

Public Meeting

Davis Ln. / West Gate Blvd. Area

Cowan Elementary School

October 16, 2007, 6:30 p.m.

Why are we here?

- Funds available for missing link and bottleneck projects from 2000 bond program
- Soliciting input from residents on roadway needs and priorities in the area
- Will consider local and regional needs and interests as well as funding constraints to develop staff recommendation

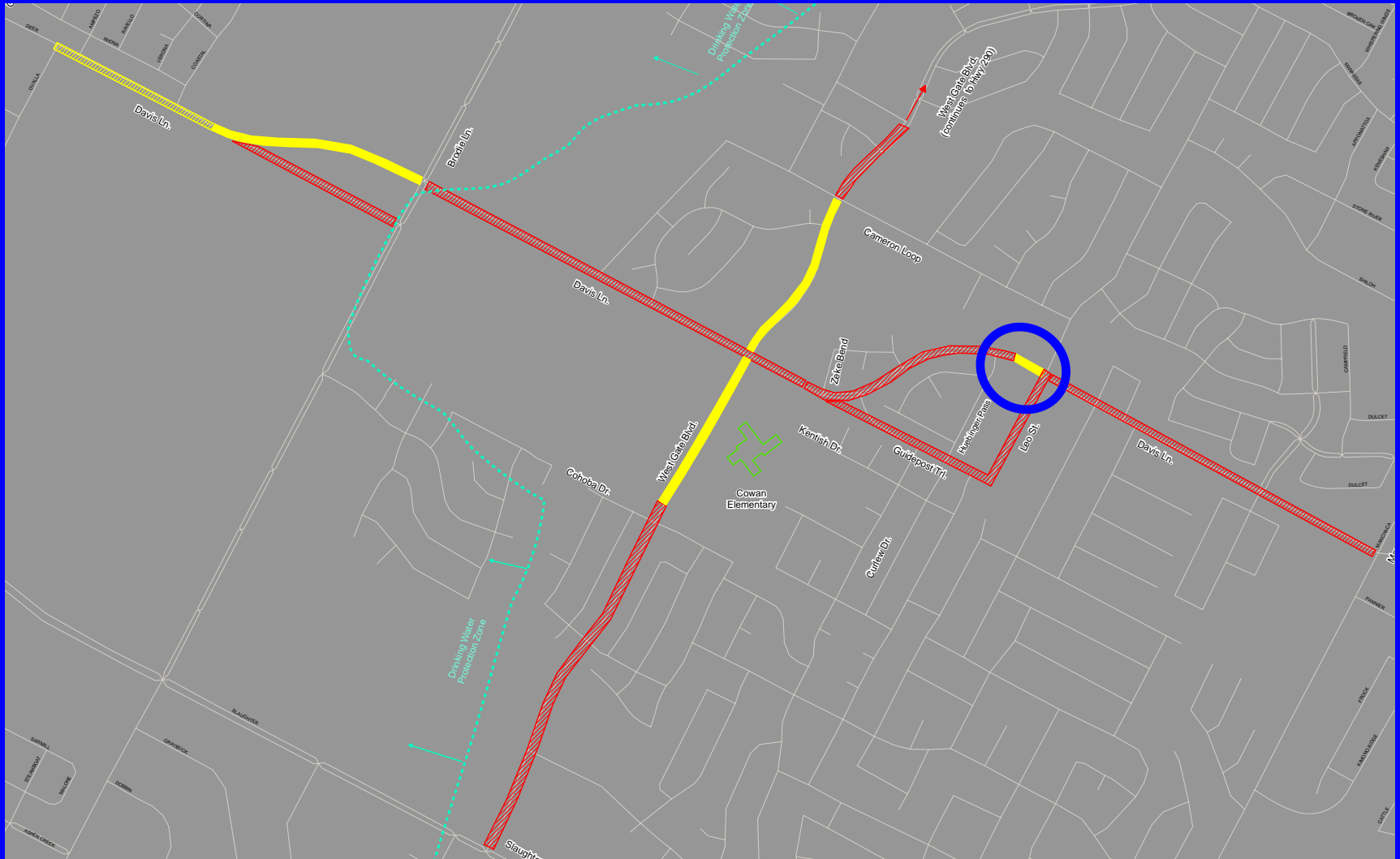
What has been recommended?

- 3 roadway projects in this area – 2 on Davis Ln. and 1 on West Gate Blvd.
- These are shown on the maps located around the room

Why were these recommended?

- Both West Gate Boulevard and Davis Lane are designated as arterial roadways on the City of Austin and CAMPO roadway plans
- These projects would construct missing segments of these roadways or provide additional roadway capacity

Davis Ln. – Leo St. to Huebinger Pass

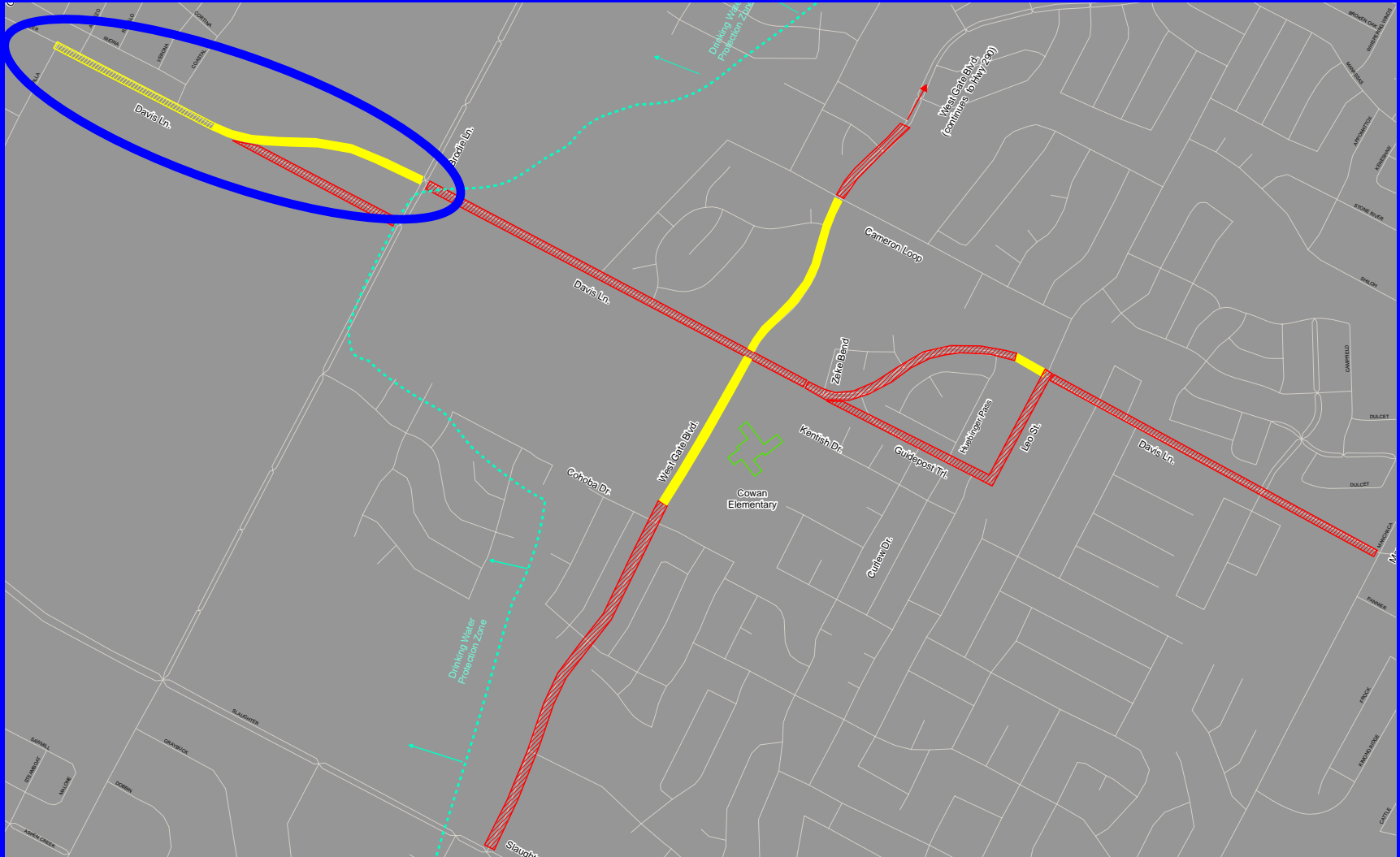


Davis Ln. – Leo St. to Huebinger Pass (Approx. 300 linear feet)

Construction of a 2-lane rdwy w/ bicycle lanes, sidewalk

- Constructs the missing link just west of Leo
- Connects to the existing section of Davis that dead-ends east of Huebinger Pass
- Eliminates need for Davis traffic to use Guidepost and Leo, and avoids the existing 90° turn

Davis Ln. – Brodie Ln. to Corran Ferry Dr.



Davis Ln. – Brodie Ln. to Corran Ferry Dr. (Approx. 4,200 linear feet)

Construction of a 4-lane divided rdwy w/ a wide outside lane for bicycles, sidewalks

- Re-aligns the roadway west of Brodie to intersect at existing north Davis/Brodie intersection
- Eliminates the existing offset intersections; permits removal of traffic signal at the south intersection
- Connects to the existing 4-lane divided section of Davis near Corran Ferry

West Gate Blvd. –
Cohoba Dr. to Cameron Loop
(Approx. 3,100 linear feet)

Construction of a 4-lane divided rdwy w/
bicycle lanes, sidewalk

- Constructs the entire missing link between Cohoba and Cameron Loop
- Adjacent to Cowan Elementary School; 200-300 feet from future curb

Are there other roadway needs in this area?

- During the UTC meetings, speakers reported concerns about the recommended roadway projects
- They reported two other sections of Davis Lane need improvement
- Public Works committed to performing a corridor study along Davis Lane and seeking input from area residents on roadway needs

- *What are your interests?*

- *What do you want to achieve?*

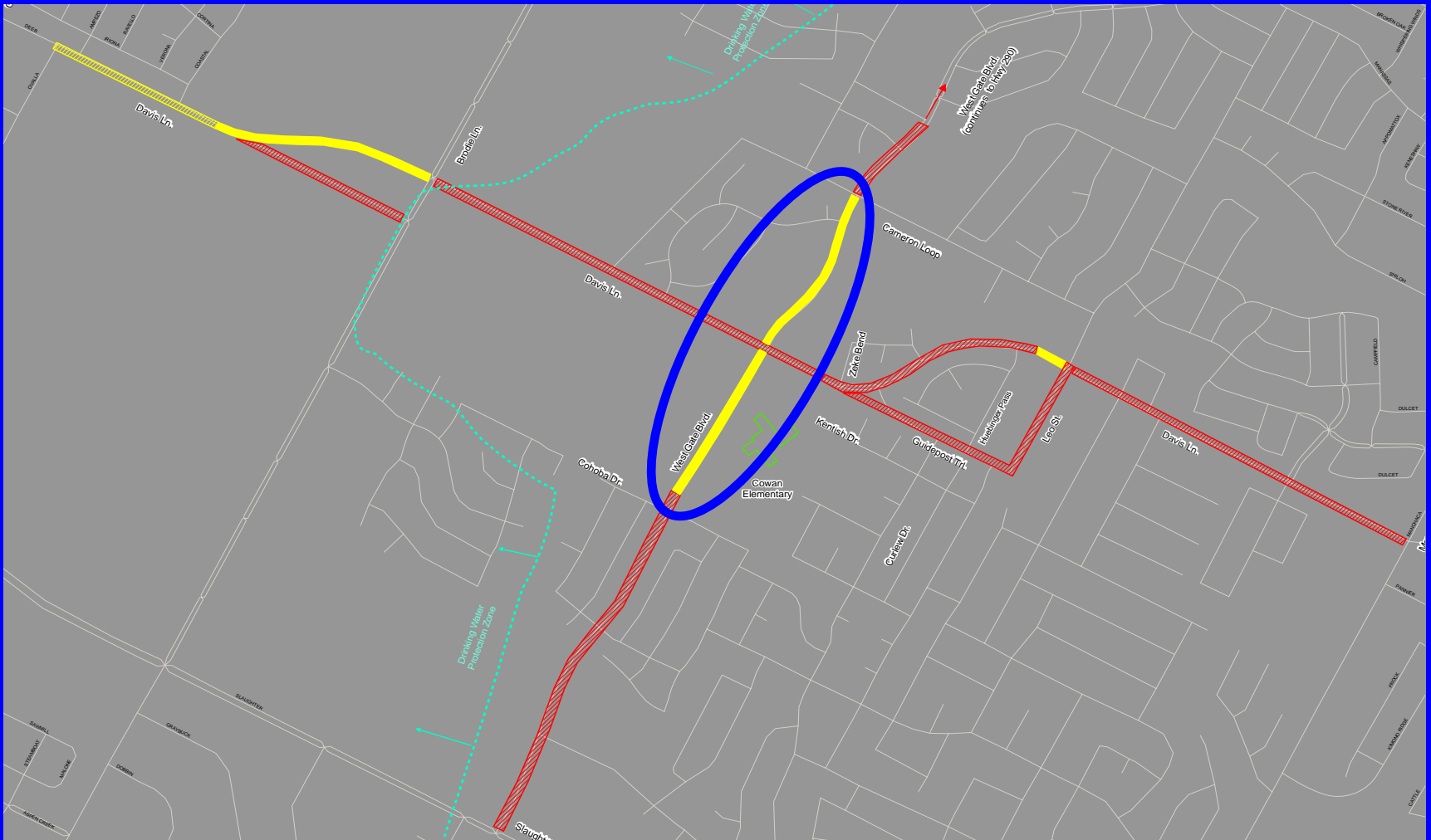
Other areas of need on Davis Ln. - Brodie Ln. to Zeke Bend and Leo St. to Manchaca Rd.



How can we address Davis Ln. needs?

- Changing the Davis projects would severely impact their effectiveness
- The West Gate project (\$8.58 million) could be changed to provide some funds for additional Davis improvements
- The following slides show some possible alternatives

Option 1 - West Gate Blvd. – Cohoba Dr. to Cameron Loop (4-lane) *current recommendation*



Option 1 - West Gate Blvd. –
Cohoba Dr. to Cameron Loop (4-lane)
current recommendation
(Approx. 3,100 linear feet)

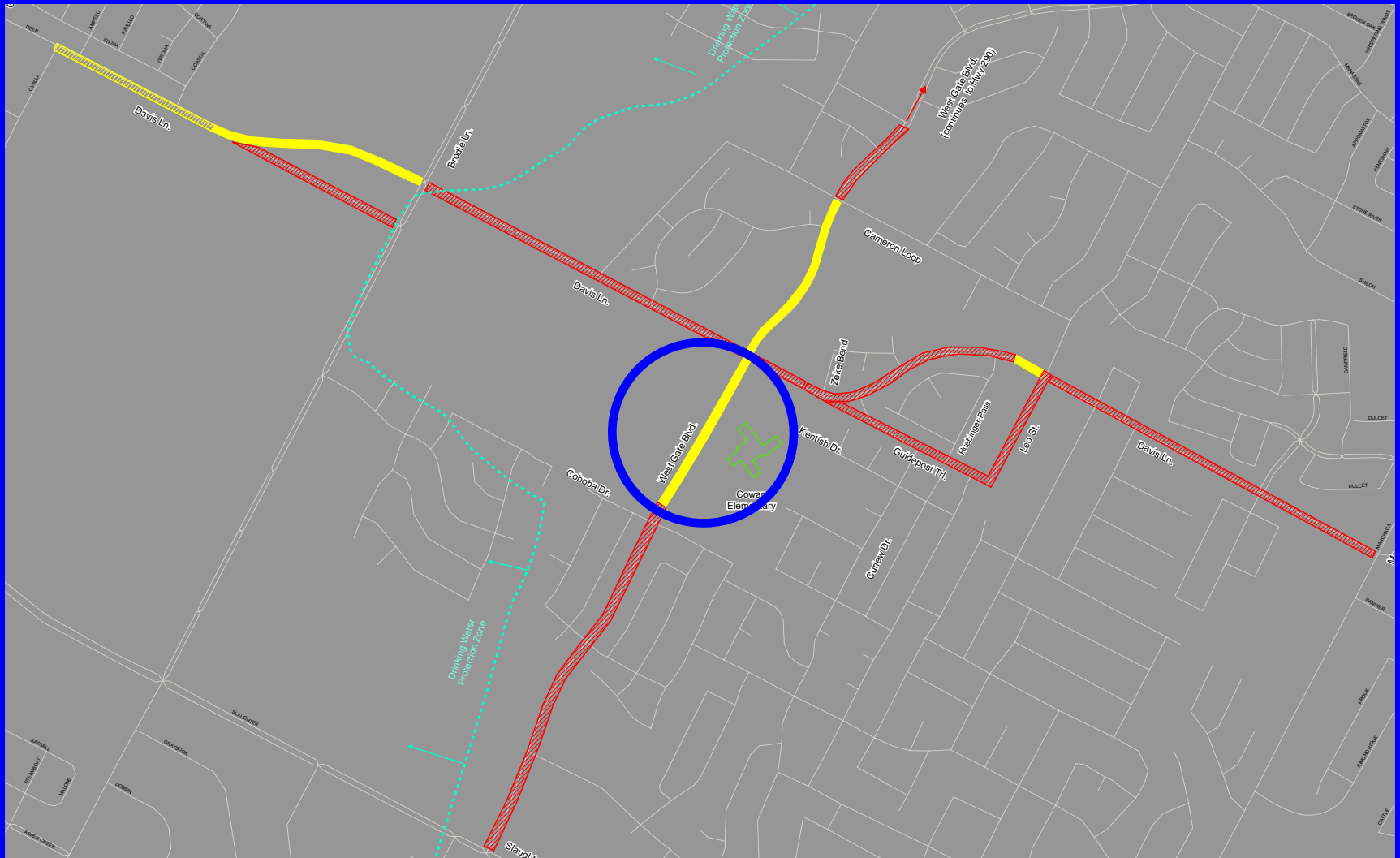
Construction of a 4-lane divided rdwy w/
bicycle lanes, sidewalk

- Constructs the entire missing link between Cohoba and Cameron Loop
- Adjacent to Cowan Elementary School; 200-300 feet from future curb

Option 2 - West Gate Blvd. –
Cohoba Dr. to Cameron Loop (2-lane)
(Approx. 3,100 linear feet)

- Constructing the missing section of West Gate as a 2-lane undivided rdwy would reduce the cost and permit some West Gate funds to be used for some Davis improvements
- If built as a 2-lane, West Gate would have transitions to a 4-lane width at each end and possibly at Davis

Options 3 & 4 - West Gate Blvd. – Cohoba Dr. to Davis Ln.

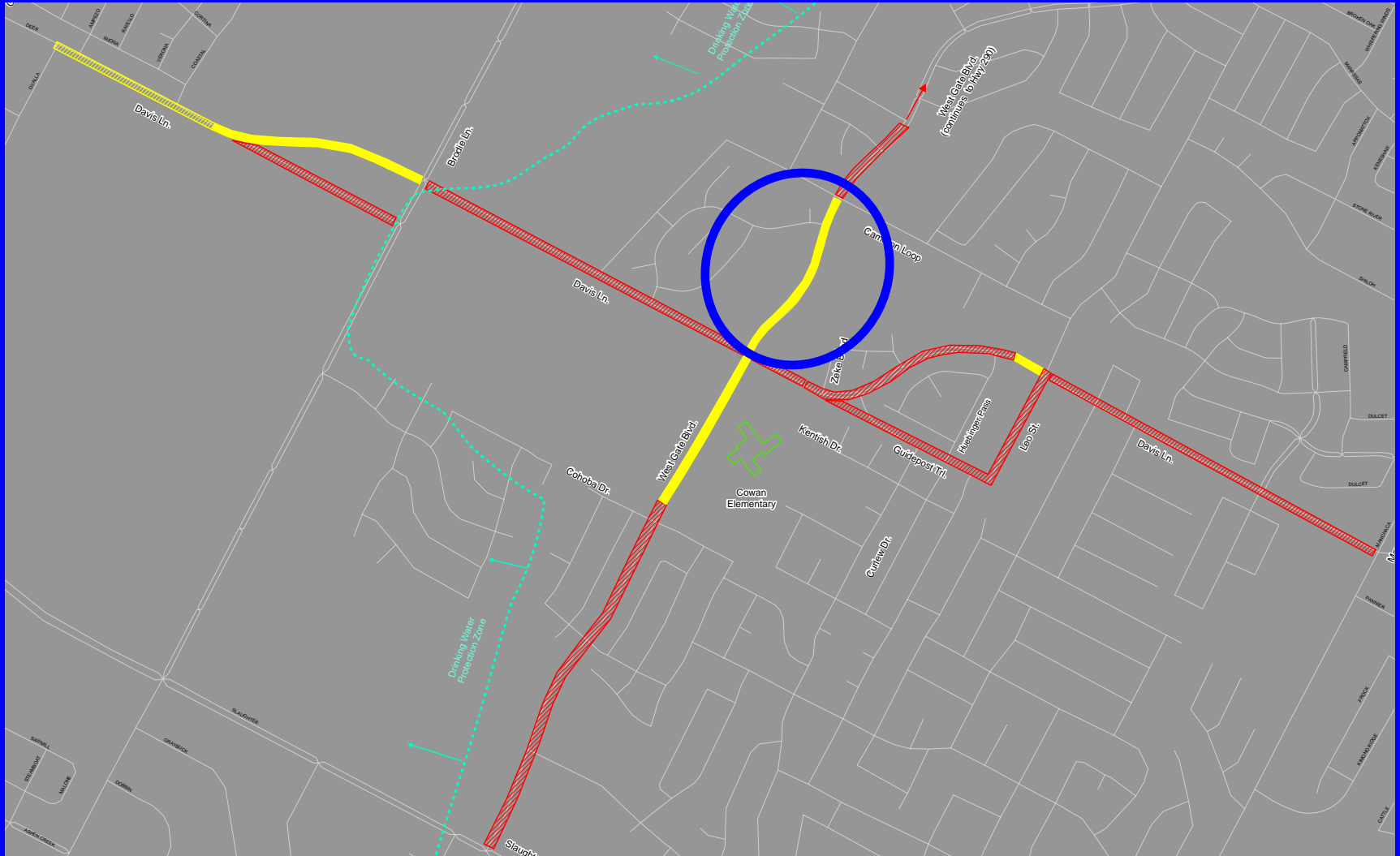


Options 3 & 4 - West Gate Blvd. –
Cohoba Dr. to Davis Ln.
(Approx. 1,500 linear feet)

Change scope of the project to only
construct this portion of West Gate now
(and nothing north of Davis until later)
either –

- As a 4-lane divided (Option 3)
- As a 2-lane undivided – with
transitions to a 4-lane width at each
end (Option 4)

Options 5 & 6 - West Gate Blvd. – Davis Ln. to Cameron Loop

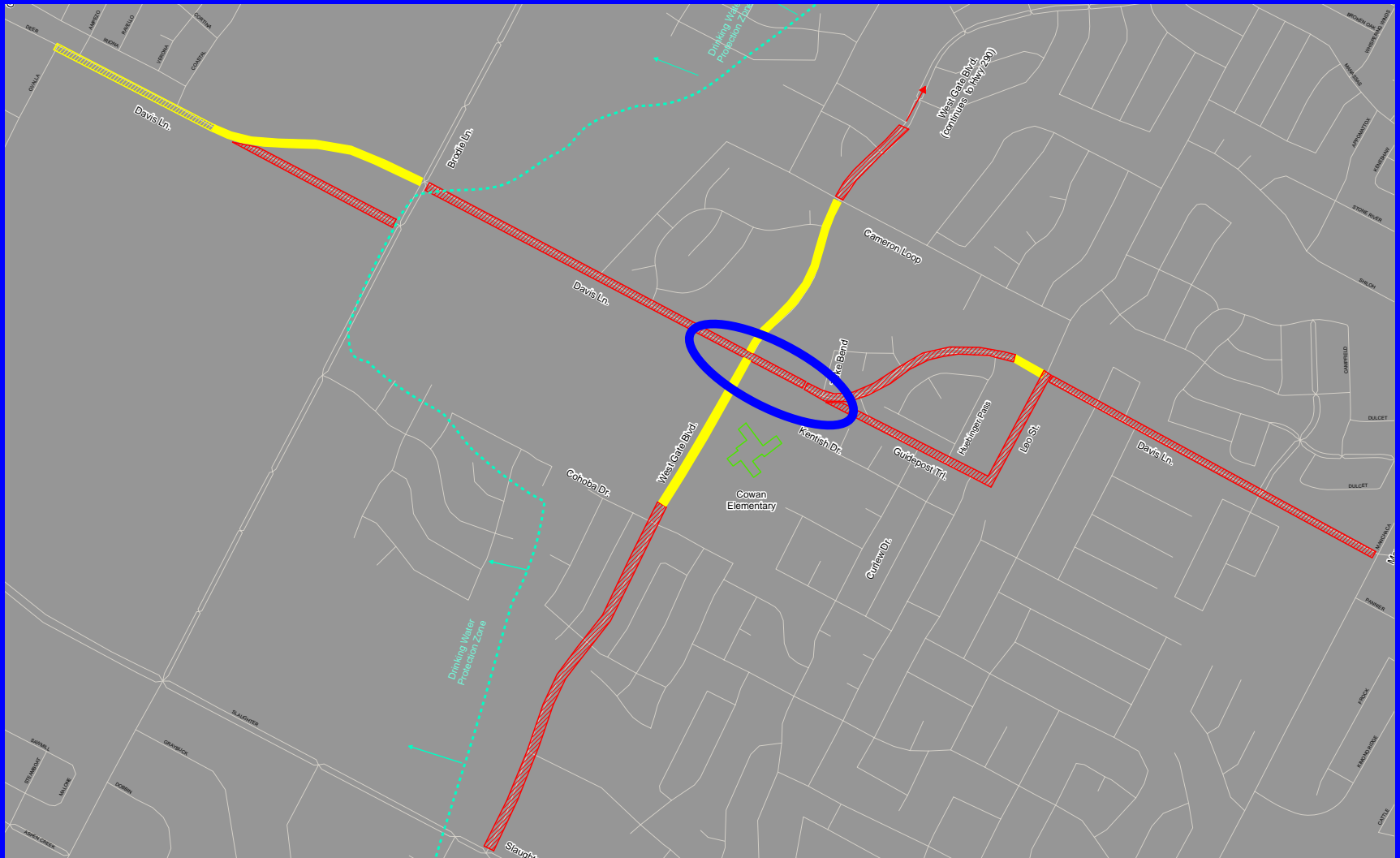


Options 5 & 6 - West Gate Blvd. –
Davis Ln. to Cameron Loop
(Approx. 1,600 linear feet)

Change scope of the project to only construct this portion of West Gate now (and nothing south of Davis until later) either –

- As a 4-lane divided (Option 5)
- As a 2-lane undivided - with transitions to a 4-lane width at each end (Option 6)

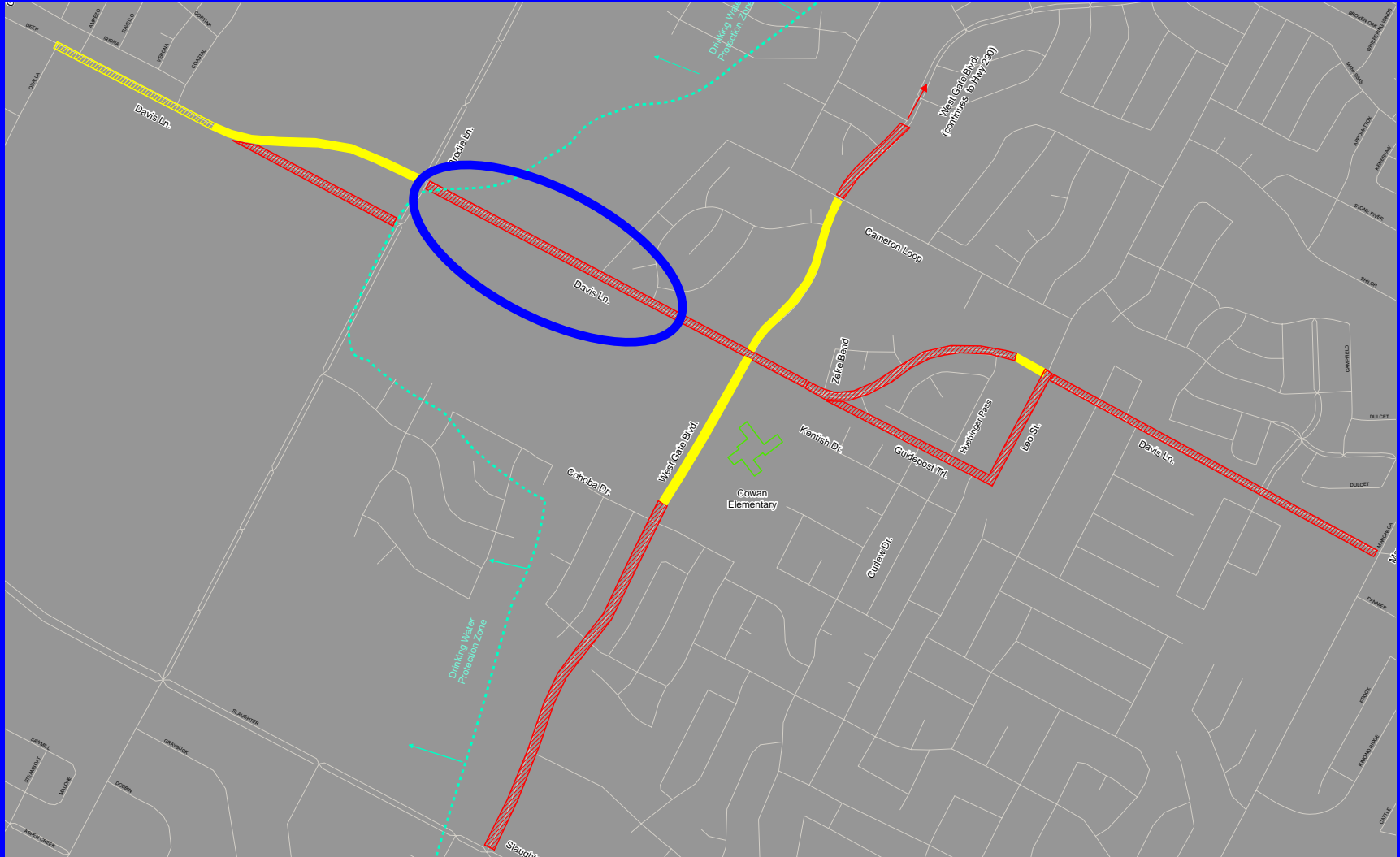
Option 7 - Davis Ln. – Zeke Bend to 275' w. of West Gate Blvd.



Option 7 - Davis Ln. –
Zeke Bend to 275' w. of West Gate
(Approx. 1,000 linear feet)

- If some, but not all, of Davis between Brodie and Manchaca is constructed, left turn lanes should be included at West Gate
- Would include bicycle lanes, sidewalk
- This could be a stand-alone option, or it could combine with either of the following two options

Options 8 & 9 - Davis Ln. – Brodie Ln. to 275' w. of West Gate Blvd.



Options 8 & 9 - Davis Ln. –
Brodie Ln. to 275' w. of West Gate Blvd.
(Approx. 2,875 linear feet)

- Construct all or part of this section as either a –
 - 2-lane w/ center turn lane (Option 8)
 - 2-lane undivided with double yellow centerline - no left turn lanes (Option 9)
- Would include bicycle lanes, sidewalk

Options 10 & 11 - Davis Ln. –
Leo St. to Manchaca Rd.
(Approx. 3,225 linear feet)

- Construct all or part of this section as either a –
 - 2-lane w/ center turn lane (Option 10)
 - 2-lane undivided w/ double yellow centerline - no left turn lanes (Option 11)
- Would include bicycle lanes, sidewalk
(Note: Sidewalk already exists along the south side of Davis in this area)

- Future development activity may build parts of West Gate

Sticky Note Exercise

- Other Alternatives?
- Your Comments?

Dot Exercise

- 4 dots per person
- No more than 3 dots on any one option

- This will be presented to the Urban Transportation Commission (UTC) later this year
- The UTC will make a recommendation for presentation to the City Council
- The City Council will make the final determination on how the funds will be programmed

Public Works Web site: www.ci.austin.tx.us/publicworks/