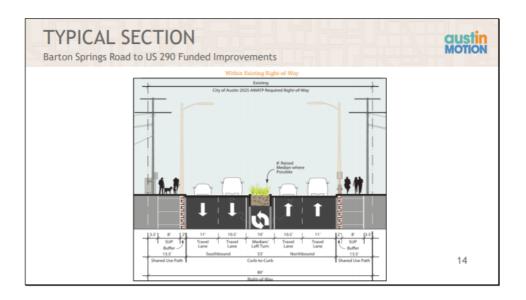
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Las mejoras financiadas de South Lamar Boulevard entre Barton Springs Road y US 290 incluyen:

- Señales de tráfico mejoradas en las intersecciones señalizadas existentes con tecnología mejorada
- · Dos nuevas señales de tráfico en Del Curto Road y Evergreen Avenue
- Cuatro nuevos faros híbridos que son cruces señalizados peatonales de medio bloque para peatones
- Mejoras de seguridad y conectividad multimodal en ciertas intersecciones
- Rehabilitación de pavimento y reubicación de la acera existente más cerca de la línea central de la carretera
- Nuevas rutas de uso compartido para peatones y ciclistas a ambos lados de South Lamar Boulevard que cumplirán con las pautas de la ADA
- Mejoras en la gestión de acceso, como medianas elevadas intermitentes en algunos lugares y modificaciones en las entradas de autos
- Mejoras de drenaje, y
- Mejoras en las paradas de autobús en asociación con Capital Metro incluyendo un nuevo carril prioritario de tránsito dedicado hacia el norte a través de las intersecciones en Barton Skyway y Menchaca Road.

El ancho de la servidumbre de tránsito entre Barton Springs Road y US 290 a lo largo de South Lamar Boulevard varía según la sección, pero generalmente oscila entre 80 y 100 pies.

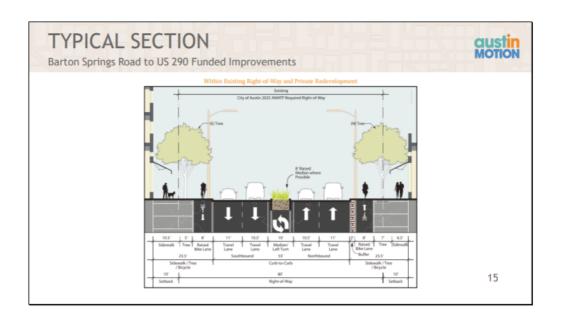
La mayoría de las mejoras propuestas se construirán dentro de la servidumbre de tránsito existente. Las mejoras financiadas propuestas requerirán una servidumbre de tránsito adicional de menos de medio acre. Estas adquisiciones se están analizando durante la fase de diseño del proyecto.



Esta diapositiva muestra la sección transversal típica propuesta para South Lamar Boulevard entre Barton Springs Road y US 290. Estas mejoras están financiadas para la construcción.

El proyecto se construiría en gran medida dentro de la servidumbre de tránsito existente. Comenzando desde el exterior, las rutas de uso compartido de 8 pies con zonas de amortiguamiento ajardinadas de dos a cuatro pies que separan a los ciclistas y peatones de los carriles de viaje estarían a ambos lados de la carretera. Cabe señalar que las mejoras financiadas a corto plazo requerirían una servidumbre de tránsito limitada, con necesidades generalmente restringidas a áreas en las intersecciones principales donde se proponen modificaciones en el carril de giro. La reubicación de los bordillos existentes más cerca de la línea central de la carretera acomodará las rutas de uso compartido y los amortiguadores ajardinados. Los carriles de viaje hacia el norte y hacia el sur permanecerían, con islas medianas intermitentes agregadas a lo largo del corredor para definir dónde deben ocurrir los giros a la izquierda. Se agregará paisajismo o paisaje urbano a las islas medianas.

En algunos lugares, los elementos de la visión no financiada se están implementando a través de redesarrollos privados. Estos incluyen cosas como instalaciones separadas para bicicletas y peatones y paisajismo.



Esta diapositiva muestra la sección transversal típica propuesta para South Lamar Boulevard entre Barton Springs Road y US 290 donde se implementan elementos de la visión no financiada en algunas áreas.

En general, esto es posible en áreas donde hay suficiente servidumbre de tránsito disponible, en algunas intersecciones o mediante redesarrollos privados. Donde sea posible, la Ciudad de Austin construirá mejoras tales como instalaciones separadas para bicicletas y peatones y paisajismo.

El proyecto se construiría en gran medida dentro de la servidumbre de tránsito existente. Comenzando desde el exterior, a ambos lados de la carretera habrá aceras de 6.5 a 10.5 pies, áreas de paisaje de 5 a 7 pies, rutas para bicicletas de 8 pies y zonas de amortiguamiento de hasta 2 pies que separan a los ciclistas y peatones de la carretera.

La reubicación de los bordillos existentes más cerca de la línea central de la carretera acomodará las instalaciones para peatones y bicicletas. Los carriles de viaje hacia el norte y hacia el sur permanecerían, con islas medianas intermitentes agregadas a lo largo del corredor para definir dónde deben ocurrir los giros a la izquierda. Si el paisaje se agregará a las medianas se determinará antes de la construcción.

PROPOSED IMPROVEMENTS

BARTON SPRINGS ROAD TO US 290



Unfunded improvements:

- · Separate pedestrian and bicycle facilities
- · Streetscape and landscaping with trees
- · Enhanced street lighting

Right-of-Way:

- The existing right-of-way width from Barton Springs Road to US 290 is generally 80-100 feet
- The right-of-way width needed to implement the unfunded improvements would be approximately 100-120 feet and would require the acquisition of approximately 5 acres

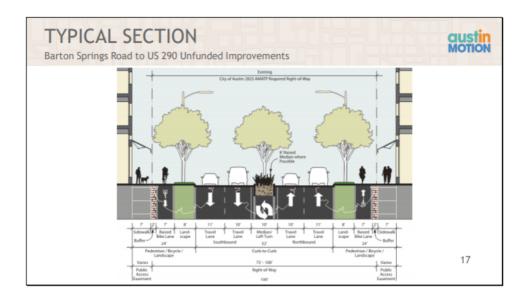
16

La Ciudad de Austin evaluó los impactos ambientales de las mejoras en South Lamar Boulevar entre Barton Springs y US 290 que se recomiendan en el Plan de Movilidad del Corredor que se completó en abril de 2016. Estas mejoras reflejarían la visión final de la Ciudad para los corredores urbanos.

Si hubiera fondos disponibles, la Ciudad de Austin haría esfuerzos para aprovechar las mejoras que actualmente se financian para la construcción en el corto plazo. La ruta de uso compartid se reutilizará como una ruta de bicicleta dedicada y se construirán aceras separadas. Mejoras adicionales como el paisaje urbano, el paisaje con árboles y el alumbrado público también sor parte de las mejoras no financiadas.

El ancho de la servidumbre de tránsito existente entre Barton Springs Road y US 290 varía según la sección y generalmente oscila entre 80 y 100 pies. Para lograr la visión definitiva del corredor, las mejoras no financiadas requerirán aproximadamente de 100 a 120 pies y la adquisición de aproximadamente 5 acres.

Como se mencionó en la diapositiva anterior, estos elementos se están implementando actualmente en algunas áreas donde hay suficiente servidumbre de tránsito disponible, en algunas intersecciones o mediante redesarrollos privados.

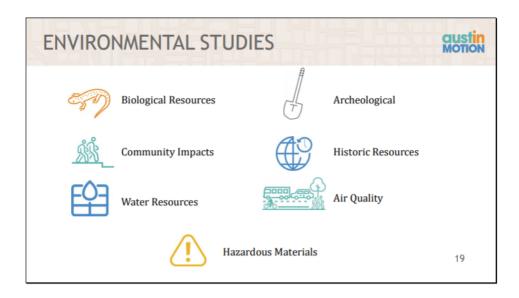


Finalmente, mostramos la sección típica propuesta para las mejoras no financiadas de South Lamar Boulevard entre Barton Springs Road y US 290. El proyecto requeriría la adquisición de servidumbre de tránsito para construir las mejoras no financiadas. Comenzando desde el exterior, a ambos lados de la carretera habrá una acera de 7 pies, un amortiguador de 2 pies, una ciclovía de 7 pies y hasta un área de paisaje de 8 pies que separa a los ciclistas y peatones de los carriles de viaje. Las mejoras adicionales incluyen paisaje urbano, paisajismo con árboles y alumbrado público.

Si hubiera fondos disponibles, la Ciudad de Austin haría esfuerzos para aprovechar las mejoras que se financian para la construcción en el corto plazo. Por ejemplo, la ruta de uso compartido se reutilizará como una ruta de bicicleta dedicada y se construirán aceras separadas.



Ahora hablaré sobre los estudios ambientales completados para el proyecto propuesto. Estos estudios consideraron los posibles impactos de las mejoras no financiadas.



Los informes técnicos de cada uno de estos estudios están disponibles en línea para revisión pública.

Como parte del cumplimiento del proyecto con la Ley Nacional de Política Ambiental, la Ciudad de Austin consideró los recursos biológicos, los impactos en la comunidad, los recursos hídricos, así como los recursos arqueológicos e históricos. En general, los impactos en los recursos ambientales como resultado de las mejoras del corredor South Lamar serían mínimos.

También se realizaron estudios de calidad del aire y materiales peligrosos, pero no se encontró que tengan impactos dentro del corredor y no se abordarán en esta presentación.

La ciudad de Austin trabajó para minimizar los impactos ambientales con base en los hallazgos de estos estudios.





Biological Resources

- No suitable habitat for state- or federal-listed threatened or endangered species exists within or adjacent to the project area
- Suitable habitat for six (6) Species of Greatest Conservation Need (SGCN) exists within the project area. Best Management Practices (BMPs) will be implemented for these six (6) species as such:
 - Amphibian and Water Quality BMPs for Woodhouse's toad
 - · Terrestrial Reptile BMPs for the common garter snake and Texas garter snake
 - · Vegetation BMPs for the tree dodder, low spurge, and Correll's false dragon-head
- The corridor project has been approved by Balcones Canyonlands Conservation Plan (BCCP) and will be incorporated into its existing Section 10 Permit with U.S. Fish and Wildlife Service
- Coordination with Texas Parks and Wildlife has been conducted and suggested BMPs have been incorporated into construction plans

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Primero, hablaré sobre el Estudio de Recursos Biológicos. No existe un hábitat adecuado para especies amenazadas o en peligro de extinción incluidas en el estado o el gobierno federal dentro o adyacentes al área del proyecto.

Existe hábitat adecuado para seis (6) Especies de Mayor Necesidad de Conservación dentro del área del proyecto. Se implementarán las Mejores Prácticas de Gestión (BMP por sus siglas en inglés) para estas seis (6) especies para minimizar los impactos biológicos: BMP de anfibios y de calidad del agua para el sapo de Woodhouse, BMP de reptiles terrestres para la serpiente "garter" común y la serpiente "Texas garter", y BMP de vegetación para el "dodder" y "low surge" de árboles y el "Correll's false dragon-head".

El proyecto del corredor ha sido aprobado por el Plan de Conservación de Balcones Canyonlands y se incorporará a su Permiso de la Sección 10 existente con el U.S. Fish and Wildlife Service.

Se ha llevado a cabo una coordinación temprana con Texas Parks and Wildlife y se han incorporado BMP sugeridas en los planes de construcción.





Community Impacts

- Minor access changes
- Raised medians and modified driveway access
- Displacements are not anticipated
- Disproportionately high and adverse impacts to Limited English Proficiency (LEP) and minority populations
 are not anticipated
- · Increased safety and mobility

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A continuación, hablaré sobre los impactos en la comunidad.

Los cambios de acceso menores resultarían de la adición de medianas elevadas y acceso modificado a la entrada de autos.

No se anticipan desplazamientos como resultado del proyecto propuesto.

Poblaciones de dominio limitado del inglés (LEP, por sus siglas en inglés) fueron identificadas dentro del área del proyecto. Las personas LEP recibieron y continuarán teniendo la oportunidad de participar de manera significativa en el proceso de la Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés) para el proyecto propuesto.

Aunque las poblaciones minoritarias están presentes en toda el área del proyecto, el proyecto propuesto no tendría un impacto desproporcionadamente alto y adverso en las poblaciones minoritarias porque las medianas elevadas propuestas no dividirían ni separarían más a las comunidades.

Los elementos de diseño en las mejoras propuestas incluyen faros híbridos peatonales y rampas en las aceras. Otros elementos de diseño propuestos integrados en las medianas elevadas son los refugios para peatones y las rampas en las aceras a lo largo del corredor y la señalización mejorada en las intersecciones con botones accesibles.

En general, las características de diseño propuestas mejorarán la movilidad, el acceso y reducirían la congestión y mejorarán la seguridad de las geografías de censos minoritarios y no minoritarios.





Water Resources

- The project area does not cross any major Austin creeks or tributaries
- One waterway leading to West Bouldin Creek is a potentially jurisdictional Water of the U.S. (WOTUS) and could be affected by the project
 - . Eligible for Nationwide Permit (NWP) 14
 - Impacts anticipated to be 0.0009 acres (approximately 40 square feet)
 - No Preconstruction Notification (PCN) is anticipated
- Approximately 3.55 acres of 100-year flood zones within the project area would require coordination with the local Floodplain Administrator
- The project area is located within the Edwards Aquifer Recharge and Transition Zones as defined by the Texas Commission on Environmental Quality (TCEQ)
 - Water Pollution Abatement Plan (WPAP) and associated documents must be created and approved 22 prior to construction

A continuación, hablaré sobre los recursos hídricos.

El área del proyecto no cruza los principales arroyos o afluentes de Austin.

Hay un Agua de los EE. UU. potencial ubicada dentro de los límites del proyecto. Se anticipa que cualquier impacto en Aguas de los EE. UU. se autorizaría a través del Permiso Nacional 14 para Proyectos de Transporte Lineal. Los impactos serán de aproximadamente 40 pies cuadrados. No se identificaron humedales aislados dentro de este corredor. Los posibles impactos están por debajo del límite para notificar al U.S. Army Corps of Engineers con una Notificación Previa a la Construcción.

Aproximadamente 3.55 acres de zonas de inundación de 100 años se encuentran dentro del área del proyecto. Se anticipa que el proyecto propuesto no aumentaría las elevaciones de la superficie del agua durante un Evento de Inundación Base. Se requeriría coordinación con el Administrador local de Llanura Aluvial.

El área del proyecto se encuentra dentro de las Zonas de Recarga y Transición del Acuífero Edwards. Un Plan de Reducción de la Contaminación del Agua y los documentos asociados serán presentados y aprobados por TCEQ antes de la construcción.





Archeological Resources

- · Coordination with the Archeology Division at the Texas Historical Commission
 - Two known archeological sites identified adjacent to the roadway in the segment of the corridor from Riverside Drive to Barton Springs Road
 - · A professional archeologist will monitor construction activities in this area
 - Any archeological deposits discovered will be documented, evaluated, and impacts mitigated

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A continuación, hablaré sobre los Recursos Arqueológicos.

Se ha coordinado con la División de Arqueología de la Comisión Histórica de Texas. Hay dos (2) sitios arqueológicos conocidos identificados adyacentes a South Lamar entre Riverside Drive y Barton Springs Road. Un arqueólogo profesional monitoreará las actividades de construcción en esta área y cualquier depósito arqueológico descubierto será documentado, evaluado y los impactos serán mitigados.





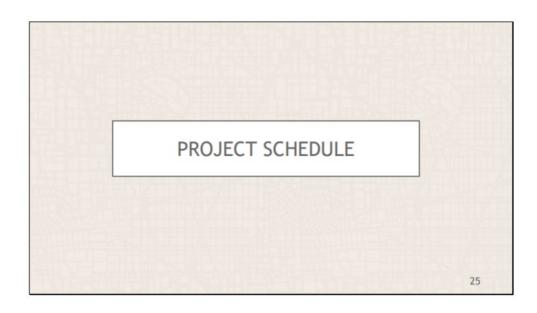
Historical Resources

- A review of existing historical records was conducted and five historic structures were identified along the corridor:
 - Three structures are listed on the National Register of Historic Places. They are located outside of the right-of-way, and it is not anticipated that they would be directly impacted
 - Two structures are designated as Registered Texas Historical Landmarks and would not be directly impacted by the project
 - If the project receives federal funds, or if a federal permit is required, then the Texas
 Historical Commission will be consulted to evaluate impacts to these structures in
 accordance with federal law

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Y finalmente hablaré sobre los Recursos Históricos.

Se realizó una revisión de los registros históricos existentes y se identificaron cinco (5) estructuras históricas a lo largo del corredor. Tres (3) estructuras figuran en el Registro Nacional de Lugares Históricos. Están ubicados fuera de la servidumbre de tránsito, y no se anticipa que serían directamente afectados. Dos (2) estructuras están designadas como Lugares Históricos Registrados de Texas y no serán directamente afectados por el proyecto. Si el proyecto recibe fondos federales, o si se requiere un permiso federal, se consultará a la Comisión Histórica de Texas para evaluar los impactos en estas estructuras de acuerdo con la ley federal.



Y ahora hablaré sobre el cronograma del proyecto para el corredor South Lamar Boulevard.

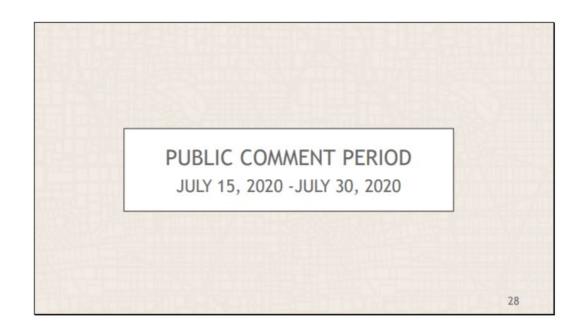


Anticipamos que todo el proyecto del Corredor South Lamar recibirá autorización ambiental para el otoño de 2020.

Para el segmento de South Lamar Boulevard entre Riverside Drive y Barton Springs Road, el diseño final está en marcha para las mejoras financiadas y se espera que se complete en el verano de 2020. Se espera que el proyecto comience a construirse a partir del invierno de 2021.

Para el segmento South Lamar Boulevard entre Barton Springs Road y US 290, el diseño final está en marcha para las mejoras financiadas y se espera que se complete para el otoño de 2021. Se espera que el proyecto comience a construirse a partir del otoño de 2022.

Los planes de diseño finales y las fechas de inicio de construcción para las mejoras no financiadas se determinarán y dependerán de la disponibilidad de fondos.



Esto concluye la presentación de la Audiencia Pública Virtual South Lamar Boulevard. Queremos escuchar de usted, así que tómese el tiempo para proporcionar su opinión durante el período de comentarios públicos.

HOW CAN I MAKE COMMENTS?



All verbal and written comments must be received or postmarked by 5 p.m. on Thursday July 30, 2020.

Submit comments:

- Verbally by calling 512-974-9444 and leaving a voicemail.
- Submit an online comment at: <u>AustinTexas.gov/SouthLamarENV</u>
- Email comments to: SouthLamar@AustinTexas.gov
- Mail written comments to: City of Austin, Corridor Program Office
 PO Box 1088, Austin, TX 78767

Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once they have been prepared.

Como se indicó al comienzo de la presentación, todos los comentarios verbales y escritos deben ser recibidos o matasellados antes del final del período de comentarios el jueves 30 de julio de 2020, a las 5 p.m.

Los comentarios se pueden enviar:

- Verbalmente llamando al 512-974-9444 y dejando un mensaje de voz
- Al escribir en línea utilizando el formulario web enlazado en la sección "Comentarios públicos" de AustinTexas.gov/SouthLamarENV
- Por correo electrónico a: SouthLamar@AustinTexas.gov, o
- Por correo a: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767.

Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en línea en AustinTexas.gov/SouthLamarENV una vez que se hayan preparado como parte del informe final.

Como recordatorio, la Ciudad de Austin no puede responder a comentarios o preguntas antes de que se complete el resumen oficial de la reunión.

Esto concluye la presentación de audiencia pública virtual. Gracias por su asistencia

F. Comments Received

A total of 250 comments were received during the official public comment period:

- 1 verbal comments
- 1 letter
- 17 emails received
- 231 online comments

Email Comments

From: latherton

Sent: Tuesday, July 21, 2020 2:03 PM

To: SouthLamar < SouthLamar@austintexas.gov>

Cc: District 5 < District 5 @austintexas.gov>

Subject: South Lamar Corridor public hearing questions

*** External Email - Exercise Caution ***
To the Corridor Program Office, City of Austin
Questions on the South Lamar Corridor project, Riverside-Barton Springs
Road segment

Regarding the latest proposals for South Lamar Corridor Improvements between Riverside and Barton Springs Road, I have three areas of concern:

- 1. Street trees
- 2. Two-way cycle track
- 3. Bus stops

My questions on these topics are listed in the attached PDF. Thank you for the opportunity to comment.

Lorraine Atherton
2009 Arpdale, Austin, TX 78704

(City Council District 5)

From: Jay Reichert <

Sent: Wednesday, July 15, 2020 9:58 AM

To: SouthLamar < SouthLamar@austintexas.gov>

Subject: PUBLIC COMMENT-----FROM Linda Reichert & Lamar /FGG LLC-----LAND OWNER AT 1607

SOUTH LAMAR

*** External Email - Exercise Caution ***

To City of Austin & South Lamar Project Corridor

We are property owners along this proposed project corridor, and we own the surface title rights to the property locally known as buildings 1601 to 1607 S Lamar Austin TX. since 1950's. We STRONGLY oppose parts of this project and have reviewed the new proposed set of plans in front of our building.

The new plans will take away the public parking slots located in front of our commercial retail building and add multiple lanes of sidewalk that are unneeded, for some reason somebody has decided to split the bike and walk path for just a few hundred feet in front of our building which does not make any sense and is not required. This will be detrimental to the retail business trying to make a living during already tough times.

Within the surrounding area that has very little public parking and this proposed plan decreases parking without adding it somewhere else close by. We understand that the city has made lots of bad decisions in the past, and is continuing to hurt the local Texas born property owners since we have been in the long term property business since 1909. This is not California!

We propose only one lane of sidewalk in front of our building and to leave the public parking along S Lamar. Allowing our retail business who have also invested in their businesses can stay afloat and remain in business paying you the taxes you so earnestly desire.

The City of Austin required a certain number of parking slots to be available for us to rebuild that building, and we invested millions in reconstruction 2015 thru 2017. Now you are telling us that our certain assigned business types don't need that parking and we will be better off without it. NOT TRUE!

There is a square footage formula that the city of Austin applies to properties for retail zoning and allowed building square footage and those parking slots were included by

the city to reach that calculation number. What about any future construction or business that want to lease that building? You are killing the usability of that site.

Please pay attention to the Austin familys that have invested so much in our city over the years, and don't put us out of business!

SAVE OUR PARKING!

Thanks
Reichert Property Management
& Linda Reichert

Marble Falls TX. 78654 Jay Reichert---Managing Partner

From: Mark Pustka

Sent: Wednesday, July 15, 2020 10:40 AM

To: SouthLamar < SouthLamar@austintexas.gov>

Subject: South Lamar Blvd Improvements at Driveway / Median?

*** External Email - Exercise Caution ***

I manage the 60,000 SF office building at 3901 South Lamar. We share driveway access with Pluckers and Pep Boys.

My question is specific to what if anything is planned for this driveway access to these multiple properties and to the median in the middle of South Lamar at this location that allows driveway access for south bound traffic?

Thank you,

Mark Pustka Building Manager One West Hills 3901 South Lamar, Austin, TX 78704

From: David Piper tx Sent: Thursday, July 16, 2020 3:44 PM

To: SouthLamar < SouthLamar@austintexas.gov>

Subject: Drainage at Heather Street

*** External Email - Exercise Caution ***

Most of the time water runs across this sidewalk and intersection. It's pumped out of the parking garage of the adjacent new office building. What is the drainage plan for this problematic intersection? If new storm sewer is to be installed was it part of the original project design or is it because the parking garage of the new building hit groundwater and created a problem? If a new sewer in that location is the result of the parking garage, is the building ownership paying for it or is the taxpayer? If a drainage solution is in the works, why not do it sooner than later? (That stretch of the corridor project is likely several years away.) Thank you for your time.

Dave Piper

President, Zilker Neighborhood Association

From: steve simmons

Sent: Thursday, July 16, 2020 4:50 PM

To: SouthLamar@austintexas.gov>; Kitchen, Ann <Ann.Kitchen@austintexas.gov>;

Adler, Steve <Steve.Adler@austintexas.gov> **Subject:** South Lamar/Menchaca/Barton Skyway

*** External Email - Exercise Caution ***

I am the owner of the property at 2801 and 2901 S. Lamar which is the triangle shaped Center at South Lamar and Menchaca and Barton Skyway as well as the Amy's/Phil's across the street. I am adamantly against the changes you are opposed to making. First, this will adversely degrade the value of both properties as you take away driveways, access and right of ways. These are all local businesses in this Center. It is called Austinville 78704 because we only rent to local tenants. The changes y'all have proposed will force customers to bypass the Center and go to other places to shop. As if the pandemic isn't killing us enough. Wake up people. We are in Texas and it is 100 degrees in the summer. No one is riding their bike or walking to work in the summertime. Please, in the future talk to the owners of property before destroying them.

Steve Simmons

La Tierra de Simmons Familia

--

Follow Honey's Pizza on Instagram!

From: Robert Parsons

Sent: Friday, July 17, 2020 1:10 PM

To: SouthLamar < SouthLamar@austintexas.gov> **Subject:** Virtual Public Meeting Comments

*** External Email - Exercise Caution ***

Thank you for putting together the Virtual Public Meeting. Overall I am excited for these improvements and am supportive of all the details that have been shown. It may not be feasible but aligning the Mary/ Heather intersection on the east side of Lamar (obtaining ROW where the ATM is) would help visibility and functionality. Also I would like to see less curb cuts and median cuts along the corridor but I know that may not be possible.

Thanks,

Rob

--

Robert Parsons Jr.

From: Swartzendruber, Tonya <

Sent: Monday, July 20, 2020 5:02 PM

To: SouthLamar @austintexas.gov>

Subject: S Lamar - Design Underway

*** External Email - Exercise Caution ***

Jessica-

I'm working with a client that has property on South Lamar just south of Barton Skyway. He's concerned that there are sidewalks shown coming into his property along a private driveway, when they should be shown at a nearby signalized intersection. Could we set up a phone call to discuss?

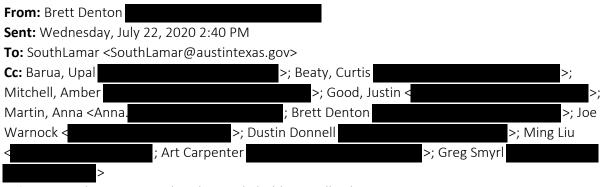
Thanks!

Tonya Swartzendruber

Urban Planner



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Subject: South Lamar Corridor Plan, Stakeholder Feedback

*** External Email - Exercise Caution ***

We own the properties located at 1303, 1311 and 1401 South Lamar currently/formerly occupied by Austin Automotive, Genie Car Wash and Jiffy Lube.

We plan to redevelop the properties into a mixed-use project consisting of multifamily, office and retail uses. Earlier this year we nearly completed the Site Plan Approval process with the City of Austin when COVID-19 occurred delaying our project. As a result, we decided to "Withdraw and Resubmit" our Site Plan Application. The original Site Plan Case was W/R SP-2018-0595C. The updated (current) Site Plan Case is SP-2020-0169C.

As part of our final approval from Austin Transportation Department (ATD), we paid a Transportation Mitigation Fee of \$312,000 for a traffic signal and intersection improvements at the intersection of South Lamar Blvd and Collier St/Evergreen Ln. ATD can confirm receipt of these funds.

These properties currently enjoy several driveway connections to South Lamar. The latest South Lamar Corridor plan does not reflect the nearly three (3) years of planning and review efforts documented in the nearly approved Site Plan including the final driveway location, bike paths, sidewalks and other improvements. Please update the South Lamar Corridor plan to include our Site Plan.

Also, the South Lamar Corridor Plan includes a small raised median with pavers in the center turn lane just south of the intersection of South Lamar and Lamar Square. This raised median will interfere significantly with vehicles traveling southbound on South Lamar that desire to make a left turn into the primary entrance of our project. We respectfully request that this raised median be removed and replaced with an at grade section of pavers, or that it be striped to reflect the queue

for northbound cars that desire to turn left onto Lamar Square. Lamar Square is a dead-end circle drive with limited vehicular traffic. Our mixed-use project will experience hundreds of trips per day.

We would appreciate the opportunity to meet with you to finalize these details. We are available to meet in person or via Zoom.

Should you have any questions in the meantime, please contact me at

or

Thank you,

Seamless SOLA Holdings I, LLC

c/o Brett Denton Ardent Residential 5453 Burnet Road



From: Ann DeSanctis

Sent: Friday, July 24, 2020 2:57 PM

To: SouthLamar < SouthLamar@austintexas.gov> **Subject:** Comments for South Lamar Open House

*** External Email - Exercise Caution ***

To whom it may concern:

- There is no existing bike lane on South Lamar between Panther Trail and 290. Saying there is is dangerous and negligent. It's probably the most dangerous stretch of South Lamar as someone on foot or bike yet it's where most of the "stuff" is and, yet, is so, so hard to access.
- What is "upgraded technology" for the traffic signals?
- Dickson and Oxford already have PHBs. Why are they presented as new? Only two new PHBs?
- What are the intersection improvements at Barton Skyway? Are they in tandem with the proposed bikeways? Can we get some LPIs/LBIs?
- What is the dedicated transit priority through Menchaca/Barton Skyway look like and what does that mean for signals and crossability at these intersections for people on foot/bike?
- 2'-4' landscape buffer??? So the only trees planted the entire length of S Lamar from Barton Springs to 290 are through "private developments"? It's going to be even hotter and more miserable than it already is.
- -I feel that a 6' wide raised lane where possible would be fine (versus 8') if it means more soil volume for trees (and higher liklihood of them being healthy)!
- -Out of curiosity, what are the archaeological sites?

Feel free to call me to discuss.

Thanks!

Ann DeSanctis

--

Ann DeSanctis, CNU-A, AICP Candidate

From: Brian Rodgers

Sent: Saturday, July 25, 2020 9:56 AM

To: SouthLamar < SouthLamar@austintexas.gov>

Subject: Public Comments: South Lamar Boulevard virtual public hearing regarding 2200-2208 South

Lamar Tract#303234

South Lamar Public Hearing Comments:

The plan takes away critical parking for my front retail tenants and would cause me sizable financial harm. There is no way I would accept this draft and would push back strongly. At some point in the future, the property would probably be redeveloped and the continuous curb cut no longer needed. For now, it is vital to the property's operation. Perhaps some grandfathering is in order that goes away the day a new site plan is approved.

Please call me if you other ideas.

Thank you,

Brian Rodgers

----Original Message-----

From: Thomas Thayer

Sent: Sunday, July 26, 2020 12:03 PM

To: SouthLamar < SouthLamar @austintexas.gov>

Subject: South Lamar bike lanes

*** External Email - Exercise Caution ***

Please include protected bike lanes in any new project on South Lamar. This corridor is rapidly growing and has many destinations that can e reached by bike. We want to encourage active transportation in this corridor due to the congestion (in normal times) - there simply isn't enough room for single occupant vehicles to be the main mode of transportation here. Encouraging bicycle use allows more people to use the corridor and in a safer manner. Protecting the bike lanes will encourage less confident riders to use them. Shunting cyclists to glorified sidewalks is not a good alternative with the burgeoning pedestrian traffic and the many business driveways along the corridor. Protected bike lanes will also help slow down vehicle traffic.

Thank you,

Tom Thayer

From: Cindy Hanly

Sent: Wednesday, July 29, 2020 7:49 AM

To: SouthLamar@austintexas.gov>

Cc:

Subject: Proposed Island at South Lamar & Dickson Dr. Intersection.

*** External Email - Exercise Caution ***

RE: Problems with the revised proposed changes to the intersection at South Lamar/Dickson Drive.

I am John Hanly, owner of the Windsong Office Park, located at 2111 Dickson Drive. I am writing to let you know that the new Lamar/Dickson intersection design shown below is creating a number of access problems for my tenancy and their customers and even some possible liabilities.

First off, the office park I mentioned above is comprised of two buildings totaling 21,396 sf. We have 14 office suites and approximately 93 people in those suites. The revision now being proposed and shown below (in lieu of the original 2016 plans) is calling for a traffic island/median to be placed in the middle of South Lamar at Dickson Drive that would prevent anyone traveling north to turn left onto Dickson Drive. This change from the original proposal is not acceptable. And here is why.

We have 93 tenants/people in the complex. They come to work each day, leave at the end of the day and most go out to lunch/run errands throughout the day. That alone makes 372 trips through that intersection each day. (93 x 2 (coming going to work) x 2 (lunch/errands) = 372 trips through the intersection each day.

In addition to the above, 11 of our 14 tenants are service oriented businesses. The tenants in suites 10,14,16, 20, 22, 30 and 33 are all

comprised psychiatrists & therapist. Suite 12 is a Massage therapist group. Suites 26 and 28 do acupuncture & tattoo removal. Suite 24 is a salon which is a heavy client user. In addition, Building A is occupied by Kerbey Lane's corporate headquarters. They always have traffic coming in and out. (Please feel free to verify.)

If you take into consideration that 69 (this number equals 75% of our tenancy) of our tenants will see at least 4 patients/guests each day that adds 69 x 4 guest each day = 276 x 2 coming and going = 552 additional cars going through the intersection each day.(this is EXTREMELY CONSERVATIVE because many of the therapist do couples counseling and they rarely ride together. They also do some group therapy sessions each week)

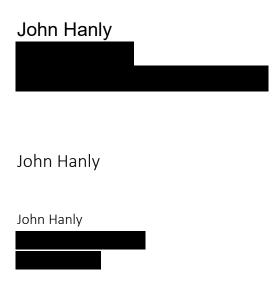
In all, this adds up to around 552 guest coming and going each day in addition to our 372 tenants. That adds up to roughly 924 cars going through the Lamar/Dickson intersection each day. This does not include the residents and guests of the Barton Mills Apartment complex and the condominiums located on Dickson Drive.

So here is the problem, besides the extreme inconvenience of not being able to turn left off of Lamar onto Dickson, I foresee our tenants and guests cutting through both Gourdough's and Sonic which are located at the corner of Lamar & Dickson to get to our buildings. (Please refer to the map below.) To me this would create a huge liability for everyone. Those not cutting through the restaurants would be having to do U-turns to get back to the property. If half the tenants/customers are coming from the south that would mean around 462 cars would either be cutting through or doing U-turns within a blocks radius. Not an ideal situation for anyone. We also have the same amount of U-turning going on for those that need to go north but have to turn left. I can't help but feel some of those are going to turn into accidents.

The ideal solution would be to make the current pedestrian light into a regular red light. People already jump out of their cars when they are trying to turn left at peak traffic, run over to the pedestrian cross button, hit it and run back to their car so they can get out. Is it that much trouble to convert the light that is already in place?

If you have to make it a right turn only coming out of Dickson I can live with that. It's almost impossible to turn left from Dickson Dr. at peak traffic as it is. However, completely blocking the street is another issue. I think the access problem will eventually hurt the tenancy of the building because potential tenants and their clients will not want to deal with the access problems. There has got to be a better solution than this new design.

Please call to discuss.



"No warranty, or representation, expressed or implied, is made as to the accuracy of the information contained herein, and same is submitted subject to errors, omissions, change of price, rental or other conditions, withdrawal without notice, and to any special listing conditions, imposed by our principals."

From: john hanly

Sent: Wednesday, July 29, 2020 7:54 AM

To: SouthLamar@austintexas.gov>

Cc:

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Please call to discuss.

8



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From: Ross Smith <r >

Sent: Wednesday, July 15, 2020 7:38 PM

To: SouthLamar @austintexas.gov>

Cc: Zilker >

Subject: Storm Drain - SW corner of Hether & S. Lamar

*** External Email - Exercise Caution ***

Hello,

Please install a storm drain at the Southwest corner of the intersection of Hether & S. Lamar.

The underground garage of the new building on that corner tapped into an artesian spring. Their solution is to pump the water out to the curb on Hether, where it flows almost constantly down to Lamar.

This water flow is pooling at the curb at Hether & Lamar, causing the asphalt next to the curb to disintegrate. With all the traffic passing around that corner, the pothole caused by the asphalt disintegration can quickly reach a foot deep. The city's street crews have already been out several times to patch it.

A storm drain on that corner would provide a permanent solution. Thank you.

Ross A. Smith Austin, Texas

Writing and editing services

<u>Linkedin</u>

From: Stephen Graham original <

Sent: Tuesday, July 21, 2020 11:34 AM

To: SouthLamar < SouthLamar@austintexas.gov>

Subject: Comment on South Lamar Blvd. mobility and safety project

*** External Email - Exercise Caution ***

Thank you for organizing the virtual public hearing on the South Lamar Blvd. mobility/safety project on July 15.

Please register my comments as follows:

- Excellent project, long overdue, and the sooner the work is done the better.
- Please do push forward with the median and driveway/curb changes to organize motor-vehicle left turns off of South Lamar, in both directions. The frequency of turns at random points of the boulevard onto excessively wide driveways -- with drivers often focused only on oncoming traffic and moving fast and suddenly through gaps -- makes walking on South Lamar an exercise in fear and alertness, even for pedestrians on the existing sideways. Drivers also often overlook approaching bicyclists in left-turn maneuvers, and there are likely to be far more bicyclists at risk from drivers as South Lamar becomes transitable to them.
- As proposed, please do design the stretches of mixed pedestrian/bicycle use as proposed with an eye to future separation of the bike and pedestrian lanes when funding is available. As the city builds out proper bike networks, usage may grow beyond initial expectations, at which point the mixing of bicyclists and pedestrians can become a problem. Designing now for the potential future separation will likely make it easier to fund and execute down the road.

Thanks again for the clear presentation and request for comments.

Stephen Graham and family members

Austin, TX 78731

CAUTION: This email was received at the City of Austin, from an EXTERNAL source. Please use caution when clicking links or opening attachments. If you believe this to be a malicious and/or

From: viswas garadi

Sent: Wednesday, July 29, 2020 10:39 AM

To: SouthLamar < SouthLamar@austintexas.gov> **Subject:** Lamar Bldv; corridor constn; program

*** External Email - Exercise Caution ***

Dear Ms. Simpson,

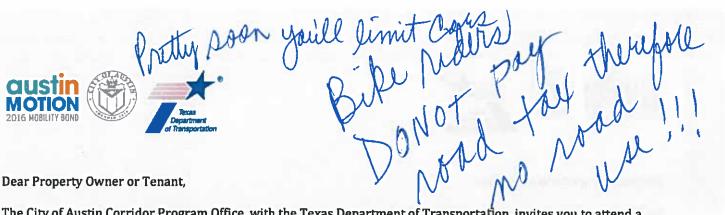
As a property owner of 1807 S.Lamar Blvd; Austin, Texas 78704, I request you to kindly send me all the transcripts of virtual public hearing you are currently having regarding environmental impact of your proposed S.Lamar Blvd; corridor development project. You can mail them to my address: Garadi Corporation, 9409, Scenic Bluff Dr, Austin Texas 78733.

Thanks

Viswas (VIC) Garadi

Sent from Outlook

Mailed-In Comments



The City of Austin Corridor Program Office, with the Texas Department of Transportation, invites you to attend a virtual public hearing to discuss proposed roadway improvements and related environmental studies conducted for South Lamar Boulevard between Riverside Drive and US 290. These planned improvements and the related environmental studies are a part of the City's efforts to bring safety and mobility improvements to South Lamar Boulevard through the Corridor Construction Program, which is funded largely through the 2016 Mobility Bond.

The public hearing will be held online from Wednesday, July 15 at 9 a.m. to Thursday, July 30 at 5 p.m. at AustinTexas.gov/SouthLamarENV.

At the virtual public hearing, the Corridor Program Office will be presenting the results of the environmental analysis that was conducted on South Lamar Boulevard between Riverside Drive and US 290. The public hearing is a state requirement because the proposed improvements include the addition of bicycle lanes on South Lamar Boulevard, which is a state-owned roadway.

Technical reports and other project information will be available for review ahead of the virtual public hearing at AustinTexas.gov/SouthLamarENV which will launch July 1, 2020.

On Wednesday, July 15 at 9 a.m., the City of Austin will post a presentation that explains the proposed improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. To request translated materials or other communication accommodations, please email SouthLamar@AustinTexas.gov or call (512) 974-7904 by Friday, July 10, 2020.

The official comment period is from Wednesday, July 15 through Thursday, July 30 at 5 p.m. The public is invited to submit comments on the proposed improvements discussed at the public hearing. To ensure your comment is included formally, submit your feedback within the comment period by using one of the following methods:

- Online using a web form, which will be made available at AustinTexas.gov/SouthLamarENV
- By email to: SouthLamar@AustinTexas.gov
- Verbally by calling 512-974-9444 and leaving a voice message
- By mail to: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

For additional information about the South Lamar Boulevard corridor, and to learn about improvements planned through the Corridor Construction Program, visit AustinTexas.gov/SouthLamar.

If you have any questions or plan to attend and would like to request translation services or other accommodations, please contact me at jada.simpson@austintexas.gov or call 512-974-7904.

Respectfully,

Jada Simpson

Jaua Simpson

City of Austin Corridor Program Office

	THESE CO	MMENTS WERE SUB	MITTED VIA AN	ONLINE COMMENT FORM
COMMENT DATE/TIME SUBMITTED	NAME	MAILING ADDRESS	TXDOT AFFILIATION	COMMENTS
7/15/20 9:34:46	Tyler Markham	1705 Crossing PI #138 Austin, TX 78741		I strongly support the separated bike & pedestrian facilities. Please prioritize separate bike/ped facilities over turn lanes & driveway access.
				I am in favor of the funded and unfounded improvements (though would definitely prefer the unfunded ones)! I like that the cycle lanes would be behind the curb, which should reduce conflicts with buses, though separate pedestrian and cycle facilities would be much safer and reduce conflicts between cyclists and pedestrians. Will the cycle lanes be wide enough to accommodate adaptive cycles used by disabled cyclists?
7/45/20				In looking at the design for the funded improvements, I noticed that the shared use paths would be created by building over the existing bike lanes (great! Separation from the road and reduction of conflict between cyclists and buses/vehicles) but I was disappointed to see that the travel lanes would increase in size from 10' to 10.5' and 11'. Why couldn't the travel lanes remain the same size and that extra space be used for the cycle/pedestrian pathways instead? Larger travel lanes will usually lead to increased speed in vehicles traveling on the road. If we want to achieve Vision
7/15/20 13:08:13	Caroline Bailey	800 W 38th St, Apt 11304		Zero and have greater safety for pedestrians, cyclists, and transit users, then I urge you to not increase the travel lanes -

			don't give drivers a reason to speed.
			I am also disappointed to see that there will be no dedicated bus lanes - surely we could take a travel lane away from cars for buses if we want to prioritize transportation in this city and make sure that the Project Connect plan succeeds. Bus stop improvements would be good though - bus shelters, estimated ETA, benches, etc. Will there be bus priority signals at any intersection like the one at MLK and Lavaca?
			Please, please prioritize accessibility above all and make sure
			there are accessible curb ramps at every location and make
			the sidewalks wide and smooth. Some benches along the
			sidewalk where feasible will also allow people to stop and rest while walking if they need to. I would love to see street
			trees for shade all along this corridor.
7/16/20			Please use those non permenent sticks in the turn lane
11:46:36	Deb Austin	2930 Kassarine Pass	before permanently closing it to see if it works.
11.40.50	Deb Addin	2550 Russullic Luss	South Lamar is an unsafe corridor. Sidewalk are missing. If
			existing, sidewalks are too narrow and close to the cars. Not
			enough trees or shade. Not crosswalks. Cars go too fast. It is
			a disaster. It creates a lot of contamination, danger and noise
			from cars. Dangerous. Please make it nice for walking and
			riding bikes. We are tired of driving cars just because we
7/16/20			don't have safe routes to go to school or work walking or
15:25:20	Maite Jimenez Vidal		riding bikes. Thanks.
			I am supportive of the proposed improvements to South
			Lamar. I support, in particular, design changes that will
			improve safety for bicycles and pedestrians. I would encourage full funding and implementation of those changes
			between Barton Springs Road and Hwy 290, ideally starting
			north and working south. The section immediately south of
7/16/20		2204 Thornton Rd. Austin	Barton Springs Road is currently quite dangerous for bikes,
16:33:09	Rob Schneider	TX 78704	and there is no usable sidewalk on the west side of South
10.33.03	Non Schilleinei	17 / 0 / U4	and there is no usable sidewark on the west side of south

	T	T	
			Lamar at one point. It may be appropriate to prioritize that
			work, though it's undoubtedly expensive given the grade and
			existing roadway width.
			I wonder about mitigating car-pedestrian and car-bicyclist
			conflict at the many driveway accesses that cross the new
			pedestrian and bicyclist facilities. This could be through
			standardized signage or more raised crosswalks and bikeway
			crossings. S Lamar is a high speed roadway and I worry about
			drivers injuring or killing peds and cyclists at these driveways.
			I see there is a street access that features raised a crosswalk
			and bikeway I'm wondering if it would be possible to do
			this at every driveway and street access in the plan.
7/16/20		1621 E 6th St #1217, Austin	Otherwise, this looks amazing and I couldn't be more proud
17:03:34	Cade Ritter	TX	of the city for doing this.
			Is there a map showing where the left turn lanes are going to
			be? Can you provide that map?
			There is a spring on Hether and South Lamar under the new
			office building that is constantly discharging water. Can that
			situation (which causes lots of water run off, asphalt
7/16/20	Jane Kurzawa		degradation and general unsafe-for-bicycles conditions be
20:29:19	Cravey	2103-B La Casa Dr. 78704	fixed as part of this project?
			I live two blocks from S Lamar.
			I strongly support the addition of protected bike lanes,
			shared-use paths, and landscaping along South Lamar
			Boulevard. Sidewalks should be provided separately from
			bike lanes whenever possible. And all facilities for
			pedestrians and people on bikes should be separated from
			car traffic by a landscape buffer, ideally with street trees.
			This area is extremely dangerous for both cyclists and
7/18/20			pedestrians and is often used as a throughway for
9:11:23	Mike Mitchell	Mikepmitchell@gmail.com	commuters. I'd love to see this of road, one which has

			beautiful views already, and a great one of the capital, get
			the treatment is deserves
			I'm very happy to see this being proposed. Please make it
			happen.
			We really need protected bike lanes, shared-use paths, and
			landscaping along South Lamar Boulevard. Sidewalks should
			be separate from bike lanes whenever possible to avoid
			inevitable accidents between people on bikes and dogs or
			small children - I was hit by a bike on a sidewalk when I was 6
			and got seriously hurt. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees. There are to many
			distracted drivers causing accidents and a curb simply isn't
			enough of a barricade to stop a car - we need serious barriers
			that are also beautiful and help absorb car pollution. This is
7/18/20		11906 Bluebonnet Ln,	an investment that would pay dividends for Austin for
9:17:38	Jennifer Lyon	Manchaca TX 78652	DECADES! Please do it right.
			Please fully fund bike facilities that are separate from
			pedestrians. In one of the most pedestrian and bike centered
			places in town, separating this activity is critical. More
			cyclists will use this for commuting if there are separate
			paths. Consider a family riding bikes together as well. If they
7/18/20			have a young rider they are much less likely to Take them on
9:18:42	Amy Hufford	6814 Joyce st austin 78757	a shared path for fear of the child bumping into a pedestrian.
			I'd love to see the pedestrian and bike improvements to
			South Lamar boulevard fully funded. Safe walking and biking
			in such a growing corridor will improve multimodal mobility
7/18/20		98 San Jacinto Blvd FSR	AND help spur mass transit use, as the last mile becomes
9:22:37	Kimberly Levinson	1007, ATX 78701	much safer.
7/40/20			I am in favor of protected bike lanes, shared-use paths, and
7/18/20	Mania Com	2020 5 4245 3	landscaping along South Lamar Boulevard. I'd like to see
9:24:00	Maria Geary	3020 E 13th st	sidewalks be provided separately from bike lanes whenever

			possible. Most importantly for safety reasons, all paths for
			pedestrians and people on bikes should be separated from
			car traffic by a landscape buffer, ideally with street trees.
			car traine by a landscape buller, lucally with street trees.
			Thanks!
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		3816 S Lamar Blvd, Apt	people on bikes should be separated from car traffic by a
9:24:17	Annalise Reichert	2509, Austin T 78704	landscape buffer, ideally with street trees
			With more and more people interested in cycling and
			walking, it's essential to provide safe facilities. I strongly
7/18/20			support protected bike lanes, shared use paths, and
9:39:08	Cara Bertron	78722	landscaping along South Lamar Boulevard.
			Please make sure the bike and pedestrian paths are fully
			separated with a physical barrier like a median with trees to
			make it safe to walk and bike on the full stretch frim Barton
			Springs rd to 290. Unless pedestrians and cyclists feel trully
			safe from carstoo many will not dare to use alternative
7/18/20		5602 Hudson St Austin TX	transportation options. Those options need to be designed
9:42:01	Ana	78721	for all cyclists and pedestrians to feel safe
			Lamar should be safely bake-able as it connects so many
			parts of Austin. I support the addition of protected bike
			lanes, shared-use paths, and landscaping along South Lamar
			Boulevard. Sidewalks should be provided separately from
			bike lanes whenever possible. And all facilities for
7/18/20			pedestrians and people on bikes should be separated from
9:42:18	Kimberly Smith	2506 E 11th	car traffic by a landscape buffer, ideally with street trees.
			I live in the S. Lamar neighborhood and fully support the
			addition of protected bike lanes, shared-use paths, and
			landscaping along South Lamar Boulevard. Sidewalks should
7/18/20		2216 Thornton Rd, Apt 220,	be provided separately from bike lanes whenever possible.
9:57:01	Gergana Slavova	Austin, TX 78704	And all facilities for pedestrians and people on bikes should

			be separated from car traffic by a landscape buffer, ideally
			with street trees. Thank you for your consideration.
			Please continue to invest in infrastructure that supports safe
			movement by bicyclists and pedestrians. It makes our city a
			more desirable place to live and encourages alternative
7/18/20			modes of traversing the landscape which is great for both the
10:01:08	Elizabeth Schaub		individuals engaging in the activity and the environment.
7/18/20			There is an urgent need for safe bike-riding in the city. It's
10:05:15	Mayra Cerda-Gomez	4207 Bluffridge Dr.	good for the environment and citizen;s health.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		2708 Zaragosa Street,	people on bikes should be separated from car traffic by a
10:13:00	Nyssa Hoerner	Austin TX 78702	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
7/18/20			As cyclist and a driver I think these improvements are
10:13:10	Steve Hanawalt	6408 West Creekview Dr	needed.
			I strongly support increased active, alternative transportation
			infrastructure on South Lamar Blvd. that protects bicyclists
7/18/20		607 Burk Street,	and pedestrians from auto traffic and encourages healthy
10:17:41	William Forbes	Nacogdoches, TX 75964	living and reduces auto congestion in the city.
7/18/20	William Michael	8505-B Cima Oak Lane	I support bike and pedestrian improvement along S Lamar
10:17:43	McGrail Jr	Austin TX 78759	Blvd.
			S. Lamar needs bike-specific lanes. The road is incredibly busy
			and unsafe for bicyclists with the current biking shoulder.
			Alternative routes that do not take South Lamar, however,
7/18/20		621 west 37th st apt 201	entail steep hills and winding neighborhood roads which are
10:22:12	Emily Mackay	Austin, TX 78705	too intense for the average commuter.

				Any increase and for no doctrions, evalists, and transit are
				Any improvements for pedestrians, cyclists, and transit are
				much needed and long overdue! It's preferable to have bikes
7/10/00				and peds separated too. Especially if separation is the long
7/18/20				term goal, it's important to do it now bc everyday that
10:24:08	Zack Lofton	78751		passes, it becomes much more expensive.
				Please make separate bike/pedestrian lanes from traffic on S.
7/18/20				Lamar AND Anderson Lane, W. Anderson, and Spicewood
10:32:01	K Sherwood	7804 Rutgers Ave.		Springs Rd!
			I could benefit	
			monetarily from the	
			project or other item	
7/18/20			about which I am	
10:33:53	Pilly Montez		commenting;	I'd like to see the plans approved and fully funded
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
				people on bikes should be separated from car traffic by a
				landscape buffer, ideally with street trees. IN ADDITION, I
7/18/20		1741 Spyglass Dr #229,		want to see bicycle paths created between Lamar Blvd at 290
10:36:03	Karen Kreps	Austin, TX 78746		and the Violet Crown train on Mopac.
				Please consider our safety as we need to use bicycles for our
				commute. It's really scary to bike down Lamar with the buses
7/18/20				and traffic and no bike lane. I really hope we can make this
10:37:23	Grace Kirby			town an example of bicycle safety and respect.
7/18/20	·	1304 Mariposa Drive, #211;		I urge the City to take all steps to make South Lamar safer
10:37:49	David Todd	Austin, Texas 78704		and more encouraging for pedestrian and bike users.
		,		I support the addition of protected bike lanes, shared-use
			I could benefit	paths, and landscaping along South Lamar Boulevard.
			monetarily from the	Sidewalks should be provided separately from bike lanes
			project or other item	whenever possible. And all facilities for pedestrians and
7/18/20		6402 Carson Ridge, Austin	about which I am	people on bikes should be separated from car traffic by a
10:40:02	James Robertson	TX, 78741	commenting;	landscape buffer, ideally with street trees.

			I cumport the addition of protected hike lance chared use
			I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard.
			' ' '
			Sidewalks should be provided separately from bike lanes
7/40/20		2202 Feet Cide Deite	whenever possible. And all facilities for pedestrians and
7/18/20		2302 East Side Drive	people on bikes should be separated from car traffic by a
10:57:51	Andrew Perlot	Austin, Texas	landscape buffer, ideally with street trees.
			In order to make a safe, attractive, and livable city we must
			separate road, sidewalk, bike trails. One only needs to look
			how other progressive European countries are doing this. It
7/18/20		1906 david street - Austin,	works and more American cities are now trying to play
11:00:39	nirav v. patel	Texas 78705	catchup. Do the right thing.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20	Danny Bamrick-	5608 Avenue F Apt 438	people on bikes should be separated from car traffic by a
11:03:58	Fernandez	Austin, TX 78751	landscape buffer, ideally with street trees.
			Please prioritize protected bike lanes away from cars and
			make it safer for pedestrians and cyclist to get to the all the
7/18/20		5330 C Menchaca Rd	way past 290 and to the Violent Crown Trail then the new
11:04:13	Brad Wimberly	Austin TX 78745	pedestrian bridge that goes over 360 next to mopac.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
11:11:56	Madeline Enos	300 crockett street 208	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		2002 Woodmont Avenue,	people on bikes should be separated from car traffic by a
11:12:14	Walton Persons	Austin, 78703	landscape buffer, ideally with street trees.

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			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		500 East Riverside Drive	people on bikes should be separated from car traffic by a
11:24:44	Daniel Riegel	Apt. 228, Austin, TX 78704	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
11:29:47	Timothy Bray	4801 Placid Place	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		6021 Rutledge Ln, Austin,	people on bikes should be separated from car traffic by a
11:37:06	Bob Murray	TX 78745	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
11:38:03	Ryan Snodgrass	1100 S Lamar Blvd	landscape buffer, ideally with street trees.
7/18/20			
11:38:14	RANDY MALLORY	3620 CLARY WAY	Please have separate paths for bikes and pedestrians.
			South Lamar, between 290 and Barton Springs, is critical for
			commuting and commerce, however is wildly unsafe for
			anyone not in a vehicle (and arguably even those *in*
			vehicles) even with sidewalks and bike lanes. Given the
			importance of this artery to downtown and the need to make
			alternative transportation means more approachable to
7/18/20		2915 Corbin Ln; Austin TX	mitigate traffic and pollution, a separated bike and
11:49:37	Chrissy Oyler	78704	pedestrian lane is absolutely necessary.

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				Implement and fully fund Lamar improvements ASAP. We
				desperately need to connect the very well developed
				neighborhood cycle infrastructure near Lamar to an actual
7/18/20		2713 windswept cove #1		cycleway to promote major adoption of biking as a method
11:50:41	Ryan Rosshirt	Austin TX 78745		of transportation.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/18/20		4610 Mt. Vernon Dr.,	I am employed by	people on bikes should be separated from car traffic by a
12:12:32	Emily Kaye	Austin, TX 78745	TxDOT;	landscape buffer, ideally with street trees.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along the entirety of South Lamar
				Boulevard- not just from Riverside to Barton Springs.
				Sidewalks should be provided separately from bike lanes
				whenever possible. Pedestrians and bikers should be
				separated from car traffic by a buffer, preferably with trees.
				The City of Austin should work to fully-fund the project to
				provide ultimate safety to pedestrians and bikers along the
				entire roadway. It's better to spend more money now to do it
				right, then have to go back in ten years later to complete it.
7/18/20		500 S. Congress, Apt 107,		Please consider allocating the funds for separate bike lanes
12:13:10	Isabella Vick	Austin TX 78704		for South Lamar all the way to Ben White.
				Lamar Boulevard has been a part of bicycle routes in my daily
				life for many years. Throughout those year I have had
				countless close calls with distracted drivers, it often feels
				unsafe. If there were protected lanes for cyclists on South
				Lamar, we would definitely see increased bicycle traffic, less
				vehicular traffic and safer streets for us all. Please help us to
7/18/20				fund this project to build safer passageways for our fellow
12:13:20	Zac Powell	8108 Texas Plume Rd		Austinites, thank you!
				I've come within inches of being hit by a distracted driver
7/18/20				while biking on South Lamar. I support the addition of
12:21:55	Laura Stude	2805 S 5th St		PROTECTED bike lanes, shared-use paths, and landscaping

			along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.
			Hello,
			As an active biker, I have routinely taken roundabout routes to avoid South Lamar at all costs. I am thrilled you are prioritizing a redevelopment of South Lamar to increase pedestrian and biking access. South Lamar is a thriving thoroughfare so close to downtown, and the opportunities to engage with the streetscape without relying on cars are plentiful if we choose the right path forward. Please prioritize dedicated, protected bike lanes along the entire corridor from Riverside Drive to US 290. Attempting to squeeze walkers with dogs, individuals with disabilities in wheelchairs, and other pedestrians into one path with bikers will create dangerous and unnecessary conflicts, and ultimately limit the use of this space. With both protected bike lanes and additional sidewalks, everyone can comfortably and safely travel down this great corridor. Please also do your best to make sure all facilities for pedestrians and people on bikes are separated from car traffic by a landscape buffer, ideally with street trees. Then South Lamar Boulevard will finally live
7/18/20	Fuia Karafuaan	1406 Bouldin Ave, Austin,	up to its name as a grand Boulevard all Austinites can be
12:30:44	Eric Kaufman	TX 78704	proud of. Thank you!! I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		Í	whethever possible. And all facilities for pedestrials and
			people on bikes should be separated from car traffic by a

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			As a cyclist who lives in South Austin and enjoys riding
			downtown and to our city's parks and small businesses along
			Lamar, Barton Springs, and nearby streets, I support the
			addition of protected bike lanes, shared-use paths, and
			landscaping along South Lamar Boulevard. I regularly see
			cyclists of varying skill levels riding in the unprotected bike
			lanes along South Lamar. As a main surface street / artery
			into the city, South Lamar has numerous businesses that
			people want to visit, whether they are traveling by car, by
			bicycle, or on foot. The vehicle traffic in and out of
			businesses can create an unsafe and sometimes chaotic
			environment for shared travel. I believe that creating bike
			lanes and walkways that are physically separated from
			vehicular traffic with fewer entry points into businesses will
			greatly improve safety for all travelers and will remind
			drivers to look for cyclists and pedestrians.
7/18/20		5426 Fairmont Circle,	
12:40:47	Katherine Searcy	Austin, TX 78745	Please fund these improvements! Thank you!
			Hi there. I am a bicyclist in Austin and I support the addition
			of protected bike lanes, shared-use paths, and landscaping
			along South Lamar Boulevard. Sidewalks should be provided
			separately from bike lanes whenever possible. And all
			facilities for pedestrians and people on bikes should be
			separated from car traffic by a landscape buffer, ideally with
			street trees. I also encourage you to take this same approach
			with Jollyville in NW Austin. I have had so many close calls on
			Jollyville that I do not feel safe to bike or even to run there.
			Distracted motorists are a constant threat as they drive fast
			and are distracted by their phones. I am happy to pay more
7/18/20			taxes to make our town more bike friendly, accessible, and
12:41:05	William Schroeder	5800 misty hill cove 78759	healthy.
			I support the addition of protected bike lanes, shared-use
7/18/20		2506 E 11th, Austin, TX	paths, and landscaping along South Lamar Boulevard.
	Adam Hite	78702	Sidewalks should be provided separately from bike lanes

				whenever possible. And all facilities for pedestrians and
				people on bikes should be separated from car traffic by a
				landscape buffer, ideally with street trees. We need to plan
				for the future. Time is running out due to climate change. We
				have to transform our city to fight human extinction.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/18/20		905 glen oak dr austin tx		people on bikes should be separated from car traffic by a
12:41:39	Bennett Brown	78745		landscape buffer, ideally with street trees.
				Please extend the protected bike lanes, separated from the
				sidewalk, further down Lamar! It's worth our city \$\$ to
				extend that access, having a merged ped/bike lane is going to
7/18/20				be too congested and unsafe, we really need a dedicated
12:44:24	Stephanie	1406 Bouldin Ave 787"4		lane
				The city needs to make South Lamar safe for pedestrians and
				people on bikes. I support the addition of protected bike
				lanes, shared-use paths, and landscaping along South Lamar
				Boulevard. Sidewalks should be provided separately from
				bike lanes whenever possible. And all facilities for
				pedestrians and people on bikes should be separated from
				car traffic by a landscape buffer, ideally with street trees.
				car traine by a fanascape burier, ideally with street trees.
				A pedestrian and bike crossing over the railroad tracks at
7/18/20		904 Josephine St., Austin		Treadwell would be a great way to link Zilker with Bouldin
12:45:06	Thomas Perkowski	TX, 78704		and the greenbelt.
12.73.00	THOMAS I CIROWSKI	17, 70704		I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/18/20		3405 Santa Fe Drive Austin	I am employed by	people on bikes should be separated from car traffic by a
· · ·	Adrianno			
12:56:04	Adrianne	TX 78741	TxDOT;	landscape buffer, ideally with street trees.

			The second the statistic of the statistic formation of the statistic format
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		2409 Town Lake Cir, 234,	people on bikes should be separated from car traffic by a
12:56:50	Eric Galloway	Austin, TX 78741	landscape buffer, ideally with street trees.
			I am generally in favor of the proposed changes to South
			Lamar Boulevard. I support changes to Austin streets that
			make them safer for all users, and provide people with
			healthier, cheaper and greener alternatives to driving a
			personal automobile. I would especially encourage all street
			modifications to include separate, dedicated facilities for
7/18/20			pedestrians and cyclists, as well as physical barriers between
13:04:16	Paul K.		pedestrians/cyclists and automobile traffic.
			Please consider fully funding safe bicycle and pedestrian
			infrastructure on South Lamar between Barton Springs and
7/18/20			Ben White. Cyclists and pedestrians should have their own
13:04:50	Eryn Moris	1178 Graham St. Austin, Tx	dedicated paths.
			This would greatly benefit so many in Austin. I live in Travis
			Heights and bike around town and am part of many bike
			groups. Lamar south of the River is definitely the most
			dangerous part of many rides and is known to be so. Even if
7/18/20			you just have to cross Lamar at one of the lights it can be the
13:06:48	James Benson		scariest part of the trip.
			I would love to see the addition of protected bike lanes,
			shared-use paths, and landscaping along South Lamar
			Boulevard. Sidewalks should be provided separately from
			bike lanes whenever possible. And all facilities for
			pedestrians and people on bikes should be separated from
7/18/20		4905 Avenue H, Austin TX	car traffic by a landscape buffer, ideally with street trees.
13:07:18	Michael Rooney	78751	Thanks for your help!
7/18/20			I completely support this project. I hope you can make it
13:18:10	Rémy Greinhofer		come true.

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			I support the addition of protected bike lanes and shared-use
			paths on South Lamar! Sidewalks should be provided
			separately from bike lanes. Facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			I bike this route all the time and it is dangerous,
			uncomfortable and difficult to maneuver. I view it as a
			serious accessibility and fairness issue because anyone with
			physical limitations would be completely incapable of biking
			or even traveling via mobility assistance device along this
7/18/20		1905 Cresthaven Dr.,	route. Please make travel safe and equitable for all
13:18:39	Aaron Barker	Austin, TX 78704	regardless of ability levels!
7/18/20		1304 Willow St Austin TX	, ,
13:37:28	Jennifer Conroy	78702	Agree! Make S Lamar safe for bicycles!
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
13:53:49	Ken Hine	3315 Cherry Ln	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
7/18/20			landscape buffer, ideally with street trees.
13:56:25	Jen Johnston	1112 Linden Street	
			South Lamar has become a terrifying place to ride a bike. I
7/18/20			hope that you fund this project, and provide a safe place for
14:11:42	Glenn Twiggs	2810 Rock Terrace Drive	me to ride and run errands.
			I've been biking back and forth on S. Lamar for over 30 years.
7/18/20		8901 Chisholm Lane, ATX	It has already gotten better. However, after reading about
14:17:13	Jim Summers	78748-6381	the planned improvements described by Bike Austin, I want

			to support them. While the next part of my comments if
			from them, it does reflect my wishes too.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			Please fully fund this vital project! South Lamar is so
			dangerous for pedestrians and bicyclists! We need this to
7/18/20		4017 Victory Drive, #156,	stop the many unnecessary deaths and injuries of our
14:23:09	Kimberly Tarter	Austin TX 78704	citizens!
			Hi. I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		6126 Sierra Leon, Austin,	people on bikes should be separated from car traffic by a
14:25:48	Juergen Ahaus	TX 78759	landscape buffer, ideally with street trees.
			Funding this corridor would be a game changers for me. I live
			in South Austin and biking is my only mode of transportation.
			I work as a bartender often downtown or on the East Side so
			having a safe path home at night is vital for me. With public
7/18/20			transportation becoming so unsafe, it's the only way I can get
14:33:15	Crystal	1211 South Trace Drive	home
			Please support protected bike lanes. Austin is a biking city
7/18/20		1109 Southwood Rd Austin,	and we need to improvelike San Diegi, NYC, San Francisco,
14:40:14	Karen Umminger	Tx. 78704	Sesttle, Portland have done.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
14:42:00	Daniel Cobb	800 W 38th Street	landscape buffer, ideally with street trees.

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			I support the proposed improvements to South Lamar
			Boulevard including the unfunded plans. The South Lamar
			Boulevard right-of-way provides the only means for many
			South Austin residents to travel from one area to another via
			foot or bicycle, yet the corridor is dangerous to both. The
			unfunded plans are critical to keeping bicyclists and
			pedestrians separated. Putting them both onto a shared-use
			path with heavy pedestrian and bicycle traffic is an invitation
			to accidents and discourages active transportation.
			Furthermore, the beautification with trees, streetscape and
			landscape improvements and enhanced lighting will improve
			the quality of life for South Austin residents. Improving
			South Lamar Boulevard now is a once in a generation
7/18/20			opportunity and half-way measures are a waste of resources.
14:43:47	David L Falk		Implement the funded and unfunded plans.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		1912 Romeria Dr, Austin,	people on bikes should be separated from car traffic by a
14:46:06	Louis Vera	TX 78757	landscape buffer, ideally with street trees.
			protected bike lanes, crosswalk likes that change faster so I
7/18/20			don't have to cross without, ticket drivers who run lights and
14:46:13	steve lucas	2706 del curto rd	don't stop at flashing red lights.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		2006 Ann Arbor Ave Austin	people on bikes should be separated from car traffic by a
14:50:49	Diane Collier	Tx 78704	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
7/18/20		1202 Shelley Ave, Austin,	Sidewalks should be provided separately from bike lanes
15:00:21	Brian Pape	TX 78703	whenever possible. And all facilities for pedestrians and

			manufa an lettera de l'Alberta
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20		1204 Shelley Ave, Austin,	people on bikes should be separated from car traffic by a
15:01:09	Paige Frederick	Texas 78703	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
15:08:08	Michael Hernandez	2011 Lazy Brook 78723	landscape buffer, ideally with street trees.
			For way too long, South Lamar Boulevard has been a
			nightmare for most anyone on foot or on a bike. But that
			could soon change.
			A virtual public hearing is now underway regarding
			improvements planned for South Lamar all the way from
			Riverside Drive down to US 290 (Ben White). You can review
			the current plans and watch a video of the city's presentation
			here.
			The plans for the northernmost segment, from Riverside
			Drive to Barton Springs Road, look great. They include 7-foot
			sidewalks where possible and 10-foot, two-way bike lanes on
			both sides of the road, separated from car traffic by 7-foot-
			wide landscaped areas. These improvements are fully
			funded. If they're approved, construction is expected to
			begin this coming winter.
			Segui tins coming writer.
			The plans for the southern stretch, from Barton Springs Road
7/18/20			to 290, also look good, but current funding falls short of
15:09:28	Nick Littlejohn	1200 Barton Hills 78704	what's really needed. The funded improvements include 8-

			foot-wide shared-use paths on both sides of the road, separated from car traffic by 2-to-4-foot-wide landscape buffer zones. The number of car lanes wouldn't change: there would still be two lanes in each direction, plus a median/left turn lane with landscaping or streetscape in the median islands. As South Lamar becomes more walkable and bikeable, there are bound to be conflicts between pedestrians and people on bikes sharing an 8-foot-wide path. The currently unfunded
			plans call for building separate sidewalks and converting the
			shared-use paths to dedicated bike lanes. Trees, lighting, and other improvements would also be added.
			We'd like to see these plans approved and fully funded.
			Please join us by showing your support for well-designed
			bicycle and pedestrian facilities along this critical corridor.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			This would be an overall investment in the city's appeal and
			sustainability as residents are more likely to curb emissions
			given a safer environment. As a resident of Zilker
			neighborhood, I would bicycle commute to work every day
			down S. Lamar if it weren't for the dangers associated with
			not having a dedicated lane. Currently, I'm forced to embrace
7/18/20		2302 Barton Skyway, Unit	the slowdowns and distracted, tired drivers crossing 2-way
16:24:44	Wesley Justice	#A	and 4-way stops on residential streets in low light hours. The

				reality is I drive more often than I'd like, and we're all worse off the more cars are on the road.
7/18/20 16:28:28	John Day MD	11915B Charing Cross Rd, Austin, Tx 78759		I used to bike on South Lamar regularly, but it always had to be fast and athletic, or early on Sunday morning. It's a pretty wild ride for veteran cyclists, and I have avoided it the last couple of years. If it were actually safe, novice bicyclists could use it.
7/18/20 17:27:42				I support the proposed addition of walking and bike lanes on Lamar, provided car lanes are not affected.
				Need a full sidewalk on the west side of Lamar between Bluff and Treadwell.
				Traffic calming measures to make bicycle and scooter riding safer all along the route would be nice.
7/18/20 17:31:52	Dave Sullivan	1710 Waterston Ave Austin TX 78703		Prepping S. Lamar for light rail center running should be considered.
				I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and
7/18/20 17:36:20	Vanessa vail	5616 S 1st, #25, Austin, TX 78745		people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees.
7/18/20	Vallessa vall	9601 Curlew Drive, Austin		landscape burier, ideally with street trees.
17:40:06	David	Texas 78748		The plan foe the bicycle lanes look great go for it.
				I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and
			I could benefit monetarily from the	people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. Lamar is currently
			project or other item	far too dangerous to bike on. Having it more like Congress I
7/18/20		601 nelray blvd unit 1	about which I am	believe would be super beneficial not only for pedestrians
17:57:25	Amanda Burris	Austin TX 78751	commenting;	but businesses alike.
7/18/20		4411 Spicewood Springs		Please fund the construction of protected bike lanes and
18:15:30	Eden Myers	Rd. Austin TX 78759		shared-use paths down South Lamar- and please separate

			sidewalks from bike lanes. I ask for this as a pedestrian, a
			·
			runner, a cyclist and a bike commuter! Lanes for people on
			foot and people on bikes should be separated from car traffic
			by a landscape buffer, with trees- those are a necessity for
			improved safety, decreased heat and noise and improved air
			quality and flood control.
			Anything to make South Lamar south of Barton Springs Road
			safer and more bike friendly would be \$ well spent. The
			number of cyclists using that road continue to increase and
			having a protected lane would encourage more cycling and
7/18/20		2108 Ashby Ave, Austin	less car traffic. The proposed protected lanes are a very good
18:53:04	Rich Gramann	Texas 78704	idea.
			I live on S. Lamar and ride my bike to work every day down
			up Lamar to Barton Springs. Though I appreciate the current
			bike lane and acknowledge that it is better than nothing. I
			still have several close calls a week, when drivers drift in to
			the bike lane, or better yet when delivery trucks obstruct the
			bike lane forcing me into the main lanes. This PROTECTED
			bike lane would add a level of comfort that would hopefully
7/18/20		3401 S. Lamar #3334	encourage others to participate in alternative modes of
18:56:50	Kenton	Austin, TX 78704	transportation.
			Please add protected bike lanes, shared-use paths, and
			landscaping along South Lamar Boulevard as well as
			elsewhere throughout the city, ideally with street trees. The
			landscaping is so important in our major thoroughfares like
7/18/20		3000 E 17th St, Austin TX	Lamar and MLK Blvd because they make non-car
19:04:36	Brad Love	78702	transportation more pleasant and build community.
			I support the addition of one-way protected bike lanes on
			each side of the street and landscaping along South Lamar
			Boulevard. Sidewalks should be provided separately from
			bike lanes at all times. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
7/18/20			landscape buffer, ideally with street trees. Posted speed
19:18:08			limits should be reduced and the speeds should be reduced

			through the use of road diets, chicanes and roundabouts
			whenever possible.
			This is such a busy route that deserves proper pedestrian and
			bicycle infrastructure. On major roads like this we need
7/18/20			protected bike lanes and sufficient sidewalks so all road users
19:21:18	Stuart Reichler	6309 Wild st. 78757	can travel safely.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
19:21:50	Matthew Vidakovich	3204 menchaca dr	landscape buffer, ideally with street trees.
			First of all, why isn't the request for comments more
			transparent? Please reach out to bike shops and local riding
			groups.
			Second, riding on South Lamar is terrifying. The bike lane
			exists for parts of the road and disappears for others. People
			have literally been killed as a result. (See the ghost bike by
			the old Red's Porch).
			We desperately need a full bike lane running from Riverside
			to 290. It's absurd that we don't have it already.
7/18/20			
20:06:04	jamey	2928 kassarine pass	Thanks for fixing this.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/18/20			people on bikes should be separated from car traffic by a
20:20:34	Genevieve		landscape buffer, ideally with street trees.
			I commute by bike to work every day from Lamar Union to
7/18/20			downtown and it's very dangerous. I've almost been hit
20:50:11	Zach Wilson	1100 S Lamar Blvd, #1541	many times. I oftentimes end up taking the sidewalk if I don't

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				see any pedestrians ahead of me. The road is too fast for a
				bike (especially going south) and the sidewalk is winding and
				falling apart. I know a lot of people near me who would
				commute by bike if there was a bike lane.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/18/20				people on bikes should be separated from car traffic by a
22:14:32	Emily Golding	3401 S. Lamar Blvd #3334		landscape buffer, ideally with street trees.
	,			I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/18/20		8009 Willet Tr, Austin TX,		people on bikes should be separated from car traffic by a
22:51:29	Jason Perez	78745		landscape buffer, ideally with street trees.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/19/20		4505 red river st b, Austin		people on bikes should be separated from car traffic by a
0:19:31	Jonathan Muzacz	Texas 78751		landscape buffer, ideally with street trees.
			I could benefit	, ,
			monetarily from the	
			project or other item	
7/19/20			about which I am	South Lamar is a death trap to ride on especially when you
0:49:51	Zachary Ingram	6704 Regiene rd	commenting;	are delivering food for work.
	, 0	- C	<u> </u>	I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard. The
				proposed bicycle and pedestrian facilities that are proposed
				from Riverside to Barton Springs are excellent and should be
				preserved. Sidewalks should be provided separately from
7/19/20		1317 Corona Dr, Austin, TX		bike lanes whenever possible. And all facilities for
11:45:22	Kathryn Flowers	78723		pedestrians and people on bikes should be separated from

			car traffic by a landscape buffer, ideally with street trees.
			Every effort should be made to procure funding for the
			unfunded improvements for the Barton Springs to 290
			section in order to make this possible.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/19/20			people on bikes should be separated from car traffic by a
12:11:20	Gina Helfrich		landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/19/20			people on bikes should be separated from car traffic by a
13:16:15	cf wimbrow	2420 wilson st.	landscape buffer, ideally with street trees.
			In it's current state, South Lamar Blvd is dangerous to bikers,
			pedestrians and motorist! I support the addition of protected
			bike lanes, shared-use paths, and landscaping along South
			Lamar Boulevard. Sidewalks should be provided separately
			from bike lanes whenever possible. And all facilities for
7/19/20		1607 Margaret St., Austin,	pedestrians and people on bikes should be separated from
13:51:30	Becky Arreaga	TX 78704	car traffic by a landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/19/20		1004 E. 15th St. #B, Austin,	people on bikes should be separated from car traffic by a
14:06:41	Chadwick Wood	TX 78702	landscape buffer, ideally with street trees.
7/19/20		5112 S 1st St. #143 Austin,	Please make South Lamar a safe and accessible street for
14:19:27	Tim Dombeck	TX 78745	pedestrians and cyclists.
			One of my biggest complaints when I first moved here was
7/19/20	Laura Morrison	1200 Broadmoor Drive Apt	that such a big artillery road like South Lamar didn't have
15:52:32	Pibel	249, Austin Texas 78723	consistent bike lanes. I lived on South Lamar right by Opa!

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				and it was fine to go a little south on the not-well-marked
				bike lane but if I wanted to get downtown, I felt incredibly
				unsafe riding down South Lamar past the Alamo Drafthouse.
				I once rode the bus and watched the bus driver honk
				furiously at a biker who was just biking down the street.
				Something that the biker is legally allowed to do but because
				there is no designated or protected bike lane, it was slowing
				down traffic. I was far more concerned for the biker being
				harmed by aggressive drivers than I was about the slow
				down in traffic. I think a bike lane on South Lamar would be
				excellent for that safety reason! It's also a street where a lot
				of people use those electric scooters on so it would help in
				that congestion as well. It just makes so much sense seeing
				how much business happens on South Lamar and how much
				of a major road it is.
				Need ONE WAY separate bike lanes on Lamar, not 2-way.
7/19/20			I do business with	Too many intersecting streets and drivers won't watch for
16:39:57	Betsy Hilton	4001 Mendez St.	TxDOT;	contraflow bicyclists.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/19/20		5106 N Lamar, Apt 227		people on bikes should be separated from car traffic by a
17:26:55	Tom Morgan	Austin, TX 78751		landscape buffer, ideally with street trees.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard.
				Sidewalks should be provided separately from bike lanes
				whenever possible. And all facilities for pedestrians and
7/19/20				people on bikes should be separated from car traffic by a
18:06:09	Peter Comer			landscape buffer, ideally with street trees.
				I'd love to see more protected space for bicycles and
				scooters. I live on Riverside and would visit businesses on
7/19/20		300 E Riverside Dr Apt 211,		South Lamar more frequently if I felt I could get there safely
18:07:28	Ben Ritter	Austin, Texas 78704		on my bike.

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			There absolutely must be two separate lanes for pedestrians
			and bikers with concrete dividers between. I have had to
			throw myself off the Green Belt trail three or four times to
			keep from being mowed down by men on bikes. Pedestrians
			are supposed to have the right of way, yes. Men on bikes
			don't care. And if you yell at them to be careful, I have
			actually had them get off their bikes and come back and
			lecture me in a threatening fashion, so my life was in danger
			not once but twice. I too have biked as my main mode of
			transportation. There should be separate lanes for every
7/19/20			mode of transportation, and pedestrians need their own
18:28:07	Joy Cunningham	1807 Dexter Street	discrete and protected path.
			South Lamar has so much unmet potential in its current
			form. Without a protected bike lanes, Non motorized
			commuters lack options connecting the center of austin with
			southern neighborhoods. It's such a bit opportunity to
			expand sustainable commuting, help local businesses, and
7/19/20		1808 e 14th St, Austin,	improve safety for bikers. Pedestrians, bikers, and motorists
18:48:00	Adam bartaz	Texas 78702	should all have separated lanes for commuting.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/19/20		1741 Spyglass Dr #229,	people on bikes should be separated from car traffic by a
18:54:25	Arye Shapiro	Austin, TX 78746-6888	landscape buffer, ideally with street trees.
			I'm writing in support of adding protected bike lanes, shared-
			use paths, and landscaping along South Lamar Boulevard. We
			should have separate pedestrian and bicycle traffic wherever
7/19/20			possible, and should have physical barriers separating bikes
20:14:36	Jeremy Meyers	1100 Kinney Avenue	and pedestrians from cars when we can.
			Bike lanes separated from vehicular traffic by a solid barrier
			is the only way to make bike lanes usable, especially on a
7/19/20		405 Cherry Hill Drive,	high velocity road like South Lamar. If you can't see your kids
20:15:25	Matt Arth	Austin	riding on that bike lane, then most people aren't going to use

			it. And shared use with pedestrians is a nice concept, but in practice doesn't work great. A sidewalk separate from the bike lane is important. If it needs to be a two way bike lane on one side of the road to fit, then that is preferable to a
			shared use path. Thanks!
		_	Connecting 78704 to downtown through I lived bike lanes
7/19/20		1407 West 39th 1/2 St	down lamar will great improve the safety of cyclist and added
20:15:49	Daniel Vidsl	78756	much need infrastructure to the main corridor of the city.
			I live right off South Lamar and a vast majority of my primary
			errands take place on S. Lamar. I would be vastly more likely
			to get out of my car and bike to do my errands if I didn't feel
			like I was taking my life in my own hands every time.
			Protected bike lanes would reduce traffic and air pollution,
			encourage exercise, and strengthen community. I support
			the addition of protected bike lanes, shared-use paths, and
			landscaping along South Lamar Boulevard. Sidewalks should
			be provided separately from bike lanes whenever possible.
- 4 - 4			And all facilities for pedestrians and people on bikes should
7/19/20		1100 Kinney Ave., Austin	be separated from car traffic by a landscape buffer, ideally
20:27:22	Alex Meyers	TX 78704	with street trees. Thank you!
			Looking good. Ideally a second elevated promenade on either side with pedestrian bridges would be ideal. More areas for sidewalk traffic for businesses on the second floor. Pedestrians below would have shade, and could safely cross the street while avoiding traffic completely. Zoning should be so buildings are built in a stepped fashion so we are not in canyons and can still see the sky. The Southern Pacific railway should be turned into/incorporate a biking highway with bridges/tunnels so bikes can quickly travel here while avoiding all street traffic. This bikeway should go all the way to Buda.
7/20/20		1513 Coriander Dr. Austin	I also wonder if traffic flow can be improved with
1:40:49	17 Rue Parmentier	Tx. 78741	roundabouts.

With enthusiasm and anticipation, I support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Let's make this a signature Austin BOULEVARD! In the plan, please make sure that sidewalks are separated from bike lanes whenever possible. And, require landscape buffering (i deally with trees) of all facilities for pedestrians and bikes from car traffic. Vill Godwin Austin, TX 78704 Is support the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be separated from car traffic by a landscape buffer, ideally with street trees. I am a resident and constituent of Austin, Texas. I drive, bike and walk on a regular basis. Austin has an obvious traffic problem, one that cannot be solved with additional automobile lanes on our current roads. We need options for safe and multi-modal transportation. The proposed improvements on south Lamar would be an excellent addition to Austin's transportation infrastructure. I fully support wide, protected bike lanes and separated sidewalks on south Lamar, along with landscape buffers to help protect against automobile traffic (add a bunch of trees while we're at it!). We are moving in a good direction, but there's still a lot of work to be done. The car has choked our city for too long and				
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				at it!).
				We are moving in a good direction, but there's still a lot of
1.2 2. 2. 2 1 1 1 1 1				
we need to seize this moment in time to do something				· · ·
different. I appreciate the hard work that Austin's				9
transportation department puts into our infrastructure and				• •
7/20/20 5705 Signal Point, Austin, am extremely excited to see our city grow and adapt in a	7/20/20		5705 Signal Point, Austin	
8:27:26 Michael McNoldy TX 78724 positive and environmentally friendly direction.	1	Michael McNoldy		,
7/20/20 1600 Barton Springs Rd. I support the addition of protected bike lanes, shared-use		onder menteral		
9:29:28 Gary Hamilton #6601, Austin, TX, 78704 paths, and landscaping along South Lamar Boulevard.	1	Gary Hamilton		

	T		
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees. THESE
			IMPROVEMENTS SHOULD BE IMPLEMENTED FOR THE ENTIRE
			PORTION OF LAMAR BLVD FROM RIVERSIDE TO BEN WHITE
			BLVD.
			I live in the South Lamar neighborhood and I commute via
			bike to Riverside Drive sometimes for work. I've had a few
			close calls with cars not honoring the tiny bike lane and it's
			not fun. I personally can count 4-5 friends in the past who
			have said they don't bike certain segments because it doesn't
			feel safe. The bus stops also present a major concern as the
			cyclist would either have to stop for the loading or merge
			into car lanes to traverse. So many people live along South
7/20/20		3302 Clawson Rd., Austin,	Lamar it makes so much sense to update this minimalistic
10:01:31	Benjamin Kidder	TX 78704	approach to bike lanes.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/20/20		5106 N Lamar, #130,	people on bikes should be separated from car traffic by a
10:10:16	Kelsey Balaban	Austin, TX 78751	landscape buffer, ideally with street trees.
	,		I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			Of paramount importance is better bike connectivity
			between Zilker and Bouldin / Travis Heights. Currently
7/20/20		2121 Melridge Pl, Austin,	crossing Lamar at Hether / Mary is a hazard especially for
10:12:47	JP Maxwell	TX, 78704	children. We live in Zilker and our kids go to Becker

			Elementary and Lively middle school meaning both often
			take that bike route. Having some sort of protected bike lane
			between these neighborhoods across Lamar is critical for
			safe non-automobile transport.
7/20/20			I bike this stretch of road semi-regularly and it is very unsafe
10:15:21	Michael Lefkowitz	601 Long Bow Long	, , ,
10.15.21	IVIICIIdei Leikowitz	601 Long Bow Lane	for cyclists I support the addition of protected bike lanes, shared-use
			· · · · · · · · · · · · · · · · · · ·
l			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees. City
- / /			improvements to increase bicycle and pedestrian safety
7/20/20		4115 E 12th street unit 2,	make the city a healthier and more desirable place to live
10:16:26	Madeline Acri	Austin TX, 78721	and recreate.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/20/20		6107 Shoal Creek Blvd	people on bikes should be separated from car traffic by a
10:23:39	Victoria Taylor	Austin 78757	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard from
			Barton Springs to at least Menchaca but preferably all the
			way to 290. Sidewalks should be provided separately from
			bike lanes whenever possible. And all facilities for
7/20/20			pedestrians and people on bikes should be separated from
10:26:22	Sarah Tower	1801 Bluebonnet Ln 78704	car traffic by a landscape buffer, ideally with street trees.
			The proposed improvements look good where there are
			separate and protected lanes for cyclists. The best case is
			the landscaped barrier between vehicular traffic and
			pedestrian/cyclist traffic, but even a minimal raised curb is a
7/20/20			vast improvement over the current configuration. I urge you
10:35:15	Lance Labun		find ways to fund the landscaped barrier where possible. For

	T		
			example, local businesses will want to encourage foot traffic,
			and pedestrians such as myself will find it much more
			pleasant to spend time among shops and restaurants if there
			are shade trees and landscaping protecting us from vehicles.
			Please create separate bike AND pedestrian areas along
			South Lamar Blvd that are also TOTALLY separated from
			traffic. See Madison, Wisconsin's extensive bike system.
			Without these separations, it is not feasible to ride a bike
			along South Lamar with the current bike lanes. The traffic is
			going way too fast, there is not enough separation between
			bikes and traffic, there is often debris in bike lanes, and there
7/20/20		3507 Eldorado Trail, Austin,	is too much traffic to make this safe even for experienced
11:02:07	Sue Etter	TX 78739	bicyclists. Thank you.
			We have lived close to S Lamar for 9 years and have always
			wished we had a safer option for traveling on foot and by
			bike. Our family loves the convenience of being close to
			everything, and biking is an important way to stay healthy
			and stay active as a family. We support the addition of
			protected bike lanes, shared-use paths, and landscaping
			along S Lamar Boulevard. Sidewalks should be provided
			separately from bike lanes whenever possible. And all
			facilities for pedestrians and people on bikes should be
7/20/20		1910 Anita Drive Austin, TX	separated from car traffic by a landscape buffer, ideally with
11:05:13	Jennifer	78704	street trees. Thank you!!
			I support adding actual, protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard. I also
			agree it's very important to make hese paths for people on
7/20/20		2400 spring creek drive	bike or feet physically separate from the car lanes and traffic
11:08:02	Amy Gray	Austin 78704	with a landscape buffer, ideally street trees.
	,,		I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
7/20/20		805 Cumberland Rd. Unit	whenever possible. And all facilities for pedestrians and
11:45:03	Jessica	A, Austin TX 78704	people on bikes should be separated from car traffic by a
11.43.03	Jessica	n, Austill 17 70704	people on bikes should be separated from cal traffic by a

			Landana and Maria Maria Maria Andrea and Anne
			landscape buffer, ideally with street trees - and/or
			immoveable obstacles to protect cyclists. Please take into
			serious consideration making cyclists in bike lanes visible for
			car traffic attempting LEFT turns across traffic and bike lanes
			if there is one shared left turn median on Lamar, cars can
			turn left across oncoming bike traffic at anytime - this is very
			dangerous, especially when view is obstructed. Keep
			everyone safe!
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/20/20			people on bikes should be separated from car traffic by a
12:03:24	Jesse Bernal	1909 Forest Hill Dr	landscape buffer, ideally with street trees.
			As a 78704 resident, I wanted to contact you to express my
			support for the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/20/20		3815 Menchaca Rd Apt 38	people on bikes should be separated from car traffic by a
12:42:49	Chris Leriger	Austin TX 78704	landscape buffer, ideally with street trees.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/20/20			people on bikes should be separated from car traffic by a
13:02:43	nicholas vaughan	2021 Ford austin 78704	landscape buffer, ideally with street trees.
			I FULLY support the addition of protected bike lanes, shared-
			use paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/20/20		1529-11 Barton Springs	people on bikes should be separated from car traffic by a
13:17:38	Eric Hirst	Road	landscape buffer, ideally with street trees.

		I	
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/20/20		1115 Kinney Ave. Apt 09	people on bikes should be separated from car traffic by a
14:14:30	Jacob Geyer	Austin TX 78704	landscape buffer, ideally with street trees.
			My bike is my primary mode of transportation, so I am very
			happy to see bicycle-friendly and safety improvements
			proposed for S. Lamar. In general, I support all parts of the
			S. Lamar improvements. However, I think that the volume of
			both foot and bicycle traffic on this corridor requires physical
			separation of pedestrians from cyclists. That is, I do not
			agree with a shared cyclist/pedestrian path; each should
			have their own paths, and both should be physically
7/20/20			separated from traffic by continuous, raised barriers (not just
16:26:01	Dave Obermann	Austin, TX	paint, poles and bumps).
			South Lamar could benefit immensely from dedicate bike
			lanes. I support the overall plan to add bikeways that are
			separated by landscaping. A mobile Austin will reduce traffic,
7/20/20			beautify the city and make Austin even cooler than it is now.
17:06:08	Todd Swannack	4518 Langtry Ln, Austin	Please seriously consider this program.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			I fully support the building of dedicated and protected bike
			lanes the length of South Lamar. As a 27-year resident of
			Barton Hills, and a cyclist in Austin since 1983, I have never
			been able to use S. Lamar on my commute in any way. Even
7/20/20		2302 Arpdale St. Austin TX	with my personal confidence in my riding skills and comfort
18:11:49	John Stokes	78704	riding on almost any surface roads with or without a bike

			lane, with the existing lanes on So. Lamar are separated from
			speeding traffic by a 6-inch margin with only painted stripes I
			will not ride south on this corridor.
			I ENTHUSIASTICALLY support the addition of protected bike
			lanes, shared-use paths, and landscaping along South Lamar
			Boulevard. I also STRONGLY support the removal of a lane of
			traffic in the stretch between Riverside and Barton Springs.
			PLEASE separate all bike lanes from BOTH traffic and
			sidewalks and do not create situations where bikes and
			pedestrians are placed in conflict with one another. Instead
			of the shared use path in the stretch between Barton Springs
			and 290, please move to protected bike lanes and separated
			sidewalks and stick to 10' lane widths to help slow deadly car
7/20/20		711 Patterson Avenue	traffic. THANK YOU for these EXCITING and much needed
18:25:28	Sarah Simpson	Austin TX 78703	active transportation improvements.
			We really need to improve the S. Lamar corridor to make it
			more friendly to cyclists and pedestrians. Right now it is
			terrible. I am used to cycling around Austin but I won't go on
			S. Lamar.
			The proposal between Barton Springs and Riverside looks
			really great.
			The proposal between Barton Springs and 290 is problematic
			where pedestrians and cyclists have to share a path. There is
			a good chance of conflict unless there is separation between
7/21/20			cyclists and pedestrians - not to mention scooter,
9:40:01	Eve Chenu	1705 Nickerson street	wheelchairs, etc.)
			Thanks for sharing these plans. The proposal between Barton
			Springs Rd and Riverside overall look good, especially the 2-
			way protected bike lanes. My main concern, however, is why
			the travel lanes are so wide. The outside 12.5' lanes will
7/21/20			encourage fast driving and will conflict with the City's Vision
10:34:07	Adam Greenfield	1400 Willow Street	Zero goals. If this wide ROW is to preserve space for eventual

			dedicated public transportation lanes, that would be good to
			know.
			Similar concerns with the plans south of Riverside. The travel
			lanes are very wide and will induce high driving speeds. It
			would be good to know in the presentation why these lanes are so wide - is there a budget limitation or future plans for
			Cap Metro dedicated lanes that would require this much
			ROW? Also, shared use paths are not comfortable for
			pedestrians, who have to worry about speeding bicycles,
			although if this is a short term compromise that wouldn't be
			so bad.
			Overall, it would be great to have a S Lamar with greatly
			reduced space for cars, a much reduced overall ROW, and
			one day just one travel lane each way with remaining space
			to other transportation modes. Hopefully the near term
			plans are a step in that direction. I would like to advocate for the small dome (turtle shell)
			method of separating bike lane from auto lane (similar to
			Barton Hills Drive) whenever possible. As opposed to the 4ft
			vertical plastic sticks that are installed on Bluebonnet Rd (for
			example). The Turtle shells seem to last longer and they are
			more attractive when installed. I recognize that a
7/21/20		1819 Village Oak Ct, ATX	combination is often warranted near turns, commercial exits
10:42:13	Mark Schwitau	79704	and cross-sections. Thanks for taking on this great project.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
7/21/20		2115 Bluebonnet Lane Apt	Similar to Bike Lanes in Germany. Protected bike lights at
12:01:33	Dorea Neigert	2B Austin, TX 78704	intersections too.

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				The presentation and water resources report discusses the
				USACE and TCEQ stormwater quality requirements however
				there was no discussion about the City stormwater quality
				requirements. A portion of the project is located within the
				Barton Springs Recharge Zone defined by the City of Austin
				within the LDC and ECM, which requires substantial water
				quality evaluation. What types of stormwater quality controls
				will be utilized along the corridor to meet all the
				requirements (COA, USACE, TCEQ)? Have any preliminary
7/21/20			I do business with	locations been identified? Are there any controls that already
12:27:25			TxDOT;	exist along the corridor?
				I support your work on this project. The added bike lanes and
7/21/20		2921 Zeke Bend, Austin, TX,		pedestrian walk ways will be a positive change for our
15:01:09	Michelle Edwards	78745		community.
				I support the addition of protected bike lanes, shared-use
			I could benefit	paths, and landscaping along South Lamar Boulevard.
			monetarily from the	Sidewalks should be provided separately from bike lanes
			project or other item	whenever possible. And all facilities for pedestrians and
7/21/20		6809 jaired dr Austin TX	about which I am	people on bikes should be separated from car traffic by a
16:01:27	Victoria Mizell	78724	commenting;	landscape buffer, ideally with street trees.
				The two-way bike lanes proposed for the northern portion
				are a bad idea; too complex and slow. A 6-8 foot wide one-
				way lane would work better.
				Any "improvements" in the southern portion should have
7/21/20				pedestrians separated from bikes or it will not be an
16:03:36	John Bartle	115D Nellie St., 78704		improvement.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard,
				especially from Barton Springs Rd down to 290. Sidewalks
				should be provided separately from bike lanes whenever
				possible. And all facilities for pedestrians and people on bikes
7/21/20		2108 Montclaire St. Austin,		should be separated from car traffic by a landscape buffer,
16:09:42	Henry Kellison	TX 78704		ideally with street trees.

7/21/20	Charlia Hanry		I do business with	I support separated and protected bicycle facilities. As a cyclist, I do not like sharing a sidewalk with pedestrians on the current layout of the corridor. Protection for bicycles
16:17:39	Charlie Henry		TxDOT;	should be landscaped with trees.
				In reference to the South Lamar plans for cycling-related improvements, as an avid cyclist and a certified cycling safety
				instructor, please let me suggest two things that would
				substantially improve the plans. For the segment planned for
				two-way bikeways on both sides of Lamar, please make each
				one a one-way bikeway, with the eastern side going north
				only and the western side going south only. That would
				reduce conflicts at intersections greatly. A two-way bikeway parallel to motor traffic ways is far less safe for a cyclist of
				any age and skill level, beginner to advanced, eight to eighty,
				as they say, than biking in the motorway itself.
				as they say, than sixing in the motor way itself.
				For the segment planned for mixed use bike and pedestrian
				paths, please segregate cyclists away from pedestrians. They
				are a hazard to each other and do not mix well. Again, a
				cyclist is safer in the street than on a mixed use path,
7/21/20				irrespective of age and skill level, and a cyclist in the street
17:46:27	Jack Hughes	17 Lone Oak Trail 78745		presents very little danger to pedestrians.
				I support the addition of protected bike lanes, shared-use
				paths, and landscaping along South Lamar Boulevard. All
7/21/20		910 Josephine Street,		facilities for pedestrians and people on bikes should be
22:51:36	Chris Moffatt	Austin 78704		separated from car traffic by a landscape buffer.
				South Lamar is hand down the most dangerous street that I
				bike on. I was once hit by a distracted driver turning right
				while I was slowly biking on the pedestrian walkway: I was
				injured, and my bicycle was damaged. In another instance I
7/22/20		111 Candra Muraida Mar		had a major bicycle accident due to the lack of safe space
7/22/20 0:40:22	Eugania Da Hayes	111 Sandra Muraida Way,		along the lane while biking downhill on this same street. I
0.40.22	Eugenio De Hoyos	5H, Austin, TX 78703		was unable to walk for days.

			I support well-designed bicycle and pedestrian facilities along
			the critical South Lamar corridor
			the orthodracation corridor
			Please add protected bike lanes, shared-use paths, and
			landscaping along South Lamar Boulevard. Sidewalks should
			be provided separately from bike lanes whenever possible.
			And all facilities for pedestrians and people on bikes should
			be separated from car traffic by a landscape buffer, ideally
7/22/20			with street trees.
9:25:40	Maggie Valenti		Thank you
			If we're going to take the time to redo this part let's do it
			right and give bikers their safe space that's separated from
			the road and pedestrians. As ebikes become more prevalent
			for commuting and getting around its worth dedicating space
			to this. This will help residents in the area bike to and from
			work downtown or running errands on bike, which will help
7/22/20			congestion, and expand the network for the new city ebikes!
11:16:02	Brad rozran	5013 Avenue f #b	On top of it all it is the right thing to do for the environment.
			So excited to see these improvements come to fruition!
			Adding safer bike lanes, connected sidewalks and improved
			bus stops will make such a big difference on this heavily-
			traveled road. This could be a real asset to so many people
7/22/20		2724 Treble Lane, 321,	who live and work in this area. Crossing my fingers that
11:34:54	Marissa Monroy	Austin, TX, 78704	construction will speed up given COVID.
			I strongly support efforts to make South Lamar safer and
			more accessible for cyclists and pedestrians. It is a major
			thoroughfare that is not currently usable for cyclists. I hope
			to see the addition of protected bike lanes, shared-use paths,
			and landscaping along South Lamar Boulevard. Whatever you
			do, all facilities for pedestrians and cyclists should be
			separated from car traffic by a landscape buffer, ideally with
7/22/20		1803 Walnut Ave Austin TX	street trees and ideally sidewalks should be provided
11:51:20	Amy Schweiss	78702	separately from bike lanes.

	T	T	
			I support the proposed improvements and think we should
7/22/20			continue to fund further improvements to protects Austin's
12:08:18			pedestrians, cyclists and drivers.
			I support the funding and creation of protected bike lanes
			and infrastructure along Lamar BLVD. As we have seen during
			this time of Covid, bicycling is an incredibly healthy option for
			transportation and is a safe mode when supported by
			infrastructure and invested in by city funds. Cycling is
			currently exploding in Austin as local bike shops can't keep
			bikes on the shelves. As Austin is notorious for traffic
			congestion there is no better time than now to expand
			options for safe cycling. It should be noted that there should
			be separate avenues for cyclists and pedestrians, they have
			different needs and speeds and it is dangerous to make
7/22/20		2109 Haskell St Austin TX	cyclists weave around pedestrians as they attempt to
14:13:16	Vanessa Crook	78702	commute.
14.13.10	Variessa erook	76762	I support the addition of separate (dedicated) protected bike
			lanes along South Lamar Boulevard (no cars, no pedestrians).
			In the interest of safety and aesthetics, I suggest the addition
7/22/20			of a landscape buffer between car traffic and bike/pedestrian
14:20:38			lanes.
14.20.36			1977-00-1
			This proposal is outstanding! (I just wish more of it as
			funded.)
			The goal of "shifting cyclists onto the shared-use path
			behind the curb in both directions of South Lamar for
			protected travel along the corridor" will vastly improve the
			ability and appeal of using S Lamar as a viable bicycle route. I
			would strongly encourage efforts to extend the shared-use
			path height/color/texture/presence ACROSS all the
			driveways, too. The potential for dangerous car to bike/ped
			interaction is not, of course, limited to street intersections.
7/22/20		1406a cinnamon path,	And precisely because there are so many commercial, multi-
16:12:46	mario champion	78704	family, and other high-density developments along S Lamar,
10.12.40	mano champion	70704	raininy, and other night-density developments along 3 Landi,

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			it is paramount that their driveways be recognized and
			treated as the intersections they are, and that simple
			effective safety measures be deployed there, too.
			i would also strongly advocate for keeping car lanes as narrow as practical. While car drivers (of which i am some of the time) might say this means a slower speed, the bicyclist + parent + empathetic human vote that slower speeds are important for safer streets.
			Finally, dedicated lanes are the key for successful high-capacity transit in this corridor. More strategic bus-stops, timing triggers, and other tech solutions are valuable, but they cannot replace the raw fact of prioritizing space to move people, not just cars.
			Thanks for all the efforts!
			I wholeheartedly support making South Lamar safer for cyclists and pedestrians! I'm a South Austin resident and the addition of protected bike lanes, shared-use paths, and landscaping along South Lamar Boulevard would make my neighborhood more livable. Sidewalks should be provided separately from bike lanes whenever possible. And all facilities for pedestrians and people on bikes should be
7/22/20		1114 1/2 Fairmount	separated from car traffic by a landscape buffer, ideally with
16:36:07	Christy Carroll	Avenue, Austin TX 78704	street trees. Thank you for your consideration!
10.30.07	Chilisty Carroll	Avenue, Austin 17, 78704	Lamar is always backed up Imagine how much better it will
7/22/20		5502 Ledesma Rd Unit B,	be when you add bikes lanes! I support moving forward with
16:40:08	Sameera Kapila	Austin TX 78721	adding bike lanes!
10.70.00	Jameera Kapila	7.03.011 17.70721	I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
7/22/20			Sidewalks should be provided separately from bike lanes
16:42:35	John Brickley	4902 Broken Bow Pass	whenever possible. And all facilities for pedestrians and
10.72.33	Joint Brickiey	7502 DIORCH DOW 1 033	whenever possible. And an identics for pedestrians and

		_	
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			From where I live (south of Ben White, halfway between
			Manchaca and Congress) the only way I feel safe biking into
			downtown is on Congress. This is because it has a bike lane.
			This is inconvenient when I am going somewhere on the west
			side of downtown, like Zilker park, because I have to travel
			east, then north, and then west. If Lamar had a bike lane
7/22/20		5401 Salem Walk Dr. Austin	people like me would bike rather than drive, reducing
16:59:44	Sophie Shepherd	TX 78745	pollution, traffic, and increasing the health of city residents.
			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/22/20		211 West Live Oak St.,	people on bikes should be separated from car traffic by a
17:13:31	Rachel Long	78704	landscape buffer, ideally with street trees.
			I support adding protected bike lanes and shared-use paths
			along South Lamar. S Lamar is a heavily trafficked stretch of
			road with hills, curves, dips, and other dangerous blindspots
			where motorists could miss spotting a cyclist in time.
			Additionally, sidewalks should be separate from bike lanes,
7/22/20			so that people who use wheelchairs, canes, or have other
17:39:45	Kristin Bonett		mobility needs don't get run over by bikes or scooters.
			I support adding protected bike lanes and shared-use paths
			along South Lamar. S Lamar is a heavily trafficked stretch of
			road with hills, curves, dips, and other dangerous blindspots
			where motorists could miss spotting a cyclist in time.
			Additionally, sidewalks should be separate from bike lanes,
7/22/20			so that people who use wheelchairs, canes, or have other
17:39:45	Kristin Bonett		mobility needs don't get run over by bikes or scooters.
7/22/20		3014 William Cannon dr	South Lamar is a scary road to bike on. Would love for it to
17:56:17	Jonathan Gros	apt 626	be safer.
7/23/20			
8:10:33	Lauren Metz	Jackson Heights, NY	I support the addition of protected bike lanes, shared-use

			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
			people on bikes should be separated from car traffic by a
			landscape buffer, ideally with street trees.
			Please add more bicycling infrastructure, especially between
			riverside and barton springs. I have to ride this road almost
			, •
			every day and it's insanely frightening. Also, the solitary line
			lanes once you are moving south on Lamar do little to
			protect a rider, I've almost been turned on several times.
			Lastly, why does the lane just end when your. loving north
			and get to the hill heading towards Barton? That is when
7/23/20			cars are moving the fastest and the accidents could be the
11:28:28	Sid S Law	2003 Canterbury St	worse!!!!!
			I live in south Lamar and often avoid cycling simply because
7/24/20	Jeffrey Booher-	1219 S Lamar Blvd #637,	I'm worried about getting hit on the parts of south Lamar
13:20:00	Kaeding	Austin TX, 78704	with no bike lanes.
			I appreciate the addition of protected bicycle lanes on S
			Lamar, as I frequently use this thoroughfare and often feel
			unsafe. The city has a stated goal of reducing automobile
			trips, and so I also like the proposed bus lane. It'd be great if
			we could bolster commuter use of resources such as the
			Westgate Transit Center.
			Reducing speed limits citywide is important. With little
			enforcement, lower posted speed limits can at least send a
			message about the dangers of high speed to pedestrians,
			cyclists and other drivers. S Lamar and S Congress experience
			rampant speeding, and I'd love to see the city do something
			to mitigate this threat.
			Additionally, as these thoroughfares are developed, I hope
7/24/20			the city will consider the effect on rush hour 'cut-through'
13:47:04	Jason Hoffman	2417 S 5th St, Austin, TX	automobile traffic attempting to avoid congestion by

			traveling through neighborhoods. Streets such as S 5th, Rabb
			and Newning have this problem, and I often see vehicles
			traveling at high speed through these areas.
			travening at high speed through these areas.
			I'd also like to say that increased density reduces the need
			for long distance travel to employment centers near
			downtown. While I see more apartments and condos going
			up along the thoroughfares, some of them are still far from
			the city. Housing and transportation policy go hand in hand,
			and multi-family housing should be legal in the entirety of
			the neighborhood areas adjacent to S Lamar. Alternatively,
			perhaps a land value tax would allow those wishing to
			remain in single-family housing so close to the city to
			financially compensate for the externalities associated with
			outward growth that our current laws compel.
			All crosswalks at intersections need to be raised. Pedestrians
7/24/20			& cyclists need separation the entire length of S Lamar. Move
13:48:37	Dan Manco	2305b Montclaire, 78704	heaven & earth to accomplish this.
			I love riding my bike, but I've been hit by a van in Austin and
			have had too many near misses to count. As a result, I have
			stopped riding my bike on streets. I support all bike lane
			improvements. We really need this!
			No. Do.
7/24/20		13212 Van duall Duiva	Jim Ross
7/24/20	line Dana	13212 Vendrell Drive,	Founder
14:05:47	Jim Ross	Austin, TX 78729	https://medicareplansdirect.com/
			Please improve our roads for the safety of bikers! This stretch
			of Lamar is a difficult road to ride southbound, and cars being
			very close adds a lot of anxiety, even for experienced riders.
7/25/20		1005 E 14th St. Unit D	Better bike access would help bring new bikers onto our
7/25/20 9:40:25	Tiffany Duoning	1905 E 14th St, Unit B,	streets, improving traffic and the health of Austinites. This would benefit us all.
	Tiffany Duening	Austin, TX 78702	
7/25/20 11:41:31	Cyarra Sanchar	6013 Glen Meadow Dr	Please consider to improve the safety and comfort of bike riders from all areas in town that could benefit from these
11.41.51	Cyerra Sanchez	0012 GIGH MIGAGOM DI	nuers from all areas in town that could benefit from these

			improvements. As a cyclist, I would feel much safer knowing
			there was a place for me on this road, given it can be very
			unsafe knowing there are drivers who hold resentment for
			the cyclist community and try to run us off the road. We just
			want some space, and to coexist on the roads. Thank you cor
			your consideration.
			Please continue to add more transportation and healthy
			living options. If there's one silver lining to the pandemic, it's
			the lifestyle changes I've seen among so many Austin
			residents - more joggers, many more bikers, and a greater
			sense of community through outdoor engagement. Bike
			lanes are good for the healthy of our community, our
7/25/20			economy, and our environment. It's a win-win-win solution
11:48:04	Jeffery Hornung	5112 Evans Ave, 78751	for everyone.
			Please create *separated and protected* bike and pedestrian
			lanes on S Lamar. Even though this is canned text from Bike
			Austin, it does express what I think: "Sidewalks should be
			provided separately from bike lanes whenever possible. And
			all facilities for pedestrians and people on bikes should be
			separated from car traffic by a landscape buffer, ideally with
			street trees." I will not bike in the S Lamar bike lanes
			currently. S Lamar is dangerous - protection needed. If I need
			to bike on S Lamar I bike on the sidewalks - how not ideal is
			that! Bikes on sidewalks are dangerous, and pedestrians in
			bike paths are equally dangerous. Shared pedestrian/bike
			lanes make it less possible to use bike lanes for commuting
			(as opposed to just taking a leisurely recreational bike ride).
			In other words: please construct safe bikeways that make
			biking a practical alternative transportation option, not just
7/25/20			something some people (you know the ones, in expensive
12:12:43			Lycra) do on weekends. Thank you.
			You have been asked to improve MOBILITY please spend the
7/25/20			money where it counts. Please do not squander it on a
12:52:20	Charles Gelarden	2003 Rabb Glen St., 78704	boulevard beatification project.

	1	T	
			I support the addition of protected bike lanes along South Lamar Boulevard. To improve mobility BUILD BIKE LANES not beautification.
7/25/20		2520 Bluebonnet Ln, Unit	
17:01:24	Kyle Hoskins	13	Please prioritize safer bike lanes on South Lamar! Thanks!
7/25/20 21:16:31	Garrison Ebie	4907 Fontanay Dr, Austin tax 78744	This corridor is dangerous and people will ride bikes through it with or without bike lanes. Save a life and put something there. It has plenty of room.
7/25/20 22:00:28	Andrew Gilligan	2209 La Casa Dr Austin TX 78704	Please fund protected bike lanes on south Lamar. This is my standard commute from Bluebonnet and it feels pretty dangerous. Cars are distracted and I witnessed a bad car/bicycle accident near Riverside. We live in this neighborhood specifically because it has easy access to downtown without a car. Investing in safe bicycle transit will improve our neighborhood and potentially save lives.
7/25/20			
22:43:00			TOLL LANES FOR BIKES.
			I am an avid cyclist and used to live down near South Lamar on Oltorf. I never dared go down S Lamar on my bicycle due to the dangerous lack of bike lanes. I now live near N Lamar and wouldn't say it's any better. But S Lamar from Oltorf to Barton Springs was especially dangerous where cars pick up speed going down the hill and around those slight curves. I would always go weird side routes through the neighborhoods on the east side of Bouldin creek to avoid S Lamar, but it would make more sense for everyone (cars, buses, cyclists) to use the same transportation corridors with better bike lanes and safer passage for cyclists. I also have several friends who have moved South of Ben White and there just aren't any good connections from down there to downtown. There are many reasons we could use better and
7/26/20			safer bike access down S Lamar, those are just a few of my
0:57:30	Peter Klemek	5705 Link Ave	viewpoints on it.

7/26/20				
6:48:07	Roger Chenu	2614 Deerfoot Trail 78704		We need better bike lanes and sidewalks on South Lamar
7/26/20		4512 rim rock trl austin, tx		Yes. I am for bike lanes. Please add safe new bike lanes to S.
7:10:36	George Hewitt	78723		Lamar.
				Bike lanes are vital to building a green infrastructure and
7/26/20				Austin's bike friendly reputation is keeping it on the map for
7:18:27	Andrew McClure	1905 Nueces Street		fittest cities.
				Bike lanes would be a great thing for South Lamar. I love
				biking on Congress so this would be an awesome addition
7/26/20		4707 Clawson Rd. Unit A		and additionally would reduce car traffic if more people
9:28:23	Paul McDonald	Austin, Texas 78745		biked
1		1414 South Lamar		
7/26/20		Boulevard apartment 474		I support adding bike lanes to south lamar and it will allow
11:00:06	Chris Frantz	Austin Texas		me to commute via bike to work.
7/26/20		3401 S. Lamar Boulevard,		
11:05:43	Daniel Herzig	Austin TX 78704		I support dedicated bike lanes on South Lamar.
7/26/20		7233 menchaca rd Austin		They need to be separated from the car traffic on road bike
11:24:53	Michael Tahmoressi	Texas		lanes are not safe
			I could benefit	
			monetarily from the	
			project or other item	
7/26/20			about which I am	
12:17:21	Ste ve		commenting;	It is unsafe for me ride a bicycle on S. Lanar
7/26/20		2106 Cullen Ave #204,		More modes of transportation is always a good answer.
17:33:27	Samantha Ozen	Austin, TX 78757		Keeping bikers safe is essential.
				As a nearby resident within the South Lamar Corridor, I
				enthusiastically applaud the funded improvements to soon
				begin construction and encourage the immediate acquisition
				of additional funds so as to move forward with the "un-
				funded" vision for the section between Barton Springs Road
				and Hwy 290. I ride my bike to meet my daily needs and I
				would frequent more businesses and meaningful
7/27/20		1405 Oxford Ave, Austin,		destinations along S. Lamar if it was significantly safer, more
12:59:47	John Simmerman	TX 78704		inviting to do so.

			I support the addition of protected bike lanes, shared-use
			paths, and landscaping along South Lamar Boulevard.
			Sidewalks should be provided separately from bike lanes
			whenever possible. And all facilities for pedestrians and
7/27/20		5909 Burnhill Dr, Austin, TX	people on bikes should be separated from car traffic by a
16:44:17	Angela Dion	78745	landscape buffer, ideally with street trees.
			Austin is growing, which means our roads have more traffic
			which means even more distracted drivers. I have had
			several close calls getting hit in the existing bike lane on
			S.lamar south of Barton springs rd. I know there are many
			others who haven't been so lucky. Safer bike lanes make our
			roads safer, and our community more attractive for healthy
			lifestyles and raising our kids to know and see more of Austin
			safely. I know several people who commute everyday in the
			s.lamar bike lane, i refer to them as road warriors Dodging
			cars the whole route. Please fund these lanes, protect our
7/28/20		5403 William Holland Ave,	"road warriors" and help downtown be more accessible for
8:29:41	Nina Buitrago	Apt 101	those who live in South Austin.
7/28/20	<u> </u>	·	
8:40:57	billie latzer	6413 S Meadows Blvd	Please make South Lamar safer for everyone.
			This road is so unfriendly to anyone other than motorists. A
			bike lane divided by landscaping is ideal. The intersection
			infrastructure similar to the improvements on Shoal Creek
			would be highly welcomed. Although I like the continuous
			bike lanes on Shoal Creek, I have almost been hit on that
			street by drivers turning right and failing to look to their
			right. For that reason I frequently ride on the opposite side of
			the street if I'm going north, effectively cancelling out the
			whole reason for implementing the bike lane. Please ensure
			that stop signs are recessed far away from the bike lane,
			speed limits are reduced, and that signage in these
7/28/20		1320 Robert Browning St	intersections are annoyingly clear if a similar model is going
12:21:24	Dawn Hammond	#201 Austin, TX 78723	to be used.

7/29/20 8:51:50 Jed Rogers 2912 Stoneway Dr. Austin, 8:51:50 Jed Rogers 2912 Stoneway Dr. Austin, 8:51:50 Jed Rogers 2912 Stoneway Dr. Austin, 7/29/20 8:55:59 Emily Kaye 4610 Mt. Vernon Dr. 7/29/20 7/29/20 7/29/20 7/29/20 10:35:15 Chanaka Dooldeniya 2913 Croftwood Drive, Austin, TX 78749 292 Tom Boyd 292 Tom Boyd 292 Tom Boyd 292 Tom Boyd 293 Stiff 1904, Austin, 7/29/20 11:03:40 Tom Boyd 294 Tom Boyd 295 Stiff 1904, Austin, 7/29/20 Tom Boyd 395 Stiff 1904, Austin, 7/29/20 Tom Boyd 396 Stiff 1904, Austin, 7/29/20 Tom Boyd 397 Stiff 1904, Austin, 7/29/20 Tom Boyd 397 Stiff 1904, Austin, 7/29/20 Tom Boyd 398 Stiff 1904, Austin, 7/29/20 Stiff 1904, A				
8:51:50 Jed Rogers TX 78757 stretch of road. I used to live at Bluebonnet and S. Lamar. Please consider this action for the betterment of Austin's health and well-being. Particularly with so many people ramping up on outdoor exercise. Thank you! 7/29/20 Ty735 Croftwood Drive, Austin, TX 78749 I would like to have dedicated bike/walk lanes on south Lamar so I can bike to North Austin. Please fund much needed infrastructures upgrades to improve cyclist and pedestrian safety on South Lamar. I was hit by a truck on South Lamar last July while riding my bike so know how unsafe it is. These are much needed improvements. Thank you. I support the addition of sidewalks, PHBs, protected bike lanes, and landscaping along South Lamar Boulevard. The cross-section from Riverside Dr. to Barton Springs Rd. generally looks good. The cross-section of "Unfunded Improvements" from Barton Springs Rd. to U.S. 290 generally looks good, too. Two aspects of the "Funded Improvements" shown should be avoided: a) Shared-use paths: This corridor generally has moderate or high pedestrian usage, so bicycle and pedestrian traffic should instead have their own separates space. b) Narrow or absent buffer between bike lanes (or shared-use paths) should be along four feet wide, preferably with street trees. A wider buffer, trees, or 7/29/20 4016 Maplewood Ave, 12:11:59 Tom Wald Austin, TX 78722 7/29/20 Tom Wald Austin, TX 78722 7/29/20 Tom Wald Summit Austin, T	= /2.2 /2.2			·
7/29/20 9:55:59 Emily Kaye 4610 Mt. Vernon Dr. Please consider this action for the betterment of Austin's health and well-being. Particularly with so many people ramping up on outdoor exercise. Thank you! 7/29/20 Chanaka Dooldeniya 7735 Croftwood Drive, Austin, TX 78749 It would like to have dedicated bike/walk lanes on south Lamar so I can bike to North Austin. Please fund much needed infrastructures upgrades to improve cyclist and pedestrian safety on South Lamar. I was hit by a truck on South Lamar last July while riding my bike so know how unsafe it is. These are much needed improvements. Thank you. I support the addition of sidewalks, PHBs, protected bike lanes, and landscaping along South Lamar Boulevard. The cross-section from Riverside Dr. to Barton Springs Rd. generally looks good, too. Two aspects of the "Funded Improvements" from Barton Springs Rd. to U.S. 290 generally looks good, too. Two aspects of the "Funded Improvements" shown should be avoided: a) Shared-use paths: This corridor generally has moderate or high pedestrian usage, so bicycle and pedestrian traffic should instead have their own separate space. b) Narrow or absent buffer between bike lanes (or shared-use paths) and the roadway: This is a major roadway, with high volumes, two lanes in each directions, and fast speeds (e.g. over 20 mph). The buffer between the roadway and the bike lanes (or shared-use paths) should be at least four feet wide, preferably with street trees. A wider buffer, trees, or physical barrier may be essential, depending on the specific design (e.g. two-dimension design) created. 7/29/20 592 main st, medford ma			•	, ,
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12:11:59Tom WaldAustin, TX 78722design (e.g. two-dimension design) created.7/29/20592 main st, medford maI support protected bike lanes! Austin has a growing traffic	7/29/20		4016 Maplewood Ave.	, , , , , , , , , , , , , , , , , , , ,
7/29/20 592 main st, medford ma I support protected bike lanes! Austin has a growing traffic		Tom Wald	•	
	12:56:52	hannah coakley	02155	congestion issue, which is only getting worse. The only way

			to get people to effectively embrace bike culture is to ensure safety of both pedestrians and bikers by separating the bike path. This will also improve relationships between bikers and drivers!
			THANK YOU THANK YOU! We need these changes so badly. I live in Bouldin Creek.
			When moving to Austin two years ago, we wanted a walkable/bikeable neighborhood. We were concerned about South Lamar, and did some research to see your long term plans for the corridor. We found some earlier version of these plans and were relieved. It made a difference in us deciding to move around here, knowing that people were thinking and planning about shared used strategies for the road. My comments:
			- The wide open center turn lane on South Lamar is a death zone. It makes the road crazy and hazardous. I hate being on South Lamar, on foot, bike, or car. I fully support getting rid of this open center lane wherever possible and putting in a big fat median. If there is a center turn lane, I think it needs to be at a reasonable spot, clearly marked for a ONE WAY turn, and available only when cross traffic is stopped. None of this kamikaze turning game of chicken nonsense that happens there now.
7/29/20			- I can't WAIT for protected bike lanes on South Lamar. It will be a real game changer for South Austin and the city. I never bike on South Lamar now it scares the crap out of me. I would love bike lanes that are NOT shared with pedestrians, and see that lack of funding makes this necessary in the short term it seems. If there is any way to separate them completely, it would be so so amazing. Shared
16:22:17	Lora Menter	78704	use paths are just not that great.

			- We live a 20-25 minute walk from the Alamo Drafthouse area and at night will still drive over there, even though we'd love to bike or walk. There aren't proper crosswalks, sidewalks, or decent enough bike lanes that feel safe at night with tons of cars whizzing around and taking crazy fast turns across traffic without looking for pedestrians or bikers. So we choose to drive, which we would not do if there was a safe alternative.
			- I can't WAIT for more and better pedestrian-friendly intersections on the corridor. Evergreen desperately needs a crosswalk. Being on foot at Oltorf sucks too.
			- Another place we REALLY need a crosswalk is somewhere between Treadwell and Barton Springs. I don't know that I saw that in the plans? People park in the Zilker neighborhood to go to Everly/shope/etc and are running back and forth across the street all the time. It's really really unsafe.
			- I'll say it again MEDIANS! MEDIANS! MEDIANS! I CAN'T WAIT FOR A BIG 'OL CENTER DIVIDER!
			- THANK YOU! Truly.
7/29/20 20:25:19	Tommy Eden	6111 Blarwood Dr., Austin, TX 78745	The proposed improvements will significantly enhance the experience of bicyclists using the corridor. Funding should be secured for the unfunded part of the project as soon as possible.
7/29/20		2200 S. Pleasant Valley Rd.	Hello. I would like to show my support for expanded bike lanes on South Lamar that are separated from vehicles as well as sidewalks. This is the best way to keep all people safe while traversing this area. Please make sure human safety is at the top of the list when considering how to improve South
23:10:06	Phil Horan	#407	Lamar.

			Yes to Separated Bike Lanes. Yes to big sidewalks not
			connected to any bikeways. If possible, bike green lights at
			intersections that do not allow vehicles to turn at the same
			time.
			Yes, yes, yes to the shared bicycle and pedestrian paths on
			both sides of South Lamar! This would be life-changing! I live
			on S. 1st St and while I prefer to bike as my primary form of
			transportation, often I find myself walking to places like the
			Alamo Drafthouse on S. Lamar because the "bike lane" is so
			treacherous. I would love to be able to ride the full length of
			S. Lamar from Riverside (closer to where I live) to all the
			businesses closer to 290. The addition of safer crossings on S.
			Lamar would benefit everyone in the neighborhoods that
			straddle this area.
			These paths would greatly improve connectivity between
7/30/20			downtown via the Pfluger ped bridge and South Central
8:57:06		S. 1st St, 78704	Austin.
7/30/20			I support the improvements and all efforts to improve
9:15:30	Justin Breshears		infrastructure for cycling
7/30/20		6700 colina ln, austin,tx	
9:30:40	James north	78759	We need bike lanes on south lamar
			I strongly supprt the incorporation of bike lanes into South
7/30/20		105 W 51st St. Apt. 3205	Lamar. I live near Lamar and 51st and do not drive. The road
10:01:16	Joel Settle	Austin TX 78751	is unusable for me and many Austinites in it's current form.
7/30/20			
10:08:13	E S		I support the proposal
7/30/20			I support these roadway improvements. They would save
10:18:48	John		lives and provide safer mobility options.
			South Lamar needs bike lanes that are safe to use! Currently
7/30/20			the bikes lanes are incredibly narrow and seem to disappear
11:05:30	Kimberly Nowak		in certain segments. Southbound is especially dangerous!
			It is super important for there to be protected lanes on both
7/30/20			sides of S. Lamar. Austin is growing and people are really
11:14:44	Whitney Allen		starting to ride bicycles and we need those individuals to be

				safe. People are more likely to bike if they will be safe and this stretch of road is really dangerous (I avoid it). Please invest in this.
7/30/20 13:20:16			I am employed by TxDOT;	In a time where COVID has prompted an amazing amount of bicycle sales we need more bike / ped infrastructure. Having bike lanes on both sides would be a great improvement for bike connectivity!
7/30/20 13:20:49	Ondre Sembera	11701 Drayton Drive, Austin, TX 78758		We need protected lanes on S Lamar
7/30/20 13:23:24	Faith Reed	3400 E Martin Luther King Jr Blvd		I support the improvements to South Lamar from Riverside to 290. As a cyclist I fully support shared use paths. Thank you!
				Thank you to the city of Austin for sharing details on the plan and for allowing public comment. Between Riverside Dr and Barton Springs Rd I would encourage the city to maintain a 7-foot wide side and 10-foot bike path the entire length and reduce the width of the landscaping buffer where right of way is limiting. This stretch of side walk sees numerous periods of high foot traffic due to events and festivals at Zilker park. Reducing the sidewalk width risks conflict between cyclists and pedestrians. I would like to see additional planning for the intersection of S Lamar Blvd and W Riverside, particularly the north east corner. This corner regularly collects a high number of pedestrians and cyclists as it termination of the Pfluger pedestrian bridge and an access point to the Ann and Roy Butler Trail. Combined with the current signalling I find this one of the more difficult intersections when commuting by bike on S Lamar.
				Between Barton Springs Rd and US290 I would strong urge the city to not implement any shared use path for
7/30/20 14:56:27	Jeremiah Belanger	2203 Falcon Hill Dr. Austin, TX		pedestrians and cyclists. The downward slope of the S Lamar when travelling north is enough for cyclists to gain speed without pedaling that is unsafe in a shared environment. The

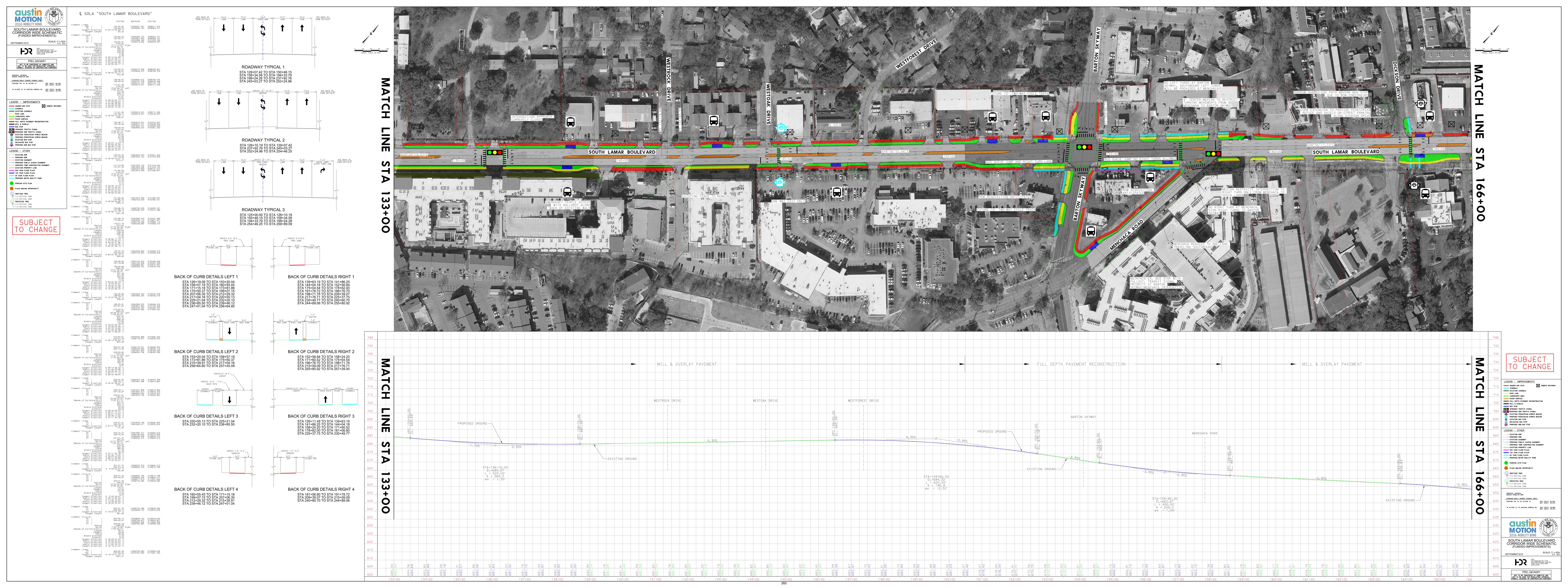
			portion of S Lamar between Treadwell and Barton Springs is a perfect example of this conflict. Either the funded or unfunded improvements that provide separate sidewalk and bike paths would be preferred. I hope that the city is planning to incorporate bioswales into as much of the landscaping as possible, and include some form of placard explaining the function and value. The city is
			already encouraging home owners to install rain garden and I believe this is a simple opportunity for continued leadership on water shed protection.
			With most of the improvements reducing the center median and limiting the locations of left turns will there be added locations on S Lamar to make u-turns safely? The heavy traffic of S Lamar already makes left turns difficult and further restrictions may cause drivers to ignore pedestrians and cyclists when perceive a gap in vehicle traffic.
			Ultimately I welcome any and all improvements to pedestrian and cyclist safety and travel the city of Austin makes . Thank you again for the public hearing and opportunity to comment.
7/30/20	Dogo Croith	2235 e 6th st 402, austin, tx	Bike infrastructure along this route is critical to the growth
15:03:30	Ross Smith	78702	and safety of the city. I am the property owner at 2051/2053/2055 S. Lamar Blvd. Please re-align the center island barrier to align with the east/west walls on the north and south side of 2053 S. Lamar Blvd as I discussed with Jessica, Fernando and Jada. Doing this will preserve our parking spaces including the handicapped parking, give drivers an area to turn around so they don't have to back out into traffic on Lamar Blvd, and
7/30/20 15:26:01	Sidney Grief	PO Box 967, Manchaca, Tx 78652-0967	not impact the design for the corner of Oltorf and Lamar Blvd.
15.20.01	Sidiley dilei	70032 0307	5144.

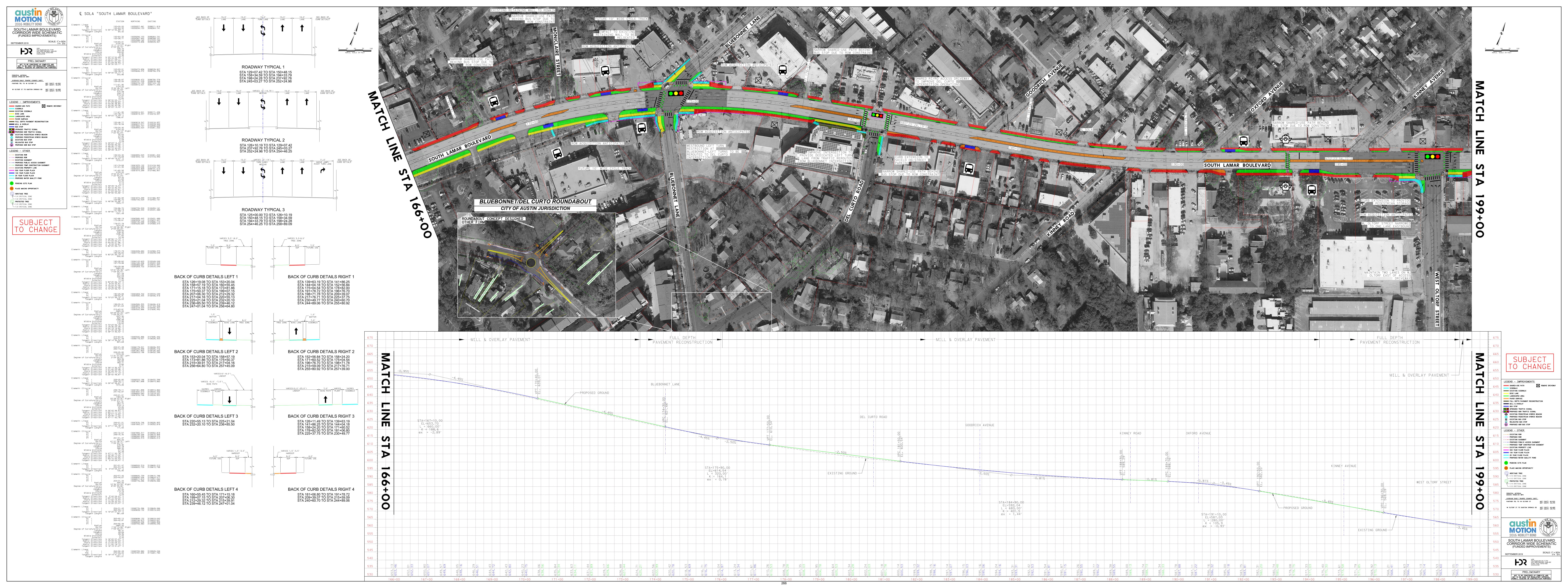
7/20/20			I support protected shared use paths on south Lamar
7/30/20			Boulevard. They are necessary for the health and happiness
15:50:36	Edward Balaguer	1903 Anita dr #4	of all the people who use Lamar on a daily basis
7/30/20		2121 Melridge Pl Austin TX	Love these improvements. Please fully fund the shared
16:58:37	Felicity Maxwell	78704	mobility lane for the full S. Lamar project.

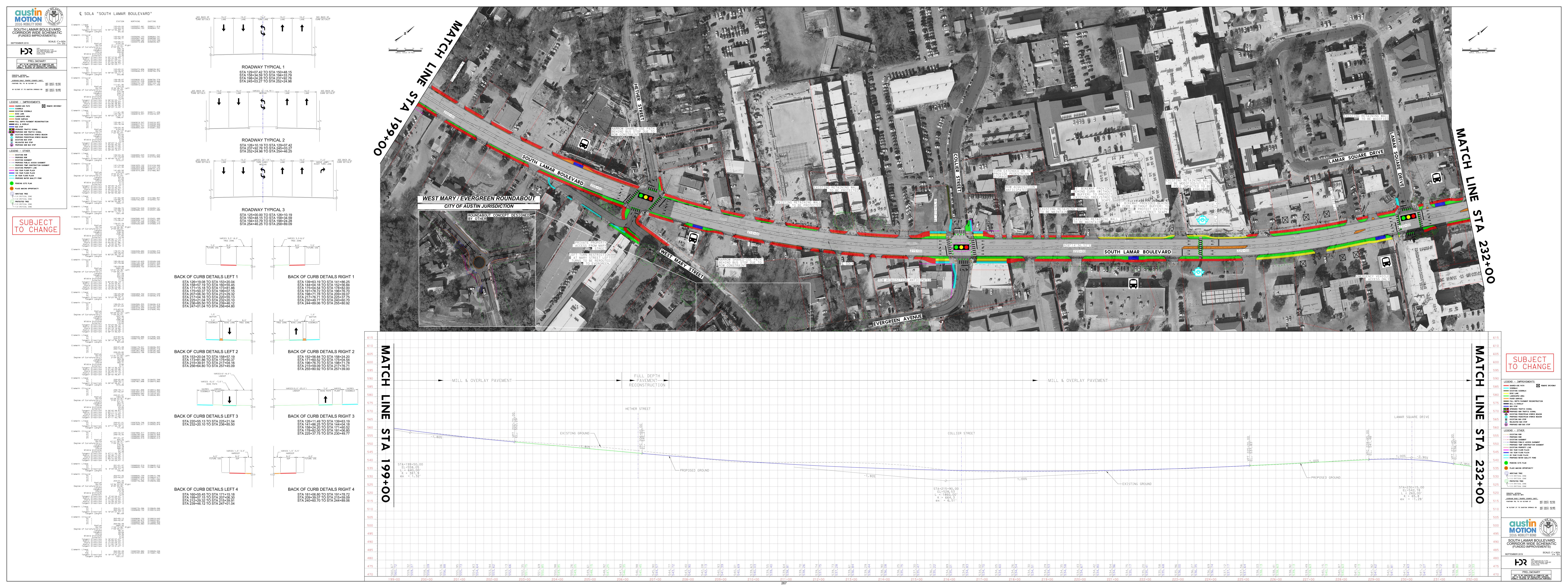
G. Figures

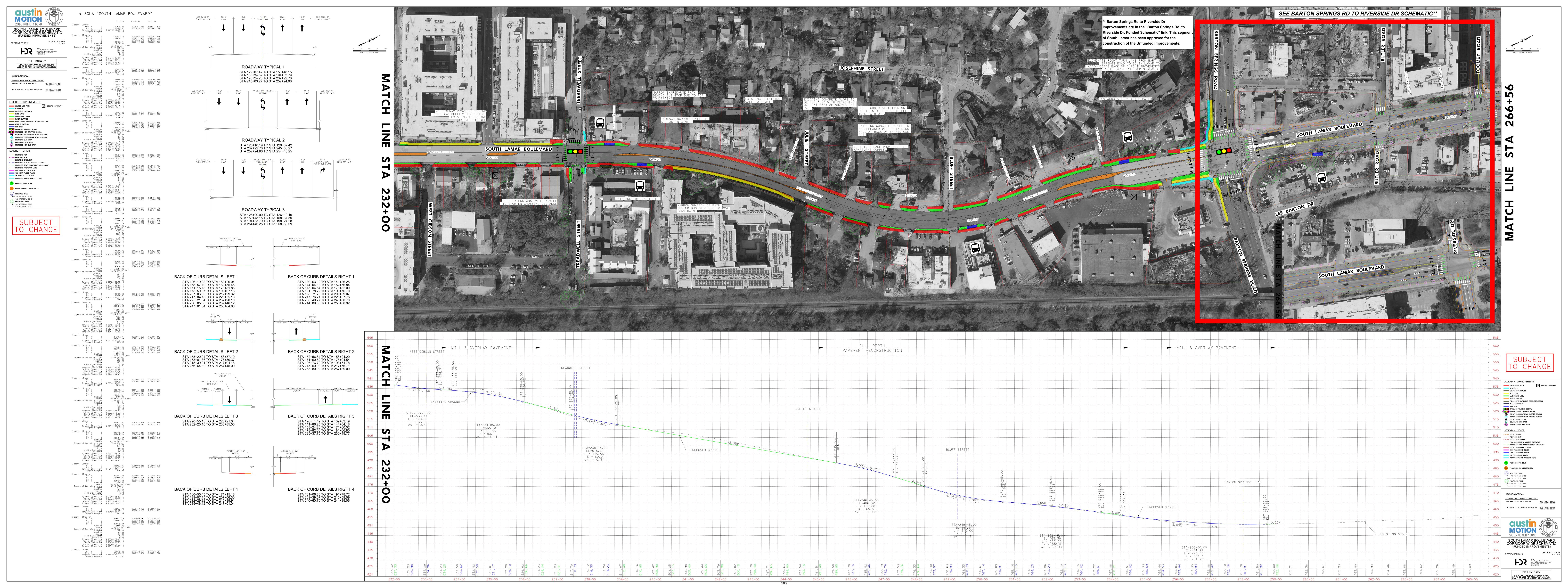
Funded Schematics

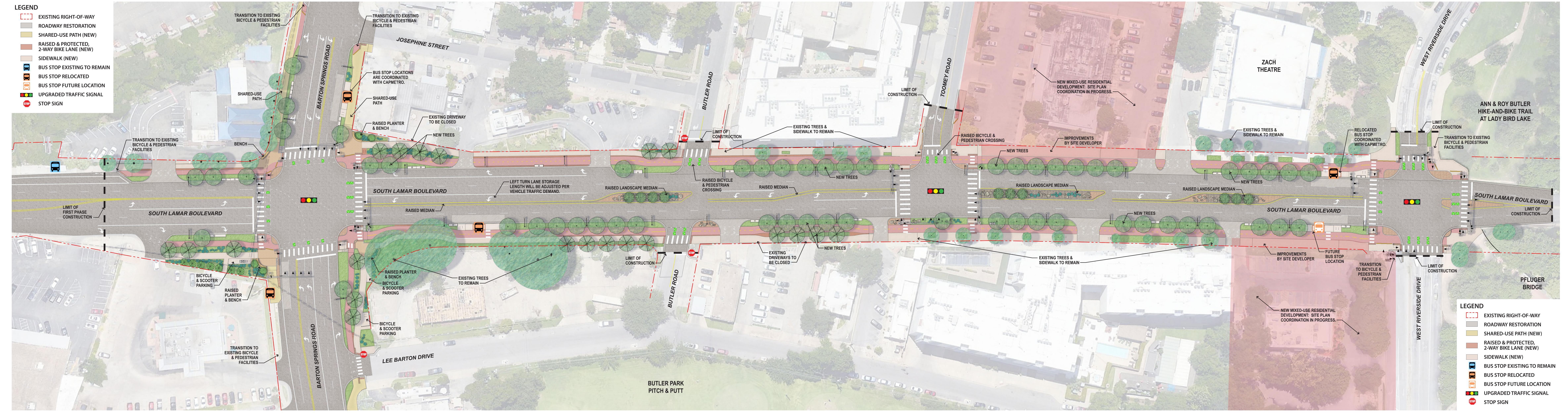








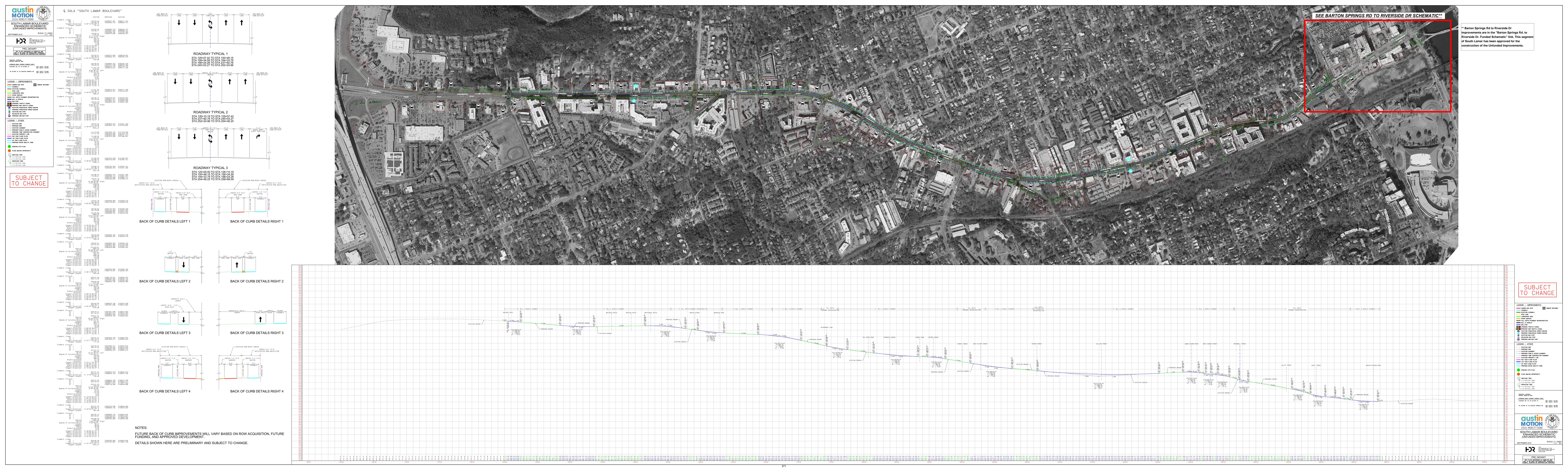




South Lamar Boulevard Corridor - Barton Springs Road to Riverside Drive **COA CORRIDOR CONSTRUCTION PROGRAM** 0 10 20 40 ft



Unfunded Schematics



Webpages

The South Lamar Boulevard Virtual Public Hearing webpage was available in English and Spanish and was visited a total of 4,587 times between the Notice of Availability and the end of the comment period.

The virtual public hearing was advertised on the English and Spanish general South Lamar Boulevard webpages. They were visited a total of 1,305 times between the Notice of Availability and the end of the comment period.

The virtual public hearing was also added to the City of Austin Mobility Bond "What's New" webpage as an upcoming event and received 257 views between the Notice of Availability and the end of the comment period.

South Lamar Boulevard Corridor

The City of Austin, in coordination with the Texas Department of Transportation, is hosting a virtual public hearing for South Lamar Boulevard between Riverside Drive and US 290. The public hearing is a state requirement because the proposed improvements include the addition of bicycle lanes on South Lamar Boulevard, which is a stateowned roadway.

Visit <u>AustinTexas.gov/SouthLamarENV</u> between Wednesday, July 15 at 9 a.m. and Thursday, July 30 at 5 p.m. to learn the results of environmental studies that were conducted to evaluate proposed mobility and safety improvements, and provide your comments.







Corredor de South Lamar Boulevard

Click <u>here</u> for English language

La Ciudad de Austin, en coordinación con el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés), está organizando una audiencia pública virtual para South Lamar Boulevard entre Riverside Drive y US 290. La audiencia pública es un requisito estatal porque las mejoras propuestas incluyen la adición de ciclovías en South Lamar Boulevard, que es una carretera estatal.

Visite <u>AustinTexas.gov/SouthLamarENVsp</u> entre el miércoles 15 de julio a las 9 a.m. y el jueves 30 de julio a las 5 p.m. para conocer los resultados de los estudios ambientales que se realizaron para evaluar las mejoras propuestas de movilidad y seguridad, y proporcionar sus comentarios.

South Lamar Boulevard (Riverside Drive to US 290)

Notice of Availability

The City of Austin conducted an environmental analysis to understand the potential impacts of the proposed mobility, safety and connectivity improvements for the South Lamar Boulevard corridor. The analysis was conducted in accordance with the National Environmental Policy Act (NEPA) for the South Lamar Boulevard corridor, which is a state-owned roadway. The results of the analysis have been used to help refine the improvement projects to reduce impacts.

As of Wednesday, July 1, 2020, the City of Austin is making the environmental reports available for public review, as well as the proposed design of the improvements between Riverside Drive and US 290.

The City of Austin is pursuing environmental clearance for all South Lamar Boulevard improvements between Riverside Drive and US 290 that are recommended in the Corridor Mobility Plan for South Lamar Boulevard that was completed in April 2016. This includes improvements that have been funded by the 2016 Mobility Bond, as well as improvements that are not yet funded. Achieving environmental clearance for all improvements will enable the City of Austin to construct them when future funding sources are secured.

View the Notice of Virtual Public Hearing.

Environmental Reports

When completing the environmental analyses, the City of Austin evaluated potential impacts that could result from both the funded and unfunded improvements.

The City of Austin considered biological resources, hazardous materials, community impacts, water resources, air quality, as well as archaeological and historical resources. Click on the links below to review the findings of each report:

According to crash data collected by Austin
Transportation, 2,173 crashes occurred over the last five years. Those crashes resulted in 4 fatalities, 21 serious injuries, and involved 53 bicyclists and 46 pedestrians.

Over 40,000 vehicles travel this major Austin roadway each day, and there are over 220 access driveways in approximately 3.3 miles, causing additional safety concerns.

Currently, there are no bicycle facilities from Barton Springs Road to Riverside Drive. From US 290 to Barton Springs Road, bike lanes are unprotected and on-street on both sides of South Lamar Boulevard.

The existing sidewalks are continuous; however, some areas need repair.

Additionally, not all curb ramps are accessible due to sidewalk configurations or utility poles.



Mobility and Safety Improvements

If the projects receive environmental clearance, some of the proposed mobility, safety, and connectivity improvements will be constructed using funds from the voter-approved 2016 Mobility Bond. The projects are expected to improve approximately 3.3-miles of South Lamar Boulevard between Riverside Drive and US 290 for everyone, whether theywalk, bike, drive or take transit.

South Lamar Boulevard from Riverside Drive to Barton Springs Road

This project would provide critical mobility and safety improvements, and reflect the ultimate corridor vision for South Lamar Boulevard:

- Upgraded traffic signals at Riverside Drive, Toomey Road and Barton Springs Road
- Bus stop improvements
- · Pavement rehabilitation
- · Removal of continuous right-turn lanes
- ADA-compliant sidewalks and two-way raised protected bicycle lanes on both sides of South Lamar Boulevard
- Access management improvements such as raised medians and driveway modifications
- Enhanced landscaping with a variety of plant and tree species
- Street lighting
- Streetscape improvements such as benches, bike racks, scooter parking and waste receptacles

<u>View the funded improvements for South Lamar Boulevard between Riverside Drive and Barton Springs Road.</u>













2,173 TRAFFIC CRASHES on South Lamar Boulevard (between Riverside Drive and Ben White Blvd,/US 290) in the last five years: Feb. 1, 2015 – Jan. 31, 2020 4 21 serious injuries 283 non-incapacitating injuries 321 possible injuries 53 crashes involved bicyclists 46 crashes involved pedestrians

Purpose and Need

The purpose of the proposed project is to improve mobility and safety on South Lamar Boulevard between Riverside Drive and US 290.

South Lamar Boulevard from Barton Springs Road to US 290

This project would provide critical mobility and safety improvements:

- 13 existing traffic signals would be enhanced with upgraded technology
- Two new traffic signals at Del Curto Road and Evergreen Avenue
- Four new pedestrian hybrid beacons (mid-block signalized cross-walks) located at the following locations: West Oak Drive, Dickson Drive, Oxford Avenue, and near the Post Apartments Intersection improvements at Barton Skyway, Menchaca Road, Bluebonnet Lane, Oltorf Street, and Evergreen Avenue; will include improved crossing conditions and connectivity for pedestrians and cyclists, including enhanced and separated facilities
- Pavement rehabilitation and relocation of the existing curb closer to the centerline of the roadway.
- New shared-use paths for pedestrians and cyclists on both sides of South Lamar Boulevard that will comply with ADA guidelines
- Access management improvements such as intermittent-raised medians in some locations and driveway modifications
- Drainage improvements
- Bus stop improvements in partnership with Capital Metro, including a new dedicated transit priority lane northbound through the intersections at Barton Skyway and Menchaca Road.

<u>View the funded improvements for South Lamar Boulevard between Barton Springs Road and US 290.</u>

The City of Austin has also evaluated the environmental impacts of additional improvements outside the existing right of way in this same segment of South Lamar Boulevard between Barton Springs and US 290. These currently **unfunded improvements** reflect the ultimate corridor vision, and could be constructed if funding sources are identified:

- Enhanced and separate pedestrian and bicycle facilities
- Landscaping and streetscaping enhancements
- Street lighting

Tentative Project Schedule

If the projects receive environmental clearance by Fall 2020, design and construction could progress according to this tentative schedule:

- Anticipated environmental clearance: Fall 2020
- Riverside Drive to Barton Springs Road (funded):

• Final design plans: Summer 2020

• Construction start: Winter 2020

- Barton Springs Road to US 290:
 - · Funded improvements

• Final design plans: Fall 2021

Construction start: Fall 2022

- Unfunded improvements
 - Final design plans and construction start dependent on funding availability

Virtual Public Hearing

In accordance with NEPA, the City of Austin will host a virtual public hearing on July 15, 2020. During the virtual public hearing, information will be presented on the South Lamar Boulevard corridor between Riverside Drive and US 290.

The public is encouraged to provide comments on the proposed improvements.



The public is encouraged to provide comments on the proposed improvements by submitting feedback. The official comment period begins on Wednesday, July 15, 2020, and extends until 5 p.m. on Thursday, July 30, 2020. Comments may be submitted:

- Verbally by calling 512-974-9444 and leaving a voice message
- In writing by using a web form (will be activated on July 15)
- By email to: SouthLamar@AustinTexas.gov
- By mail to:
 - · City of Austin

Corridor Program Office

PO Box 1088

Austin, TX 78767

Download and print a comment form.

Please note that per TxDOT requirements, the City of Austin is not permitted to respond directly to comments or inquiries that are received during the **official comment period** (from Wednesday, July 15, 2020 through 5 p.m. on Thursday, July 30, 2020). Responses to verbal and written comments received will be available online at <u>AustinTexas.gov/SouthLamarENV</u> once the final report has been approved.

The City makes every reasonable effort to accommodate the needs of the public. The virtual public hearing information is available in English and <u>Spanish</u>. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and would like assistance, special arrangements can be made to accommodate most needs. Please call 512-974-7904 no later than Friday, July 10, 2020. Please be aware that advance notice is requested as some accommodations may require time for the City to arrange.

If you experience technical difficulties with the virtual public hearing, please contact the South Lamar Boulevard Communications Liaison in the City of Austin Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.







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Project Explorer

South Lamar Boulevard (Riverside Drive a US 290)

Aviso de Disponibilidad

La Ciudad de Austin realizó un análisis ambiental para comprender los posibles impactos de las mejoras propuestas de movilidad, seguridad y conectividad para el corredor de South Lamar Boulevard. El análisis se realizó en conformidad con la Ley de Política Ambiental Nacional (NEPA, por sus siglas en inglés) para el corredor de South Lamar Boulevard, que es una carretera estatal. Los resultados de los análisis se han utilizado para ayudar a refinar los proyectos de mejora para reducir los impactos.

A partir del miércoles 1 de junio de 2020, **La Ciudad de Austin está poniendo a disposición del público** los informes ambientales, así como el diseño propuesto de las mejoras entre Riverside Drive y US 290.

La Ciudad de Austin está buscando la aprobación ambiental para todas las mejoras de South Lamar Boulevard que se recomiendan en el Plan de Movilidad del Corredor para South Lamar Boulevard que se completó en abril de 2016. Esto incluye mejoras financiadas por el Bono de Movilidad 2016, así como las mejoras que aún no están financiadas. Lograr la aprobación ambiental para todas las mejoras permitirá a la Ciudad de Austin construirlas cuando se aseguren las futuras fuentes de financiamiento.

se puede acceder a todas las rampas de la acera debido a configuraciones de acera o postes de servicios públicos.



Mejoras de Movilidad y Seguridad

Si los proyectos reciben aprobación ambiental, algunas de las mejoras propuestas de movilidad, seguridad y conectividad se construirán utilizando fondos del Bono de Movilidad 2016 aprobado por los votantes. Se espera que los proyectos mejoren el segmento de 3.3 millas de South Lamar Boulevard entre Riverside Drive y US 290 para todos, ya sea que caminen, anden en bicicleta, conduzcan o tomen el tránsito.

South Lamar Boulevard desde Riverside Drive hasta Barton Springs Road

Este proyecto proporcionaría mejoras críticas de movilidad y seguridad, y reflejaría la visión definitiva del corredor para South Lamar Boulevard:

- Actualizaciones de señales de tráfico en Riverside Drive, Toomey Road y Barton Springs Road
- Mejoras en las paradas de autobús
- Rehabilitación de pavimento
- Eliminación de carriles continuos de giro a la derecha
- Aceras que cumplan con la ley para Personas con Discapacidades (ADA, por sus siglas en inglés) y ciclovías protegidas elevadas de dos vías a ambos lados de South Lamar Boulevard
- Mejoras en la gestión de acceso, come medianas elevadas y modificaciones en las entradas de autos
- Paisajismo mejorado con una variedad de especies de plantas y árboles.
- Alumbrado público
- Mejoras en el paisaje urbano, como bancos, bastidores para bicicletas, estacionamiento de scooters y recipientes para desechos

<u>Ver las mejoras financiadas para South Lamar Boulevard entre Riverside Drive y Barton Springs Road.</u>

South Lamar Boulevard desde Barton Springs Road hasta US 290

Este proyecto proporcionaría mejoras críticas de movilidad y seguridad

- 13 señales de tráfico existentes se mejorarían con tecnología mejorada
- Dos nuevas señales de tráfico en Del Curto Road y Evergreen Avenue
- Cuatro nuevas cruces peatonales de medio bloque (faros híbridos para peatones) ubicado en las siguientes ubicaciones: West Oak Drive, Dickson Drive, Oxford Avenue y cerca de las mejoras en la interseccion de Post Apartments en Barton Skyway, Menchaca Road, Bluebonnet Lane, Oltorf Street y Evergreen Avenue; incluirá mejores condiciones de cruce y conectividad para peatones y ciclistas, incluyendo instalaciones mejoradas y separadas
- Rehabilitación de pavimento y reubicación de la acera existente más cerca de la línea central de la carretera
- Nuevas rutas de uso compartido para peatones y ciclistas a ambos lados de South Lamar Boulevard que cumplirán con las pautas de la ADA
- Mejoras en la gestión de acceso, como medianas elevadas intermitentes en algunos lugares y modificaciones en las entradas de autos
- Mejoras de drenaje
- Mejoras en las paradas de autobús en asociación con Capital Metro incluyendo un nuevo carril prioritario de tránsito dedicado hacia el norte a través de las intersecciones en Barton Skyway y Menchaca Road.

<u>Ver las mejoras no financiadas para South Lamar Boulevard entre Barton Springs Road y</u> US 290.

La Ciudad de Austin también ha evaluado los impactos ambientales de mejoras adicionales fuera de la servidumbre de transito existente en este mismo segmento de South Lamar Boulevard entre Barton Springs y US 290. Estas mejoras **actualmente no financiadas** reflejan la visión definitiva del corredor y podrían construirse si se identifican las fuentes de financiamiento:

- Instalaciones mejoradas y separadas para peatones y bicicletas
- Mejoras de paisajismo y paisajismo urbano
- Alumbrado público

<u>Ver las mejoras no financiadas para SouthLamar Boulevard entre Barton Springs Road y</u> <u>US 290</u>

Calendario Tentativo del Proyecto

Si los proyectos reciben aprobación ambiental para otoño de 2020, el diseño y la construcción podrían progresar de acuerdo con este calendario tentativo:

- Autorización ambiental anticipada: Otoño 2020
- · Riverside Drive a Barton Springs Road (financiada):
 - Planes de diseño final: Verano 2020
 - Inicio de construcción: Invierno 2020
- Barton Springs Road a US 290:
- Mejoras financiadas
 - Planes de diseño final: Otoño 2021
 - Inicio de construcción: Otoño 2022
- Mejoras no financiadas
 - Planes finales de diseño e inicio de construcción dependen de la disponibilidad de fondos

Audiencia Pública Virtual

En coordinación con NEPA, la Ciudad de Austin tendrá una audiencia pública virtual el 15 de julio de 2020. Durante la audiencia pública virtual, se presentará información sobre el corredor South Lamar Boulevard entre Riverside Drive y US 290.



Se alienta al público a proporcionar comentarios sobre las mejoras propuestas

Comentarios Públicos

Se alienta al público a proporcionar comentarios sobre las mejoras propuestas enviando comentarios. El período oficial de comentarios comienza el miércoles 15 de julio de 2020 y se extiende hasta las 5 p.m. el jueves 30 de julio de 2020 Se pueden enviar comentarios:

- Envíe comentarios en línea utilizando (se activara el 15 de julio)
- Envie comentarios por escrito a: <u>SouthLamar@AustinTexas.gov</u>

- Proporcione comentarios verbales llamando al 512-974-9444 y dejando un mensaje de voz
- Envíe comentarios por escrito a: City of Austin
 Corridor Program Office
 PO Box 1088
 Austin, TX 78767

Descargue e imprima un formulario de comentarios

Tenga en cuenta que, según los requisitos de TxDOT, la Ciudad de Austin no puede responder directamente a comentarios o consultas que se reciban durante **el periodo oficial de comentarios (desde el miércoles 15 de julio de 2020 hasta las 5p.m. el jueves 30 de julio 2020).** Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en línea en <u>AustinTexas.gov/SouthLamarENV</u> una vez que el reporte final se haya aprobado.

La Ciudad hace todos los esfuerzos razonables para satisfacer las necesidades del público. La información de la audiencia pública virtual está disponible en inglés y español. Si tiene una adaptación de comunicación especial o necesita un intérprete, se puede hacer una solicitud. Si tiene una discapacidad y desea asistencia, se pueden hacer arreglos especiales para satisfacer la mayoría de las necesidades. Llame al 512-974-7904 a más tardar el viernes 10 de julio de 2020. Tenga en cuenta que se solicita un aviso por adelantado, ya que algunos adaptaciones pueden requerir tiempo para que la Ciudad haga los arreglos necesarios.

Si tiene dificultades técnicas con la audiencia pública virtual, comuníquese con el Enlace de comunicaciones de South Lamar Boulevard en la Oficina del Programa del Corredor de la Ciudad de Austin en SouthLamar@AustinTexas.gov o 512-974-7904.



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Project Explorer

South Lamar Boulevard (Riverside Drive to US 290)

Welcome! Thank you for your interest and participation in the South Lamar Boulevard virtual public hearing. Please let us know you are participating by signing in here.

About this Virtual Public Hearing

The City of Austin completed an environmental analysis to understand the potential impacts of proposed mobility, safety and connectivity improvements for the South Lamar Boulevard corridor. The analysis was conducted in accordance with the National Environmental Policy Act (NEPA) for the South Lamar Boulevard corridor, which is a state-owned roadway.



From Wednesday, July 15, 2020 through 5 p.m. on Thursday, July 30, 2020, you may review information and reports on this website, watch a presentation about the results of the environmental analyses, and provide comments.



Download a PDF of the presentation.

The City makes every reasonable effort to accommodate the needs of the public. The virtual public hearing information is available in English and <u>Spanish</u>.

If you experience technical difficulties with the virtual public hearing, please contact the South Lamar Boulevard Communications Liaison in the City of Austin Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904.

Public Comments

The public is encouraged to provide comments on the proposed improvements by submitting feedback. The official comment period begins on Wednesday, July 15, 2020, and extends until 5 p.m. on Thursday, July 30, 2020. Comments may be submitted:

- Verbally by calling 512-974-9444 and leaving a voice message
- In writing by using this web form
- By email to: <u>SouthLamar@AustinTexas.gov</u>
- By mail to:
 - City of Austin
 Corridor Program Office
 PO Box 1088
 Austin, TX 78767

Download and print a comment form.

Please note that per TxDOT requirements, the City of Austin is not permitted to respond directly to comments or inquiries that are received during the official comment period (from Wednesday, July 15, 2020 through 5 p.m. on Thursday, July 30, 2020). Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once the final report has been approved. All comments must be received by 5 p.m. on Thursday, July 30, 2020 in order to be included in the official record for this public hearing.

Notice of Availability

The City of Austin conducted an environmental analysis to understand the potential impacts of the proposed mobility, safety and connectivity improvements for the South Lamar Boulevard corridor. The analysis was conducted in accordance with the National Environmental Policy Act (NEPA) for the South Lamar Boulevard corridor, which is a state-owned roadway. The results of the analysis have been used to help refine the improvement projects to reduce impacts.

Beginning on Wednesday, July 1, 2020, the City of Austin made the environmental reports available for public review, as well as the proposed design of the improvements between Riverside Drive and US 290.

View the Notice of Virtual Public Hearing.

The City of Austin is pursuing environmental clearance for all South Lamar Boulevard improvements between Riverside Drive and US 290 that are recommended in the <u>Corridor Mobility Plan for South Lamar Boulevard</u> that was completed in April 2016. This includes improvements that have been funded by the 2016 Mobility Bond, as well as improvements that are not yet funded. Achieving environmental clearance for all improvements will enable the City of Austin to construct them when future funding sources are secured.

Environmental Reports

When completing the environmental analyses, the City of Austin evaluated potential impacts that could result from both the funded and unfunded improvements.

The City of Austin considered biological resources, hazardous materials, community impacts, water resources, air quality, as well as archaeological and historical resources. Click on the links below to review the findings of each report:



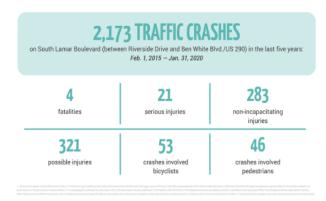












Purpose and Need

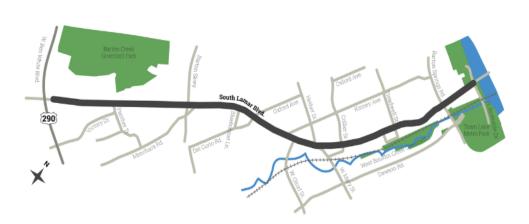
The purpose of the proposed project is to improve mobility and safety on South Lamar Boulevard between Riverside Drive and US 290.

According to crash data collected by Austin Transportation, 2,173 crashes occurred over the last five years. Those crashes resulted in 4 fatalities, 21 serious injuries, and involved 53 bicyclists and 46 pedestrians.

Over 40,000 vehicles travel this major Austin roadway each day, and there are over 220 access driveways in approximately 3.3 miles, causing additional safety concerns.

Currently, there are no bicycle facilities from Barton Springs Road to Riverside Drive. From US 290 to Barton Springs Road, bike lanes are unprotected and on-street on both sides of South Lamar Boulevard.

The existing sidewalks are continuous; however, some areas need repair. Additionally, not all curb ramps are accessible due to sidewalk configurations or utility poles.



Tentative Project Schedule

If the projects receive environmental clearance by Fall 2020, design and construction could progress according to this tentative schedule:

- Anticipated environmental clearance: Fall 2020
- Riverside Drive to Barton Springs Road:
 - · Final design plans: Summer 2020
 - Construction start: Winter 2020
- Barton Springs Road to US 290:
 - Funded improvements
 - Final design plans: Fall 2021
 - Construction start: Fall 2022
 - Unfunded improvements
 - Final design plans and construction start dependent on funding availability

Frequently Asked Questions

Why aren't all improvements funded for construction?

Austin voters approved funding for mobility and safety improvements throughout the city when they passed the 2016 Mobility Bond. \$482 million was dedicated to nine corridors, including South Lamar Boulevard. This provides funding to construct some, but not all, of the improvements that are recommended for each roadway in corridor mobility plans. The City of Austin intends to build the unfunded improvements when future funding sources become available. Achieving environmental clearance for all improvements now is necessary to do that.

Are the designs for the improvements final?

No. The designs available as part of this public hearing reflect preliminary project plans. The final design phase of work is currently underway, which includes ongoing evaluations, additional surveying, meetings with affected property owners, and partner agency coordination. Some design details will be refined before construction. If you have questions about the project plans or how they may affect your property, you may contact the Corridor Program Office at SouthLamar@AustinTexas.gov or 512-974-7904

Why are medians being added to South Lamar and why are some driveways being modified or removed?

Left-hand turns are difficult to make on South Lamar Boulevard. The continuous center-running lane and numerous driveways means drivers make left turns whenever and wherever they can. This increases the risk of collisions with oncoming traffic, driverstravelling from behind, and with cyclists and pedestrians crossing driveways. Adding medians and modifying driveways will help define where left turns should occur and reduce potential crash points, making South Lamar Boulevard safer to travel for everyone.

Why don't the project schematics show all developments that are planned or underway?

We are aware of all developments that are planned and underway throughout the corridor. We work directly with developers as those plans are approved to ensure the proposed mobility improvements are included in their site plans and the final constructed improvements on the ground are connected. The schematics were finalized in 2019 and therefore do not reflect all developments that have been planned since then.

What does it mean if the proposed improvements are on my property?

If a proposed improvement is on your property, the Corridor Program Office will be in contact soon to discuss the proposed improvements in relation to your property and what next steps look like.

Why does the bicycle lane trigger a public hearing?

The Texas Department of Transportation requires a public hearing for any improvements that substantially change the function of a road. In this case, the addition of a bicycle lane in some areas (whether funded or unfunded) will change the function of South Lamar Boulevard by designating a portion of the roadway for exclusive bicycle use.

Are the funded and unfunded plans consistent with Project Connect?

Yes. The City of Austin has been coordinating closely with Capital Metro to align the funded and unfunded transit supportive improvements to support both existing and planned transit service, and we will continue to do as we move forward with the Corridor Construction Program. These improvements are consistent with the adopted Locally Preferred Alternative for Project Connect, which identifies South Lamar Boulevard as part of the MetroRapid Corridor Long Term Vision.

Are all Corridor Mobility Plan recommendations included in the funded or unfunded improvements?

City staff used the vision and recommendations from the 2016 South Lamar Corridor Mobility Plan as the basis for formulating potential construction projects that could be completed in the 8-year timeframe set forth by City Council. In addition, staff considered feasible improvements that could be included for implementation on TxDOT-owned roadway facilities. This project development phase occurred in 2017 after passage of the 2016 Mobility Bond. While projects in the Corridor Construction Program were drawn from plan recommendations, the 2016 South Lamar Corridor Mobility Plan itself, including the long-term vision and recommendations, remains unchanged.

Mobility and Safety Improvements

If the projects receive environmental clearance, some of the proposed mobility, safety, and connectivity improvements will be constructed using funds from the voter-approved 2016 Mobility Bond. The projects are expected to improve approximately 3.3-miles of South Lamar Boulevard between Riverside Drive and US 290 for everyone, whether they walk, bike, drive or take transit.

Funded improvements from Riverside Drive to Barton Springs Road

This project would provide critical mobility and safety improvements, and reflect the ultimate corridor vision for South Lamar Boulevard:

- · Upgraded traffic signals at Riverside Drive, Toomey Road and Barton Springs Road
- Pavement rehabilitation and relocation of the existing curb closer to the centerline of the roadway by removing the rightturn lanes on both sides
- Addition of two-way bicycle lanes and a continuous ADA-compliant sidewalk behind the curb on both sides of South Lamar Rouleward
- · Access management improvements including modifying driveways and reconstructing center medians
- · Drainage improvements
- Bus stop improvements in partnership with Capital Metro
- . Enhanced landscaping with a variety of plantings and tree species, street lighting, and streetscape improvements

View the funded improvements for South Lamar Boulevard between Riverside Drive and Barton Springs Road.

Funded improvements from Barton Springs Road to US 290

This project would provide critical mobility and safety improvements:

- · 13 existing traffic signals would be enhanced with upgraded technology
- · Two new traffic signals at Del Curto Road and Evergreen Avenue
- Four new pedestrian hybrid beacons (mid-block signalized cross-walks) located at the following locations: West Oak Drive,
 Dickson Drive, Oxford Avenue, and near the Post Apartments
- Intersection improvements at Barton Skyway, Menchaca Road, Bluebonnet Lane, Oltorf Street, and Evergreen Avenue; will
 include improved crossing conditions and connectivity for pedestrians and cyclists, including enhanced and separated
 facilities
- · Pavement rehabilitation and relocation of the existing curb closer to the centerline of the roadway
- New shared-use paths for pedestrians and cyclists on both sides of South Lamar Boulevard that will comply with ADA guidelines
- Access management improvements such as intermittent-raised medians in some locations and driveway modifications
- Drainage improvements
- Bus stop improvements in partnership with Capital Metro, including a new dedicated transit priority lane northbound through the intersections at Barton Skyway and Menchaca Road

View the funded improvements for South Lamar Boulevard between Barton Springs Road and US 290.

The City of Austin has also evaluated the environmental impacts of additional improvements outside the existing right of way in this same segment of South Lamar Boulevard between Barton Springs Road and US 290. These currently unfunded improvements reflect the ultimate corridor vision and could be constructed if funding sources are identified:

- · Separate pedestrian and bicycle facilities
- · Streetscape and landscaping with trees
- · Enhanced Street lighting

View the unfunded improvements South Lamar Boulevard between Barton Springs Road and US 290.

South Lamar Boulevard

(Riverside Drive a US 290)

¡Bienvenidos! Gracias por su interés y participación en la audiencia pública virtual de South Lamar Boulevard, Registrese aquí para hacernos saber que está participando.

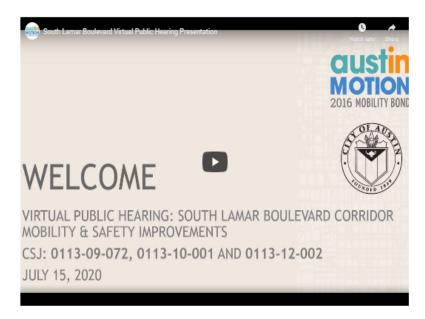
Información Sobre Esta Audiencia Pública Virtual

La Ciudad de Austin completó un análisis ambiental para comprender los impactos potenciales de las mejoras de movilidad, seguridad, y conectividad en el corredor de South Lamar Boulevard. El análisis se llevó a cabo de conformidad con la Ley de Política Ambiental Nacional (NEPA por sus siglas en inglés) para South Lamar Boulevard, que es una carretera estatal.



Desde el miércoles 15 de julio de 2020 hasta las 5 p.m. el jueves 30 de julio de 2020, puede revisar información e informes en este sitio web, ver una presentación sobre los resultados de los análisis ambientales y proporcionar comentarios.

Ver la presentación de la audiencia pública:



Descargar un PDF de la presentación(en español).

La Ciudad hace todos los esfuerzos razonables para satisfacer las necesidades del público. La información de la audiencia pública virtual está disponible en inglés y español.

Si tiene dificultades técnicas con la audiencia pública virtual, comuníquese con el Enlace de comunicaciones de South Lamar Boulevard en la Oficina del Programa del Corredor de la Ciudad de Austin en SouthLamar@AustinTexas.gov o 512-974-7904.

Aviso de Disponibilidad

La Ciudad de Austin realizó un análisis ambiental para comprender los posibles impactos de las mejoras propuestas de movilidad, seguridad y conectividad para el <u>corredor de South Lamar Boulevard</u>. El análisis se realizó en conformidad con la Ley de Política Ambiental Nacional (NEPA, por sus siglas en inglés) para South Lamar Boulevard, que es propiedad estatal. Los resultados de los análisis se han utilizado para ayudar a refinar los proyectos de mejora para reducir los impactos.

A partir del miércoles 1 de julio de 2020, la Ciudad de Austin puso a disposición del público los informes ambientales, así como el diseño propuesto de las mejoras entre Riverside Drive y US 290.

Ver el Aviso de la Audiencia Publica Virtual

La Ciudad de Austin está buscando la aprobación ambiental para todas las mejoras de South Lamar Boulevard entre Riverside Drive y US 290 que se recomiendan en el <u>Plan de Movilidad del Corredor para South Lamar Boulevard</u> que se completó en abril de 2016. Esto incluye mejoras financiadas por el Bono de Movilidad 2016, así como las mejoras que aún no están financiadas. Lograr la aprobación ambiental para todas las mejoras permitirá a la Ciudad de Austin construirlas cuando se aseguren las futuras fuentes de financiamiento.

Reportes Ambientales

Los análisis ambientales realizados por la Ciudad de Austin evaluaron los posibles impactos que podrían resultar de las mejoras de movilidad y seguridad financiadas y no financiadas.

La Ciudad de Austin consideró los recursos biológicos, los materiales peligrosos, los impactos comunitarios, los recursos hídricos, la calidad del aire, y los recursos arqueológicos e históricos. Haga clic en los enlaces a continuación para revisar los resultados de cada informe:













<u>Históricos</u>

La Necesidad de Mejoras

El propósito del proyecto propuesto es mejorar la movilidad y seguridad en South Lamar Boulevard entre Riverside Drive y US 290. Según los datos sobre accidentes recopilados por Austin Transportation, ocurrieron 2,173 accidentes entre 2015 y 2020. Esos accidentes causaron 4 muertes, 21 lesiones graves e involucraron a 53 ciclistas y 46 peatones.

Más de 40,000 vehículos viajan por esta carretera principal de Austin cada día, y hay más de 220 entradas en aproximadamente 3.3 millas, lo que causa preocupaciones de seguridad adicionales.

Actualmente, no hay instalaciones para bicicletas desde Barton Springs Road hasta Riverside Drive. Desde US 290 hasta Barton Springs Road, las ciclovías están desprotegidos y en la calle a ambos lados de South Lamar Boulevard.

Las aceras existentes son continuas; Sin embargo, algunas áreas necesitan reparación. Además, no todas las rampas de acceso son accesibles debido a las configuraciones de aceras o postes de servicios públicos.



Mejoras de Movilidad y Seguridad

Si los proyectos reciben aprobación ambiental, algunas de las mejoras propuestas de movilidad, seguridad y conectividad se construirán utilizando fondos del Bono de Movilidad 2016 aprobado por los votantes. Se espera que los proyectos mejoren aproximadamente 3.3 millas de South Lamar Boulevard entre Riverside Drive y U 290 para todos, ya sea que caminen, anden en bicicleta, conduzcan o tomen el tránsito.

Las mejoras financiadas para Riverside Drive a Barton Springs Road incluyen:

Este proyecto proporcionaría mejoras críticas de movilidad y seguridad, y **reflejaría la visión definitiva** del corredor para South Lamar Boulevard:

- Actualizaciones de señales de tráfico en Riverside Drive, Toomey Road y Barton Springs Road
- Rehabilitación del pavimento y reubicación de la acera existente más cerca de la línea central de la carretera al eliminar los carriles de giro a la derecha en ambos lados
- Adición de ciclovías de dos vías y una acera continua que cumple con detrás de la acera a ambos lados de South Lamar Boulevard
- · Mejoras en la gestión de acceso, como modificaciones en las entradas de autos y la reconstrucción de medianas centrales
- · Mejoras de drenaje
- Mejoras en las paradas de autobús en asociación con Capital Metro
- · Paisajismo mejorado con una variedad de especies de plantas y árboles, alumbrado público, y mejoras del paisaje urbano

Ver lasmejoras financiadas para South Lamar Boulevard entre Riverside Drive y BartonSprings Road.

Las mejoras financiadas para Barton Springs Road a US 290 incluyen:

Este proyecto proporcionaría mejoras críticas de movilidad y seguridad:

- · 13 señales de tráfico existentes se mejorarían con tecnología mejorada
- · Dos nuevas señales de tráfico en Del Curto Road y Evergreen Avenue
- Cuatro nuevas cruces peatonales de medio bloque (Faros Híbridos Para Peatones) ubicado en las siguientes ubicaciones:
 West Oak Drive, Dickson Drive, Oxford Avenue, y cerca de Post Apartments
- Mejoras en las intersecciones Barton Skyway, Menchaca Road, Bluebonnet Lane, Oltorf Street, y Evergreen Avenue; incluirá
 mejores condiciones de cruce y conectividad para peatones y ciclistas, incluidas instalaciones mejoradas y separadas
- Rehabilitación de pavimento y reubicación de la acera existente más cerca de la línea central de la carretera
- Nuevas rutas de uso compartido para peatones y ciclistas a ambos lados de South Lamar Boulevard que cumplirán con las pautas de la ADA
- Mejoras en la gestión de acceso, como medianas elevadas intermitentes en algunos lugares y modificaciones en las entradas de autos
- Mejoras de drenaje
- Mejoras en las paradas de autobús en asociación con Capital Metro incluyendo un nuevo carril prioritario de tránsito dedicado hacia el norte a través de las intersecciones en Barton Skyway y Menchaca Road.

<u>Ver las mejoras financiadas para South Lamar Boulevard entre Barton Springs Road y US 290.</u>

La Ciudad de Austin también ha evaluado los impactos ambientales de mejoras adicionales fuera de la servidumbre de transito existente en este mismo segmento de South Lamar Boulevard entre Barton Springs y US 290. Estas mejoras **actualmente no financiadas** reflejan la visión definitiva del corredor y podrían construirse si se identifican las fuentes de financiamiento:

- · Instalaciones mejoradas y separadas para peatones y bicicletas
- Mejoras de paisajismo y paisajismo urbano
- · Alumbrado público

Ver las mejoras no financiadas para SouthLamar Boulevard entre Barton Springs Road y US 290

Calendario Tentativo del Proyecto

Si los proyectos reciben aprobación ambiental para **Otoño de 2020**, el diseño y la construcción podrían progresar de acuerdo con este calendario tentativo:

- Autorización ambiental anticipada: Otoño 2020
- Riverside Drive a Barton Springs Road (financiada):
 - Planes de diseño final: Verano 2020
 - Inicio de construcción: Invierno 2020
- Barton Springs Road a US 290:
- Mejoras financiadas
 - Planes de diseño final: Otoño 2021
 - Inicio de construcción: Otoño 2022
- Mejoras no financiadas
 - Planes finales de diseño e inicio de construcción dependen de la disponibilidad de fondos

Preguntas frecuentes

¿Por qué no se financian todas las mejoras para la construcción?

Los votantes de Austin aprobaron fondos para mejoras de movilidad y seguridad en toda la ciudad cuando aprobaron el Bono de Movilidad 2016. Se dedicaron \$482 millones a nueve corredores, incluido South Lamar Boulevard. Esto proporciona fondos para construir algunas, pero no todas, las mejoras que se recomiendan para cada carretera en los planes de movilidad de los corredores. La ciudad de Austin tiene la intención de construir las mejoras no financiadas cuando las futuras fuentes de financiamiento estén disponibles. Lograr la aprobación ambiental para todas las mejoras ahora es necesario.

¿Los diseños para las mejoras son finales?

No. Los diseños disponibles como parte de esta audiencia pública reflejan los planes preliminares del proyecto. La fase final de diseño del trabajo está actualmente en curso, lo que incluye evaluaciones continuas, encuestas adicionales, reuniones con los propietarios afectados y coordinación con agencias asociadas. Algunos detalles de diseño serán refinados antes de la construcción. Si tiene preguntas sobre los planes del proyecto o cómo pueden afectar su propiedad, puede comunicarse con la Oficina del Programa del Corredor en SouthLamar@AustinTexas.gov o 512-974-7904.

¿Por qué se agregan medianas a South Lamar y por qué se modifican o eliminan algunas entradas de autos?

Es difícil hacer giros a la izquierda en South Lamar Boulevard. El carril continuo que recorre el centro y las numerosas entradas de autos significan que los conductores giran a la izquierda cuando y donde pueden. Esto aumenta el riesgo de colisiones con el tráfico que se aproxima, los conductores que viajan por detrás y los ciclistas y peatones que cruzan las entradas. Agregar medianas y modificar las entradas ayudarán a definir dónde deben ocurrir los giros a la izquierda y reducir los posibles puntos de choque, lo que hará que South Lamar Boulevard sea más seguro para todos.

¿Por qué los esquemáticos del proyecto no muestran todos los desarrollos planificados o en curso?

Somos conscientes de todos los desarrollos planificados y en curso en todo el corredor. Trabaiamos directamente con los desarrolladores ya que esos planes están aprobados para garantizar que las mejoras de movilidad propuestas se incluyan en sus planes de sitio y que las mejoras finales construídas en el terreno estén conectadas. Los esquemáticos se finalizaron en 2019 y, por lo tanto, no refleían todos los desarrollos que se han planeado desde entonces.

¿Qué significa si las mejoras propuestas están en mi propiedad?

Si hay una mejora propuesta en su propiedad, la Oficina del Programa del Corredor se pondrá en contacto pronto para analizar las mejoras propuestas en relación con su propiedad y los siguientes pasos.

¿Por qué la ciclovía requiere una audiencia pública?

El Departamento de Transporte de Texas requiere una audiencia pública para cualquier mejora que cambie sustancialmente la función de una carretera. En este caso, la adición de una ciclovía en algunas áreas (ya sea financiada o no financiada) cambiará la función de South Lamar Boulevard al designar una parte de la carretera para uso exclusivo de bicicletas.

¿Los planes financiados y no financiados son consistentes con Project Connect?

Si. La Ciudad de Austin se ha coordinado estrechamente con Capital Metro para alinear las mejoras de apoyo de tránsito financiadas y no financiadas para apoyar tanto el servicio de tránsito existente como el planificado, y continuaremos haciéndolo a medida que avanzamos con el Programa de Construcción del Corredor. Estas mejoras son consistentes con la alternativa preferida localmente adoptada para Project Connect, que identifica South Lamar Boulevard como parte de la visión a largo plazo del corredor MetroRapid.

¿Se incluyen todas las recomendaciones del Plan de movilidad del corredor en las mejoras financiadas o no financiadas?

El personal de la ciudad utilizó la visión y las recomendaciones del Plan de Movilidad del Corredor South Lamar 2016 como base para formular posibles proyectos de construcción que podrían completarse en el plazo de 8 años establecido por el Consejo de la Ciudad. Además, el personal consideró mejoras factibles que podrían incluirse para la implementación en las instalaciones de carreteras que son propiedad de TxDOT. Esta fase de desarrollo del proyecto ocurrió en 2017 después de la aprobación del Bono de Movilidad de 2016. Si bien los proyectos en el Programa de Construcción de Corredores se extrajeron de las recomendaciones del plan, el Plan de Movilidad del Corredor South Lamar 2016, que incluye la visión a largo plazo y las recomendaciones, permanece sin cambios.







South Lamar Boulevard Virtual Public Hearing What's New Page

What's New

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





Events

South Lamar Boulevard Virtual Public Hearing (Riverside Drive to US 290)

Date & Time: Wednesday, July 15, 2020 at 9am - Thursday, July 30, 2020 at 5pm

Location: AustinTexas,gov/SouthLamarENV

The City of Austin Corridor Program Office, with the Texas Department of Transportation, invites you to attend a virtual public hearing to discuss proposed roadway improvements and related environmental studies conducted for South Lamar Boulevard between Riverside Drive and US 290. The official Notice of Virtual Public Hearing and project information, including Riverside Drive y US 290. El Aviso Oficial de audiencia pública technical reports that consider the potential impacts, are available now for review at

AustinTexas.gov/SouthLamarENV.

Audiencia Pública Virtual para South Lamar Boulevard (Riverside Drive to US 290)

Fecha y Hora: miércoles 15 de julio a las 9 am hasta el jueves 30 de julio a las 5 pm

Lugar: AustinTexas.gov/SouthLamarENVSp

La Oficina del Programa del Corredor de la Ciudad de Austin, con el Departamento de Transporte de Texas, le invita a asistir a una audiencia pública virtual para discutir las mejoras propuestas para las carreteras y los relacionados estudios ambientales realizados para South Lamar Boulevard entre virtual e información sobre el proyecto, incluyendo los informes técnicos que consideran los posibles impactos, están disponibles actualmente para su revisión

en AustinTexas.gov/SouthLamarENVSp.

The virtual public hearing will be held from Wednesday, July 15 at 9 a.m. to Thursday, July 30 at 5 p.m.

at AustinTexas.gov/SouthLamarENV. On Wednesday, July 15 at 9 a.m., the City of Austin will officially launch the virtual public hearing by posting a presentation that explains the improvements and environmental analysis findings. Virtual public hearing information will be provided in English and Spanish. To request additional translated materials or other communication accommodations, please email SouthLamar@AustinTexas.gov or call (512) 974-7904 no later than Friday, July 10, 2020.

The public is invited to provide comments on the proposed improvements during the official comment period from Wednesday, July 15, 2020 through 5 p.m. on Thursday, July 30, 2020. Responses to verbal and written comments received will be available online at AustinTexas.gov/SouthLamarENV once they have been prepared. Formal comments given during the official comment period should be submitted through one of the following methods:

- Online using a web form, which will be made available at <u>AustinTexas.gov/SouthLamarENV</u>
- By email to: <u>SouthLamar@AustinTexas.gov</u>
- Verbally by calling 512-974-9444 and leaving a voice message.
- By mail to: City of Austin Corridor Program Office, PO Box 1088, Austin, TX 78767

La audiencia pública virtual se llevará a cabo desde el miércoles 15 de julio a las 9 a.m. hasta el jueves 30 de julio a las 5 p.m. en AustinTexas.gov/SouthLamarENVSp. El miércoles 15 de julio a las 9 a.m., la Ciudad de Austin se lanzará oficialmente la audiencia pública virtual publicando una presentación que explica las mejoras y los resultados del análisis ambiental. Información de la audiencia pública virtual se proporcionará en inglés y español. Para solicitar materiales traducidos u otras adaptaciones de comunicación, envíe un correo electrónico a SouthLamar@AustinTexas.gov o llame (512) 974-7904 antes del viernes 10 de julio de 2020.

Se le invita al público a proporcionar comentarios sobre las mejoras propuestas durante el período oficial de comentarios que es desde miércoles 15 de julio hasta el jueves 30 de julio a las 5 p.m. Las respuestas a los comentarios verbales y escritos recibidos estarán disponibles en línea en AustinTexas.gov/SouthLamarENVSp una vez que se hayan preparado. Los comentarios formales proporcionados durante el período oficial de comentarios deben enviarse a través de uno de los siguientes métodos:

- En línea usando un formulario web, que estará disponible en <u>AustinTexas,gov/SouthLamarENVSp</u>
- Por correo electrónico a: SouthLamar@AustinTexas.gov
- Verbalmente llamando y dejando un mensaje de voz al 512-974-9444
- Por correo postal a: City of Austin Corridor Program Office, PO Box 1088. Austin. TX 78767