

A teal ribbon graphic with a folded end on the left side, containing the text 'FM 969 CORRIDOR' and 'APPENDIX A'.

FM 969 CORRIDOR

APPENDIX A

A teal circle containing a white letter 'A'.

A

PUBLIC INVOLVEMENT

The City of Austin Transportation Department, and the consultants with whom it has partnered for the four Transportation Corridor Development Plans to be conducted in 2011-12, are committed to an open, inclusive, proactive and transparent program of public engagement. This Public Involvement Plan (PIP) forms the basis for a common approach to communications and outreach among the four studies. It includes goals and objectives to be achieved, and strategies and tactics to be deployed, by City staff, members of the consultant teams, and other communication partners as appropriate.

Specific needs and conditions on each of the four corridors will be addressed as appropriate by refining or adding to the strategies and tactics identified here; these corridor-specific elements are identified in the appendices to this PIP. Output measures (e.g., number of meetings, mailings, etc.) will also be specified for each corridor and will be reflected in the appendices.

Goals and Objectives

1. **Goal 1:** To provide **users, neighbors, property owners, and other direct stakeholders** served by each corridor with sufficient opportunity to contribute their input to the City of Austin and its consultants to inform and help shape the results of each Transportation Corridor Study.
 - a. **Objective 1-A:** Informing stakeholders about the Corridor Study projects, their processes and timelines; their goals, objectives and anticipated outcomes; and their ongoing progress.
 - b. **Objective 1-B:** Collecting stakeholder input that aids in assessing and defining current characteristics, conditions and needs of each corridor.
 - c. **Objective 1-C:** Collecting stakeholder input that aids in developing a vision that defines the desired physical, functional, aesthetic and cultural character of each corridor.
 - d. **Objective 1-D:** Collecting stakeholder input to aid in identifying corridor enhancement needs, including recommendations for policy measures, capital investments, and opportunities for collaboration with both public and private partners.
 - e. **Objective 1-E:** Presenting recommendations for public comment, review and feedback.

2. **Goal 2:** To ensure that **traditionally underrepresented and hard-to-reach populations and groups** have sufficient opportunity to engage in the Corridor Study process. This goal will involve using targeted and customized outreach strategies to ensure opportunities to participate for populations and groups including the following:

- a. Objective 2-A:* Environmental justice (EJ) populations.
 - b. Objective 2-B:* Businesses and property owners.
 - c. Objective 2-C:* Non-profit, faith-based and other community-serving organizations and their clients.
 - d. Objective 2-D:* School communities (students, parents and staff) for campuses served by each corridor.
3. **Goal 3:** To maintain communications and outreach between the City and its consultants and **other transportation providers, government agencies, and key public and private partners**, including:
 - a. Objective 3-A:* Targeted outreach to public officials and key decision-makers to inform them of each Corridor Study's goals, objectives, anticipated outcomes, process and timeline;
 - b. Objective 3-B:* Coordination and collaboration between the City and other agencies, providers and partners to leverage the use of the various available communications channels and outreach opportunities
4. **Goal 4:** To communicate and enable opportunities for input for **interested citizens** throughout the City through appropriate engagement and outreach strategies, including:
 - a. Objective 4-A:* Informing the public of the purpose and need, process and outcomes for the Transportation Corridor Studies and their relationship to the Austin Strategic Mobility Plan and the City's overall mobility policies and programs;
 - b. Objective 4-B:* Providing information and opportunities for engagement for transportation advocates and other communities of interest that align with the purpose and need of the Corridor Studies

Strategies and Tactics

1. **Stakeholder outreach.** This strategy includes all activities that are specifically targeted to *defined* individual stakeholders and groups of stakeholders, such as neighborhood groups, business groups, adjacent property owners, elected officials, EJ populations and the groups serving them, etc. This outreach will be a vital component of the overall engagement strategy for the Corridor Studies and is intended to complement and enhance engagement opportunities designed for broad public participation (see Strategy 2 below). Tactics to be deployed include:
 - a. Developing stakeholder databases and contact lists.* Initial lists of identified stakeholders for each corridor will be developed by the

Corridor Study consultant teams with input from the City, Travis County, Del Valle Independent School District, Manor Independent School District, and Austin Independent School District. These lists should include sufficient coding to identify particular stakeholder groups, allowing for multiple codes for individual records. All persons who would receive standard notification of a City land-use action (e.g., adjoining property owners, identified registered neighborhood groups) should be included and appropriately coded in stakeholder databases. Members of the public who sign up to participate online or in person should, where possible, be appropriately coded as stakeholders. Stakeholder lists and databases should be maintained using tools and systems that allow for interchange of data as necessary between Corridor Studies or with other City projects and initiatives.

- b. Individual and small-group meetings with identified stakeholders.* These include meetings hosted by the City and consultant teams to which identified stakeholders are invited, or those (e.g., neighborhood association meetings) held by stakeholders to which the Corridor Studies teams are invited. In either case, a presentation and discussion guide should be developed to allow for consistent, structured input by all participating stakeholders. Detailed notes from these meetings should be prepared as work product for internal use by the City and consultant teams; input received should be summarized for public use. These meetings can include efforts to reach traditionally underrepresented and hard-to-reach populations, as described in Goal 2 above.
- c. Targeted information pieces,* both print and electronic, should be developed as needed to supplement general project communications and address issues of specific relevance to defined stakeholder groups. These pieces should be developed to be consistent in look, feel, and tone with general project communications.

2. Public outreach. This strategy includes activities that are intended to be accessible to all interested citizens, even if those activities (e.g., the Business Open House) are programmed to emphasize the needs and interests of specific groups. Tactics include:

- a. Initial public meeting* to be held in each Corridor Study area. These meetings should use an open-house format to communicate the purpose and process of the Corridor Studies, allow participants to sign

in and sign up to receive ongoing project updates, and collect feedback and input using standardized techniques (e.g., comment forms). Meeting notices (including print and electronic mailings, flyers, posters and push cards for distribution in the study area), letters to public officials; and media release announcements to publicize these meetings should be distributed with sufficient notice to maximize participation. All records of participation and comments received should be documented and made available for internal use and summarized for public use.

- b. *Additional mid-stream public meetings.* As appropriate to the needs of each corridor and study, additional public meetings, such as a design workshop or charrette, may be held. Publicity and outreach to encourage participation in these meetings will generally be conducted as described in 2-a above.
- c. *Business Open House and other targeted public meetings.* Each Corridor Study will also include an open-house meeting that is open to the public but which is held at a time and in a location that encourages participation from businesses served by the corridor. Publicity and outreach for Business Open House meetings will include targeted efforts to reach business stakeholders. As appropriate to the needs of each corridor, similar open-house meetings can be conducted to reach other traditionally underrepresented and hard-to-reach populations, as described in Goal 2 above. Participation and comments received should be documented for internal use and summarized for public use.
- d. *Participation in other public meetings.* Opportunities for outreach provided by other public meetings and events in the Corridor Study areas should be leveraged where appropriate. These could include meetings being held as part of other City or partner agency initiatives or other types of community events. Exhibits developed for open-house meetings, comment forms, and other such tools should be used; participation should be documented and summarized as is feasible.
- e. *Final public meeting (Draft Plan presentation).* A final public meeting in the Corridor Study area will be held to present draft recommendations and allow for public feedback and comment. The format of this final public meeting, including the techniques used to collect feedback, should be determined as appropriate for each corridor study, as long as this feedback is adequately collected, documented, and summarized. Notification and outreach to encourage participation should be conducted as outlined above
- f. *Presentation to city boards, commissions, and City Council.* The City and consultant teams will conduct outreach as needed to support public

awareness and participation of opportunities to engage offered by City board/commission and Council briefings and presentations of each Corridor Study.

3. **Print and electronic communications materials.** The City and consultant teams will develop necessary print and electronic materials for ongoing communication and education about the Corridor Studies to both general and specific audiences. To the degree possible, these products should be standardized for use by all Corridor Study teams. Tactics include:
 - a. *General interest list.* Interest lists to be used for distribution of print and electronic materials should be maintained in conjunction with stakeholder databases as described in Strategy 1. A standard process for signing up to receive further information will be developed for use by all four Corridor Studies.
 - b. *Fact sheet.* A fact sheet template (for print or electronic distribution) is being developed for use by all four corridor study teams, with consistent branding and messaging but allowing for needed customization for each corridor.
 - c. *Electronic newsletter.* Guidelines and templates for E-newsletters should be developed to ensure consistency between corridor study areas.
 - d. *Website.* Information for each of the Corridor Studies will be hosted, maintained and made available at the Austin Strategic Mobility Plan website at <http://www.austinstrategicmobility.com>.

Roles and Responsibilities

Generally, responsibility for activities to implement this PIP will be allocated between the City and each corridor’s consultant team as outlined below. More specifics are included in the scopes of work for each Corridor Study.

City of Austin staff	Consultant teams
<ul style="list-style-type: none"> • Stakeholder identification, including provision of customary City notification lists • Coordination of dates and locations for public meetings • Distribution of meeting notices, letters to public officials, media releases • Maintenance of corridor study Web presence at ASMP.com 	<ul style="list-style-type: none"> • Public involvement plan • Stakeholder identification and database development/maintenance • Interest list (mailing list) development and maintenance • Exhibits for public and stakeholder meetings • Staffing and logistics for public and stakeholder meetings

	<ul style="list-style-type: none"> • Development of meeting notices, letters to public officials, media releases • Preparing questionnaires, discussion guides, sign-in-sheets, comment forms, etc. for use in public meetings • Documenting participation and input received at public meetings • Development of print and electronic communications materials and Web content
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Anticipated timeline

October, 2011	PIP development Materials/Web development Initial stakeholder database and interest list development Planning/logistics for first public meeting Initial stakeholder meetings
December, 2011	First public meeting Additional stakeholder meetings Distribution of print/electronic information materials Additional stakeholder database and interest list development
January, 2012	Additional stakeholder/public meetings as needed (including Business Open House) Print/electronic project updates Web content
May 2012	Draft Study presentation; public meeting Print and electronic project updates
August 2012	Corridor Study presentation to City boards, commissions, City Council.

**APPENDIX
MARTIN LUTHER KING JR. BOULEVARD/WEBBERVILLE ROAD/FM 969
CORRIDOR DEVELOPMENT PLAN**

Strategies and Tactics

1. Stakeholder Outreach

- a. *Developing stakeholder databases and contact lists.* Consultant will establish an initial database which may include: members of the Austin community; civic and governmental leaders; neighborhood/homeowner associations; large, medium, and small businesses; faith based organizations; various chambers of commerce; special interest groups (ADAPT, Austin Bicycle Coalition, environmentalists, etc.); transportation entities (TxDOT, CAMPO, Capital Metro, etc); Del Valle ISD; AISD; Manor ISD; Southwest Key Charter School; KIPP Charter School; The Discovery Charter School; various City of Austin representatives/appropriate personnel/staff; emergency response entities, utility providers; City of Webberville representatives/appropriate personnel, staff; Travis County emergency response entities; and special interest groups. Additional groups and individuals may be added to the database during the process and outreach. The database will be used for meeting notifications, project updates, and to track comments for both internal and external communications. Initial database sources will be as follows:

- i. Travis County Appraisal District (TCAD)
- ii. Del Valle Independent School District
- iii. Manor Independent School District
- iv. Homeowner/Neighborhood Association websites

The database will be updated after each public meeting/open house/stakeholder meeting, and as comment cards/telephone calls are received.

- b. *Individual and small group meetings with identified stakeholders.* Stakeholder groups currently identified and aligned by suggested groupings are as follows:
- i. *First Stakeholder Group Meeting* – Tuesday, January 10, 2012, 9:00 a.m., 505 Barton Springs Road, One Texas Center, Suite 800, Large Conference Room

1. Capital Area Metropolitan Planning Organization (CAMPO)
2. Capital Metropolitan Transportation Authority (Cap Metro)
3. City of Austin Emergency Providers
 - a. Emergency Medical Technicians
 - b. Fire Department
 - c. Police Department
 - d. Rapid Response Teams
4. City of Austin Transportation Department
5. Texas Department of Transportation
 - a. Advanced Project Development
 - b. Planning
6. Travis County Precinct 1
 - a. Commissioner
 - b. Constable
 - c. Emergency Medical Technicians
 - d. Fire Department
 - e. Parks and Recreation Department
 - f. Rapid Response Teams
7. Capital Area Rural Transportation System (CARTS)
8. Austin ISD Transportation
9. Del Valle ISD Transportation
10. Manor ISD Transportation (currently outsourced to Petermann, Ltd.)
11. Austin Yellow Cab Company
12. Austin Cab Company
- ii. *Second Stakeholder Group Meeting* – Tuesday, January 10, 2012, 1:00 p.m., 505 Barton Springs Road, One Texas Center, Suite 800, Large Conference Room
 1. AT&T
 2. Austin Energy
 3. City of Austin
 - a. Austin Water Utility
 - b. Public Works
 - i. Bicycle Coordinator
 - ii. Sidewalk Coordinator
 - iii. Urban Trails Coordinator
 - c. Solid Waste Services
 4. Texas Gas Service
 5. Time Warner Cable
 6. Grande Communications

7. Bluebonnet Electric Cooperative
- iii. *Third Stakeholder Group Meeting* – Tuesday, January 10, 2012, 6:30 p.m., 8509 FM 969, The Center for Child Protection, Roberts Conference Center, Lexus Conference Room
 1. Faith Based Organizations
 - a. Churches/Synagogues/Temples
 2. Homeowner/Neighborhood Associations
 - a. Austin’s Colony Home Owners Association, Inc.
 - b. Imperial Valley Neighborhood Association
 - c. Cavalier Park Neighborhood Association
 - d. Lower Boggy Creek Neighborhood Association
 - e. Heritage Village of Austin Home Owner’s Association
 - f. Thunderbird Village
 - g. The Woodlands Hills
 - h. University Hills Neighborhood Association
 - i. Forest Bluff
 - j. Hornsby Glen
 - k. Hornsby Bend
 - l. Village of Webberville
- iv. *Fourth Stakeholder Group Meeting* – Wednesday, January 11, 2012, 1:30 p.m., 505 Barton Springs Road, One Texas Center, Suite 800, Large Conference Room
 1. Development Community/Developers
 2. Major Businesses
 3. Unique or specialty businesses/developments/major traffic generators
- v. *Fifth Stakeholder Meeting* -
 1. Austin Independent School District
 - a. Barbara Jordon Elementary School
 - b. Gus Garcia Middle School
 - c. LBJ High School
 2. Del Valle Independent School District
 - a. Del Valle High School
 - b. Hornsby-Dunlap Elementary School
 - c. Dailey Middle School
 - d. Gilbert Elementary School
 3. Manor Independent School District
 - a. Decker Elementary School
 - b. Decker Middle School
 - c. Oak Meadows Elementary School
 - d. Manor High School

4. KIPP Charter School
 5. Southwest Key Charter School
 6. The Discovery School
- c. *Targeted information pieces* will include, but will not be limited to, the following.
- i. **Fact Sheet** – A basic one-page fact sheet will be developed to provide general project information. The fact sheet will be available via print or email, and will be distributed to recipients in the database as necessary. It will also be available at each planned informational meeting/open house and will be distributed/shared at every opportunity (neighborhood association meetings, PTA/PTSA meetings, etc.). The fact sheet will also be included on the ASMP website.
 - ii. **Survey(s)** – The focus of the survey will be to gain knowledge of the public’s aspects of the corridor(s) they most value. The survey(s) will be distributed at meetings, and will be included on the ASMP website. Survey results will be shared at the final public meeting.
 - iii. **Comment Cards** – Comment cards will be developed and made available at each planned meeting/open house. The purpose is to allow participants an additional means of communication after/between meetings, and to share with others who may not have attended meetings, but still wish to be involved in the process. The return address for the cards will be determined by city staff, if one has not previously been determined.
 - iv. **Door Hangers** – Door hangers are not being planned for use of this project. Neighborhoods are not close enough in proximity to each other to be cost effective.
 - v. **Electronic Mail Blasts** – Electronic mail (Email) blasts may be used to distribute information to the database. In addition, email blasts will be provided to the following entities to be included in communication mediums with their respective audiences:
 1. Homeowner/Neighborhood Associations
 2. Churches
 3. Schools
 4. Major Businesses/Entities
 - vi. **Backpack Fliers/Folder Fliers** – One page fliers will be created, and with permission of the school administrator(s), given to schools to include in students’ backpacks/folders, announcing key events during the corridor study project.

- vii. Key Briefings – As with any project, there are always interested individuals that may not be associated with particular stakeholder groups, but with whom it is important to include in the process, and whose participation may facilitate moving quickly. The consultant team may conduct informational and/or informal interviews to obtain information concerning their interests and concerns.

2. Public Outreach

- a. *Initial public meeting* will be a design workshop held at the following dates, time and location.
 - i. Tuesday, December 6, 2011, 6:30-8:00 p.m., The Center for Child Protection, 8509 FM 969, Roberts Conference Center, Lexus of Austin Conference Room
- b. *Additional mid-stream public meetings* are not currently planned for this corridor project. However, should the consultant team determine a need, midstream meetings will be scheduled, with approval of city staff.
- c. *Business Open House and other targeted public meetings* are not being scheduled. The businesses along FM 969 are being included with the developers/land planners' stakeholder meeting.
- d. *Stakeholder meetings are being scheduled.* Please refer to pages 7-10 above for meeting dates and times.
- e. *Participation in other public meetings.* If deemed necessary by the consultant team in consultation with the City, additional opportunities may be sought to engage the public or various stakeholder groups along the corridors in their scheduled meetings. Examples could include, but are not limited to the following:
 - i. Homeowner/Neighborhood Association meetings
 - 1. Austin Neighborhoods Council East Sector Meeting
 - a. Tuesday, December 13, 11:30 a.m., Mi Madre's Restaurant, 2201 Manor Road
 - 2. Austin Neighborhoods Council Monthly Meeting
 - a. November 30, 7:00 p.m., 721 Barton Springs Rd.
 - ii. Parent-Teacher Association (PTA) meetings and/or Parent-Teacher-Student Association (PTSA) meetings
 - 1. The three Del Valle ISD schools do have Parent Information Committees.
 - iii. School Fairs/Festivals, etc.
 - 1. Del Valle Independent School District
 - a. Board of Directors Meeting, Tuesday, November 15, 6:00 p.m.
 - 2. Manor Independent School District

Public Meeting #1 Questionnaire – Respondent # 1				
Question 1: Where do you observe problems along the corridor?				
For automobiles	Left turns at Regency Dr. / FM 969			
For transit	Route 323 is difficult to use for getting to central Austin			
For pedestrians				
For bicycles				
For drainage				
	Need more access to City’s special irrigation water that comes from the treatment plant & uses purple pipe			
Question 2: If you had \$100,000 to spend on one improvement in each category below, how would you improve mobility and safety and along what portion of the corridor?				
A. Automobile				
B. Pedestrian				
C. Bicycle				
D. Transit	Park & Ride for getting to central Austin and to the MLK transit station.			
Question 3: With a limited budget, how would you prioritize improvements for each mode in each of the three segments along the corridor? (Answers bolded)				
	<u>Automobile</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>Transit</u>
US 183 to SH 130	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
SH 130 to Hunters Bend Rd.	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Hunters Bend Rd. to Webberville	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Question 4: What would you like to see on the corridor that isn’t there now?				

Public Meeting #1 Questionnaire – Respondent # 2				
Question 1: Where do you observe problems along the corridor?				
For automobiles	√			
For transit	√			
For pedestrians	√			
For bicycles	√			
For drainage				
Question 2: If you had \$100,000 to spend on one improvement in each category below, how would you improve mobility and safety and along what portion of the corridor?				
A. Automobile	Add lanes			
B. Pedestrian	Add sidewalks			
C. Bicycle	Add bike lanes			
D. Transit	Add a park & ride station			
Question 3: With a limited budget, how would you prioritize improvements for each mode in each of the three segments along the corridor? (Answers bolded)				
	<u>Automobile</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>Transit</u>
US 183 to SH 130	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
SH 130 to Hunters Bend Rd.	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Hunters Bend Rd. to Webberville	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Question 4: What would you like to see on the corridor that isn't there now?				
A. Additional driving lanes and middle turning lanes throughout the corridor.				
B. Commercialization – shops, restaurants, stores				
C. Sidewalks and Bike Lanes				

Public Meeting #1 Questionnaire – Respondent # 3				
Question 1: Where do you observe problems along the corridor?				
For automobiles	Speed is an issue on 969. Few lights to slow traffic and large trucks			
For transit	No transit after Craigwood but it is highly needed			
For pedestrians	Few sidewalks prior to 130 (uncertain about east of 130)			
For bicycles	No parks/riding lanes			
For drainage				
Question 2: If you had \$100,000 to spend on one improvement in each category below, how would you improve mobility and safety and along what portion of the corridor?				
A. Automobile	Lights to slow traffic, shoulder improvements			
B. Pedestrian	Parks and walking trails			
C. Bicycle				
D. Transit	<u>Need</u> public transportation through the corridor – the specific interest is expanding from Craigwood to Decker or extending Loyola route in a circle by way of Decker/960			
Question 3: With a limited budget, how would you prioritize improvements for each mode in each of the three segments along the corridor? (Answers bolded)				
	<u>Automobile</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>Transit</u>
US 183 to SH 130	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
SH 130 to Hunters Bend Rd.	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Hunters Bend Rd. to Webberville (??)	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Question 4: What would you like to see on the corridor that isn't there now?				
More retail/food outlets (preferably not pawn shops and Dollar Generals) grocery store and family friendly locals				

Public Meeting #1 Questionnaire – Respondent # 4				
Question 1: Where do you observe problems along the corridor?				
For automobiles	√			
For transit				
For pedestrians	√			
For bicycles	√			
For drainage				
Question 2: If you had \$100,000 to spend on one improvement in each category below, how would you improve mobility and safety and along what portion of the corridor?				
A. Automobile				
B. Pedestrian	√			
C. Bicycle				
D. Transit				
Question 3: With a limited budget, how would you prioritize improvements for each mode in each of the three segments along the corridor? (Answers bolded)				
	<u>Automobile</u>	<u>Pedestrian</u>	<u>Bicycle</u>	<u>Transit</u>
US 183 to SH 130	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
SH 130 to Hunters Bend Rd.	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Hunters Bend Rd. to Webberville	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term	Short-Term Medium-Term Long-Term
Question 4: What would you like to see on the corridor that isn't there now?				
-Public Entry to Parkland at Travino Jr. @ Morrisson "Ranch!"				
-Sidewalks/hike bike trail along 969 past Decker Ln. to 130				

Public Meeting #2 Questionnaire						
Question 1: Rank the potential near-term projects from 1 to 9 (1 is the highest, 98 is the lowest)						
Build sidewalks between US 183 and Decker Lane	7	1	7	3	6	
Build bike lane between US 183 and Decker Lane	8	8	6	1	6	
Build hike/bike path on Johnny Morris Road between Loyola Lane and FM 969	9	3	5	4	6	
Add hike/bike path between Gilbert Lane and Hound Dog Trail	2	4	2	9	6	✓
Intersection improvements at Decker Lane	3	2	3	2	8	
Improvements at SH 130 intersection (traffic signals, rumble strips, etc.)	6	5	9	5	9	✓
Intersection improvements at Hunters Bend Road	1	6	1	8	9	✓
Signal timing adjustment at Gilbert Road (i.e. longer hours of operation)	4	7	8	7	8	✓
Safety lighting at FM 973 intersection or other locations (please name)	5	9	4	6	8	✓
Hornsby Bend + 969						
Question 2: There are several roadway improvements in the works along FM 969. Travis County will build an extension of Gilbert Road south of FM 969 in 2013. TxDOT will widen the existing lanes on FM 969 east of Taylor Lane in 2015. Travis County and TxDOT will widen FM 969 to 4 lanes with two-way left-turn lane with paved shoulders and one sidewalk between Decker Lane and Hunters Bend Road by 2017. If you had \$100,000 to spend on only one additional improvement within the FM 969 corridor, how and where would you spend the money?						
Add lanes between US 183 and Decker Lane					✓	
Add bike lanes between US 183 and Decker Lane						
Add sidewalks and crosswalks between US 183 and Decker Lane	✓	✓ Because then buses may come out that way – reducing car traffic		✓		
Add Safety lighting and re-time traffic signal at FM 973						
Add sidewalks between Hunters Bend and Gilbert Road			✓			
Add hike/bike path to Johnny Morris Road						
Question 3: Do you support the idea of planning for a future walkable retail area between Gilbert Road and Hunters Bend/Delta Post Road?						
	Yes! Consumers are there, but improved traffic flow may include businesses to come to the area.	For safety, would seem to attract more cars if more retail came in.	Yes	Yes	Yes	

Comments:	
Responder #1:	Can we complete the improvements between Decker Lane & Hunters Bend prior to 2017?
Responder #2:	Thanks for all the hard work you are doing!
Responder #3:	Currently, the Gilbert Road/969 intersection causes the most AM connectivity issues along the 969 corridor. Since the signal at this intersection has been put into operation, traffic delays for westbound traffic has increased measurably. Many people turn right (north) to go to the school, but are hesitant to use the shoulder. Suggest adding right turn lane at this location to reduce confusion & congestion.
Responder #4:	Would love to take measures that would extend Cap Metro service beyond Johnny Morris, as far as Decker or further. Any features that would make 969 safer and more conducive would be an improvement. Park at Woodlands will have 600 homes or so when fully built out.

Public Comments from Public Meeting #2