



## **Oak Hill Parkway**

### **Environmental Impact Statement Study Community Survey**

Conducted in conjunction with Open House #1,  
which was held on Thursday, November 15, 2012 at:

Small Middle School  
4801 Monterey Oaks Blvd.  
Austin, TX 78749

The Oak Hill Parkway Study Team conducted a community survey between November 15, 2012 and November 26, 2012. Paper copies of the survey were distributed at the Oak Hill Parkway Open House #1, which was held on November 15<sup>th</sup>, 2012, at Small Middle School. In addition, an online version of the survey was administered through Survey Monkey. A link to the online survey was posted on the homepage of the OakHillParkway.com website. The survey was intended to gather general feedback from members of the community. The following results should not be assumed to represent a statistically valid survey of public opinion.

## **1. What is the best attribute or quality of the Oak Hill area?**

- 1 Rolling hills, beginning of the hill country
- 2 The people
- 3 Rural feel
- 4 Natural beauty, affordability, friendly people
- 5 The joining of 2 major highways
- 6 Convenience to Austin
- 7 Country atmosphere
- 8 Natural features, dark skies, peace and quiet
- 9 Open space, high altitude, dark skies
- 10 My neighborhood tucked behind 71
- 11 Hills and trees
- 12 Closer to downtown than Cedar Park
- 13 Its quiet and close to downtown Austin
- 14 The big oaks
- 15 It exists
- 16 It seems to be a city unto itself
- 17 Parks and greenbelts
- 18 Family owned businesses, 290/71
- 19 Rural feel while being close to the City
- 20 Family oriented - green - air quality
- 21 Beautiful setting, friendly neighborhoods
- 22 Fairly easy access to downtown and airport
- 23 Can't drive, ride a bike or walk safely
- 24 The people and the trees

- 25 Small CBD, no big malls or box stores
- 26 Reasonable distance to downtown Austin
- 27 Gateway to Hill Country, close to Austin
- 28 Natural Beauty, ancient oaks
- 29 Freescale, trees
- 30 Trees, the natural environment
- 31 Large oak trees, Williamson Creek
- 32 The Trees
- 33 Neighborhood feel close to downtown
- 34 The residential space, the trees and hills
- 35 Oak Hill has retained the feel of a neighborhood despite it being the major roadway into Austin from the west
- 36 Location to downtown
- 37 Trees, the natural environment
- 38 It's rural and historic character, limestone hills and live oak trees
- 39 Natural beauty, peace and quiet and dark skies. People out here value the environment and live here intentionally because they don't want to live in a more urban area.
- 40 Easy access to stores, banks, Austin, away from Austin
- 41 Quiet, beautiful, nature
- 42 Friendliness of the community and relatively easy access to south Austin
- 43 Williamson creek, big beautiful trees, neighborhoods in proximity, potential for small community shopping with easy access by foot/bike, rural feel after exiting overly large highway
- 44 Quite
- 45 Small town charm, neighborhood charm
- 46 Trees
- 47 It's not that far from downtown, yet has a low density and a lot of trees
- 48 RURAL FEEL--this is what sells houses, keeps property values high, draws families with good students so the schools retain a high quality, which in turn further increases property values. People do not move to Oak Hill because they want to live near a big highway interchange or an elevated highway. They move to Oak Hill for its rural feel. The City of Austin has repeatedly documented this preference among people who own homes in Oak Hill and are invested in the area.
- 49 The attributes are slowly deteriorating due to development (trees & creek). Brodie and William Cannon were built, luckily, a long time ago to connect the growth to come. We need to use it efficiently with SW Parkway access and old Bee Cave Rd. The other asset is the divided Hwy access to the hill country, and we need to preserve this with respect to the surrounding neighborhood enclave.
- 50 Rural and friendly atmosphere
- 51 That many of the majestic trees, creeks and natural areas have been preserved compared to the other suburban areas of the city
- 52 Quiet neighborhood, close to downtown

- 53 The people
- 54 The sense of community. The fact that we can still see the stars and enjoy nature.
- 55 Nice quiet community, close to town but not too close
- 56 Beautiful place to live, great neighbors, sense of community.
- 57 Convenient access to downtown Austin, major parks, airport, and major  
freeways (Hwy 290 & 71, Mopac/Loop 1)
- 58 Natural beauty, quiet community
- 59 Housing price levels
- 60 It's neighborhoods tucked in the rocky terrain, Williamson Creek, elevations and  
wildlife
- 61 Open space, unobstructed views, trees, the cliff at the old quarry and Williamson  
Creek. Used-to-be the businesses along 290 till TxDOT wiped them 20 years  
ago for no reason.
- 62 Neighborhood atmosphere. Great place for families.
- 63 The Best Attribute about Oak Hill is the small town feel and most importantly the  
Oak Trees! That is why I moved to Oak Hill in 1999.
- 64 Proximity to downtown Austin and trees
- 65 Great neighborhoods
- 66 Oak Hill is really just a part of Austin. There never has been an Oak Hill.

## **2. What are the biggest issues facing Oak Hill?**

- 1 Urban/wildland interface
- 2 The traffic at the Y
- 3 Traffic
- 4 Traffic and future development
- 5 Growth of the Austin area, and moving the traffic through in the most efficient manner.
- 6 Traffic congestion
- 7 Traffic
- 8 Traffic
- 9 Mobility while still protecting environment
- 10 Western growth, traffic
- 11 Traffic, planned versus unplanned development
- 12 Traffic
- 13 Traffic, No Bike and Pedestrian facilities
- 14 Traffic bottlenecks

- 15 Excessive environmental concern
- 16 William Cannon and 290/71
- 17 The tollroad is a-comin!
- 18 The tollroad!!! Even though it was voted down a contract is in place to build it.
- 19 Over growth, congestion, teens starting fires in greenbelts
- 20 Congestion, environmentally sensitive development/redevelopment
- 21 Traffic congestion crippling businesses and acts as bottle neck east and west on 290
- 22 Traffic - potential growth impacting desirability of the neighborhood
- 23 Connectivity by foot, bicycle, vehicle within the community
- 24 Not very safe for bicyclists/pedestrians
- 25 People who don't live in Oak Hill have too much to say in the decisions. Then there is dissent, and then the money gets moved to area with political connections.
- 26 Traffic through the Y
- 27 Growth
- 28 Growth and water
- 29 Traffic: find ways to maintain ????? (not legible)
- 30 Retaining its character and beauty as it develops
- 31 Traffic
- 32 Traffic congestion and a misuse of land
- 33 Urban blight due to TxDOT condemnation and razing of businesses along Hwy 290. I expect we will lose the majestic oaks that give Oak Hill its name, as well as any natural areas along Williamson Creek, since TxDOT and developers usually take priority over any environmental preservation.
- 34 Traffic
- 35 The prospect of a potential toll road or elevated highway on 290
- 36 Traffic at the Y, and the strip malls on both sides in that area need a facelift.
- 37 Oak Hill cannot make any growth plans or attract new business because of the uncertainty with traffic through the "Y." The shopping centers on each side are old and stale, but no new retailers will come to the area because of the uncertainty."
- 38 The traffic
- 39 Loss of creek and green space by overbuilding highway
- 40 Maintaining its character while acting as a transportation corridor from Austin to home. Oak Hill is a community, not a transportation system.
- 41 Traffic is a problem, although traffic patterns have been flat (locally and nationally), so that should be considered in any solution. The community has been trying to encourage redevelopment of the shopping areas at the Y (US 290 and SH 71 split), so any highway project needs to be appropriate for some kind of mixed use, pedestrian friendly development next to it. Pedestrian and bike mobility is a big problem here, as the Y and US 290/SH 71/William Cannon intersections are big barriers to bike/pedestrian transportation. Of source, respecting the environment, creek and trees is a big issue with any type of project or development out here.
- 42 Highways, Buses, environmentalist

- 43 Traffic
- 44 How 71 and 290 are updated.
- 45 Traffic congestion, air quality due to idling vehicles
- 46 Permit grants to larger businesses that require a lot of parking, increased traffic problems (like the one in progress), increased pavement, degradation of Williamson Creek, noise
- 47 Highway construction
- 48 Traffic congestion
- 49 Traffic congestion
- 50 A useless TxDOT that hasn't improved traffic flow in 30 years, and the unmanaged growth west.
- 51 Potential overbuilding of roads that would ruin Williamson Creek, which is an urban gem with great recreation/greenbelt potential, and destroy the majestic live oaks that are prized by those who live and work in Oak Hill. Families and good schools will be drained away from an area dominated by an ugly, noisy highway interchange. Look at other parts of Austin to see my point.
- 52 We do not need to build anymore roadways... we need to accommodate wider avenues and access routes for bicycles to travel downtown as well as a better transit system that thoroughly contributes to our surrounding community to get where they are going efficiently and around the clock. SW Austin will continue a population growth, and we need a way to depend less on car transportation, period. We've needed a bus train.
- 53 Traffic, Development, Environment
- 54 Continuing to grow the economic vitality of the area
- 55 Traffic choke points
- 56 Traffic grid lock
- 57 Encroachment by developers and road builders
- 58 Preserve our quality of life
- 59 Traffic and over developing
- 60 Traffic congestion
- 61 Traffic, weak development plan, threat of concrete jungle at the "Y" by TxDOT
- 62 Transportation into the city
- 63 Those who would turn it into a Dallas suburb, with large chain stores, immense concrete and clear-cutting the trees
- 64 Developing congestion solutions that do not include an elevated concrete monstrosity like 183 in North Austin.
- 65 To improve traffic while preserving the environment and the look and feel of a place for families.
- 66 By far the biggest issue is the traffic congestion at the "Y." We want the issue resolved but not at the expense of what makes this area unique ie: the trees and environment.
- 67 The lack of sidewalks, bike trails, comprehensive mass transit AND express lanes to expedite through traffic to Dripping Springs or Bee Cave, TX
- 68 Brownfield sites and blight, no redevelopment due to transportation/construction uncertainty
- 69 Congestion

### 3. What are your biggest issues with Mobility in Oak Hill?

- 1 The Y
- 2 The traffic is bumper to bumper from 1826 all the way to the ramp on 290. Wastes time and gas.
- 3 I want the process to move more quickly, it is overdue.
- 4 Traffic stops where 71/290 drops down before you get to the "Y." Getting to 71 can be backed up and returning to town (turning left from 71 to 290/71 @ "Y") failing intersection
- 5 No freeway completely through the community.
- 6 I have to drive through the Y
- 7 Traffic
- 8 That it hasn't been built yet
- 9 Need more bike/pedestrian infrastructure
- 10 Need overpasses at Y
- 11 Traffic at Y
- 12 The Y
- 13 Traffic bottlenecks
- 14 Poor auto facilities at County and City level
- 15 William Cannon and 290/71
- 16 TxDOT's intentional refusal to widen 290/71 so they can get the sweet, sweet toll-road money
- 17 I have little problem with mobility.
- 18 No bus service - or very minimal
- 19 Limited public transportation, bike, pedestrian safety
- 20 Traffic congestion, emergency vehicles cannot go through quickly
- 21 Congestion at the 290/71 Y and William Cannon
- 22 The Y
- 23 Preservation and enhancement of green space while providing connections between neighborhoods
- 24 MoPac exit @ William Cannon / 290 @ Joe Tanner Ln
- 25 Driving through Y and William Cannon takes 15 minutes. Driving from there to downtown Austin takes 15 minutes and is three times further.
- 26 20 minutes to get through the Y
- 27 Too many cars
- 28 The Y. Also, compromises with Park & Ride locations
- 29 Y in Oak Hill, William Cannon and 290 is awful.
- 30 Bike and pedestrian safety, traffic movements and crossings in high speed environment
- 31 Traffic
- 32 That it's a barrier for bicycles and pedestrians, and that businesses get passed by because there is no access for anything but cars.

- 33 Traffic is often backed up due to poor traffic light timing at the William Cannon and Hwy 290 intersection. Priority should be given to Hwy 290 traffic; it makes no sense to see backups on 290 and no backups on William Cannon.
- 34 Congestion
- 35 The focus on single occupancy vehicles has made it dangerous and very inconvenient for local traffic in the area precluding things such as commuting by bike to area employers along Southwest Parkway.
- 36 Lack of bus service on the weekends, unprotected biking to get out of Oak Hill and traffic at the Y and William Cannon
- 37 Congestion on 290, and the Y funnel.
- 38 The "1960s" highways cannot handle the number of cars that travel through the "Y" on a daily basis. The morning and afternoon commutes are horrible, and it only gets worse with each new housing development on Hwy 290 West. Also, the rerouting of traffic should not push the cars into the neighborhoods, such as the proposal for traffic to use Convict Hill to get to Escarpment. Convict Hill is only 2 lanes, and many neighborhood streets feed onto it. Right now, I have difficulty turning onto Convict Hill because of the traffic.
- 39 Stop lights
- 40 Traffic flow through the Y
- 41 Transportation alternatives. There has to be a way to improve transportation without just adding more and more lanes.
- 42 I bicycle often, and many parts of Oak Hill don't have bike-friendly accommodations. We also lack sidewalks in many areas.
- 43 Stoplights
- 44 Too much development causing too many cars.
- 45 DO NOT want toll roads. What a nightmare having to pay to get out of our neighborhood.
- 46 At-grade crossings of US 290 with William Cannon and TX-71 and Convict Hill Rd
- 47 Preserving the community, preserving the numerous old growth trees (oaks, sycamores, etc) preserving & revitalizing Williamson Creek, making Oak Hill pedestrian and bike friendly, abating noise, reducing an overabundance of concrete/asphalt that often goes into recent roads projects
- 48 Lack of compromise.
- 49 The westbound Y and intersections leading up to it
- 50 Toll road being shoved down our throats by self-serving consortium in power -- good old boy network lining their own pockets at expense of local constituents.
- 51 No useful mass transit, no safe bikeways and the lack of a controlled access parkway.
- 52 I worked in Oak Hill from 2004 to 2007 at the Pinnacle ACC Campus, four days a week. I also worked there two days a week in 2002. Yes, there is some congestion, but congestion is a fact of life in a city. It never was as congested/risky as the central Austin area where I live (Rosedale). The biggest mobility problem in Austin is IH 35, not Oak Hill. IH 35 accounts for half the traffic fatalities in Austin. How can we fix IH 35? Oak Hill is not a major problem, but it was added to the original toll road plans to throw a bone to concerned citizens who saw toll roads planned only for east of IH 35. A quick look at an Austin map will prove my point. Mobility in Oak Hill is not now and never should have been a priority for a real Austin transportation fix.



- 53 Schools, shopping, businesses and out of towners need a connected travel flow that uses all existing thoroughfares and signage efficiently with fuel economy in mind for a lovelier future for SW Austin.
- 54 Insufficient public transportation. Too many traffic lights and often uncoordinated.
- 55 Traffic through the "Y" is challenging during rush hours, but it does not seem as bad lately. I would like to see the Capitol Metro Park & Ride be on the OUTSIDE of the congestion. I have stopped using it since they moved it from the parking lot across from the HEB.
- 56 The "Y" (290/71 Intersection)
- 57 Traffic grid lock. Some guy is saying that there has not been an increase in traffic at the Y since ~2007. I say there is no more room or time. I drive around the intersection because I cannot get through in a reasonable amount of time.
- 58 Smart design of traffic flow, particularly at William Cannon. The bottleneck is not at the Y. It is at William Cannon.
- 59 A little too slow in the morning, going through the Y
- 60 Rush hour commutes
- 61 Lack of PROTECTED bike lanes, lack of PROTECTED sidewalk between William Cannon and Old Fredericksburg Rd.
- 62 Poor traffic management at the "Y" and William Cannon intersections, NO TOLLS
- 63 Bottleneck at 290 and William Cannon
- 64 The out of county suburbs have increased in the past decade. They need a route to downtown from Hays County. That does not mean it must necessarily be through the "Y."
- 65 CAMPO, CTRMA and TXDOT refuse to acknowledge that the number of vehicles on the road, as per TxDOT traffic count data, has not increased in a decade or more. We can fix our current congestion challenges with far, far less money and destruction to our community that is being envisioned with plans that began far back in the 20th century. This is a new millennium. Scholars across the country tell us that our driving behavior has drastically changed, and that it does not look like we will change back to 20th century ways in time frames that matter. They tell us that this trend is widespread and because of various things, demographic this behavior change is amplified in young fast growing cities like Austin.
- 66 We do not want a huge monstrous highway coming through Oak Hill. We want improvements to the traffic that keep the road at ground level, respects the environment and has an aesthetic appeal for the neighborhood.
- 67 My issue is with the plan of the superhighway thru such a beautiful area. We do not want the elevated highway thru Oak Hill and believe there are other way's to go about incorporating better mobility and keeping the trees intact...a grade level parkway is the way to go!
- 68 10 to 15 minutes to get from the Y to the entrance of US 290 expressway at McCarty and the reverse trip.
- 69 1) Evening vehicle backups on 290 Westbound. 2) No bicycle accommodation, no sidewalks and few pedestrian crossings through the Y area.
- 70 Amount of vehicular traffic through the area

<b>Question #</b>	<b>Survey Question</b>	<b>Strongly Agree</b>	<b>Agree</b>	<b>Undecided</b>	<b>Disagree</b>	<b>Strongly Disagree</b>
4	A goal of any proposed improvement should be to create a non-stop express route through Oak Hill	39	8	11	14	14
5	A goal of any proposed improvement should be to reduce congestion and manage traffic better	58	25	0	1	2
6	A goal of any proposed improvement should be to reduce response times for emergency vehicles	37	33	8	7	2
7	A goal of any proposed improvement should be to protect and improve water quality	45	28	6	6	1
8	There is a need to relieve congestion on US 290 through Oak Hill	65	19	1	2	1
9	There is a need to relieve congestion on SH 71 through Oak Hill	48	21	8	3	3
10	There is a need to improve highway safety on US 290 through Oak Hill	37	25	13	8	2
11	There is a need to improve highway safety on SH 71 through Oak Hill	36	22	17	7	2
12	There is a need to improve bicycle safety on US 290 and SH 71 through Oak Hill	38	18	12	13	5

Question #	Survey Question	Strongly Agree	Agree	Undecided	Disagree	Strongly Disagree
13	There is a need to improve pedestrian safety on US 290 and SH 71 through Oak Hill	41	17	9	16	3
14	There is a need to improve access to public transit service in Oak Hill	39	24	15	4	2
15	There is a need to protect trees in Oak Hill	43	19	9	7	5
16	There is a need to increase economic development in Oak Hill	17	16	23	20	5
17	There is a need to reduce travel delay within the US 290/SH 71 corridor	58	30	2	4	1
18	Traffic congestion in this area is a serious problem	53	23	3	4	1
19	The focus should be on moving more people, not just more vehicles	37	18	18	6	4

**20. What groups, organizations or individuals should we talk with to get additional information about improvements to US 290/SH 71 West?**

- 1 Any organizations in Dripping Springs, Wimberley, Blanco, Johnson City, Fredericksburg, Llano, Marble Falls, Bee Cave, Lakeway, etc. Anyone using these National and State highways
- 2 Fix 290, Oak Hill Trails Association
- 3 Oak Hill Association of Neighborhoods, Oak Hill Business and Professional Association, Oak Hill Trails
- 4 Covered Bridge Home Owners Association
- 5 Sierra Club
- 6 Sierra Club
- 7 School Districts, Emergency departments
- 8 Belterra Home Owners Association

- 9 Oak Hills Trails Group
- 10 Get meeting notices to people who have lived in Oak Hill and been part of this process - don't start over
- 11 Susan Wolter
- 12 People stuck in traffic at the Y
- 13 Bicycle Advisory Council
- 14 Fix 290
- 15 Bike Austin, Bicycle Advisory Council, Urban Transportation Commission
- 16 South Windmill Run Neighborhood Association (Carol Cespedes has functioned as representative)
- 17 OHAN Circleville Neighborhood Alliance
- 18 Fix 290, OHAN, SOS, Austin Bicycle Advisory Committee, local neighborhood associations adjacent to the highway
- 19 Oak park neighborhood association, Latresa Powell
- 20 OHAN
- 21 None, build it
- 22 Groups that protect watersheds, research small footprint roadways through communities in Europe, big and wide is not necessary
- 23 Covered bridge HOA
- 24 Fix290, Hill Country Conservancy, resident and homeowners associations, Austin Travis county EMS and Austin Fire Department
- 25 The repeated history of TxDOT/CAMPO ignoring local constituent inputs makes this process a joke!
- 26 Neighbors (not just OHAN)
- 27 SAVE OUR SPRINGS ALLIANCE, AUSTIN SIERRA CLUB and SAVE BARTON CREEK ASSOCIATION--Oak Hill is in the Edwards Aquifer contributing zone.
- 28 Businesses at the Y should be relocated further down the road from the Y in order to accommodate moving more people, bicycles, bus routes etc safely through the Y.
- 29 Fix290, South Windmill Run Neighborhood Association, Bruce Melton, Beki Halpin, Carol Cespedes, Karon Rilling
- 30 fix290.org
- 31 Should NOT talk to Fix290. They care more about the trees and the creeks than mobility.
- 32 The individual neighborhood associations.
- 33 Talk to the neighborhoods on FM 1826 because they have to go through there.
- 34 Save Our Springs, Legend Oaks 2 Neighborhood Association, City of Round Rock where the enormous Hwy 130 interchange was built.
- 35 OHAN, Windmill Run neighborhood association
- 36 Windmill Run Homeowner's Association
- 37 Fix290, Save Our Springs, Hill Country Conservancy
- 38 Asking question number one biases this evaluation towards the non-minority. In this case the minority is the local population that has to live with the changes. This is bold discrimination.

- 39 OHAN, fix 290.org, heritage foundation
- 40 Neighborhood associations/groups, Sierra Club, Bicycle Austin, Light Rail Now, Bruce Melton, Oak Hill resident and engineer

**21. Are there any specific environmental or community constraints (e.g. cemeteries, parks, historic sites/structures, endangered species, water resources) you are aware of that should be considered in the environmental study of US 290/SH 71 West?**

- 1 If trees are issue relocate them. Great strides have been made in recent years in relocation of large trees.
- 2 Williamson Creek
- 3 Preserve open land near 290/1826, thereby safeguarding the watershed area SE of intersection
- 4 Preserving open land near 290/1826, safeguarding watershed area SE of 290/1826
- 5 Williamson Creek, the Old Patton Hardware Store (Pizza Garden), Patton Family Cemetery
- 6 Save the Oaks at William Cannon if possible.
- 7 Water quality and saving our dwindling oak trees are primary
- 8 Caves
- 9 Williamson Creek
- 10 Williamson creek
- 11 Pizza Garden
- 12 The big oak trees along US 290/SH 71 near William Cannon and Williamson Creek. Part of the proposed study area is over the Edwards aquifer, and all of the area is in the aquifer contributing zone. Improvements should be made with an eye on how they affect water quality and how they could affect endangered species, such as the Barton Springs salamander.
- 13 No
- 14 No, just build it
- 15 Williamson creek, old growth oak and sycamore trees, road-side park
- 16 The creeks on 71 and 71/290
- 17 Historic oaks, Williamson Creek, Austin pizza garden building
- 18 Check past repeated inputs by local constituents and try not to ignore them once again lieu the consortium graft evident.
- 19 There's a creek there you shouldn't destroy like was planned for the super tollway. Plus a ton of hundreds of years old trees.
- 20 Williamson Creek, and its watershed and springs Edwards Aquifer. Many majestic live oaks. Many native plants. Dark skies. Acreage of tree cover intended to be ruined.
- 21 Water resources
- 22 Williamson Creek
- 23 Williamson Creek, the heritage oaks

- 24 No
- 25 Air pollution due to cars being stuck in traffic. EPA's Mobile model will underestimate the tons of emissions because traffic must quick start to keep other cars from cutting in. The Mobile model is based entirely on a steady speed.
- 26 There are historic oaks, a sensitive recharge zone for the aquifer and Williamson Creek that all need to be protected.
- 27 Protect the Oak Trees!
- 28 Some large old oak trees are historic considerations, but are not environmentally important. It's not fun to cut down old trees, but no one has picnics around them, they are barely noticed as part of the scenery by drivers, they are not part of a wooded area.
- 29 Large Oaks, Williamson Creek
- 30 Not that aware
- 31 Absolutely. Williamson Creek is a spring-fed creek, Grandmother Oak and the other oak trees, the habitat for hawks and other birds and protection from light and sound pollution
- 32 Please show us the studies that emergency response times in Oak Hill need to be reduced. Why is there not a space for "other" comments? You left out "There is a need to respect the environmental impacts of moving the location of a creek. And to directly answer this question: Evaluation of the changed trend in transportation growth should (and will) be the fundamental driver of this EIS. Primary "need" is based significantly on traffic growth. ALL traffic growth scenarios developed by CAMPO in the last decade have completely ignored the actual traffic growth trend so plainly evident in TxDOT axle counts. Secondary is safety and emergency vehicle response. Neither of these criteria are lacking significantly in any way. Therefore, traffic growth is the primary driver in the "need" for this project. WITHOUT AN APPROPRIATE EVALUATION OF TRAFFIC GROWTH AND FUTURE TRAFFIC GROWTH PROJECTIONS, THIS EIS WILL BE FURTHER DELAYED IN FOUR YEARS WHEN THE COMMENT PERIOD COMES AROUND, AND FHWA LEARNS THAT TRAFFIC GROWTH HAS DRAMATICALLY CHANGED FROM PREVIOUS PROJECTIONS.
- 33 Noise. Oak Hill has lots of neighborhoods near the highways. We want a quiet, ground level road. No elevated highway. We live here with family and want a road that feels like a neighborhood, not an expressway. No Toll Road!
- 34 Williamson Creek, the trees....please save the trees!
- 35 Williamson Creek, oak trees on corner of Wm Cannon & Hwy 290. Relocate trees instead of killing them. Sidewalks if there were any, add them so you can walk from Small Middle School to ACC.

		Yes	No
22	<b>Do you live in Oak Hill?</b>	<b>64</b>	<b>22</b>
23	<b>Do you shop in Oak Hill?</b>	<b>78</b>	<b>7</b>
24	<b>Do you sometimes avoid Oak Hill because of traffic?</b>	<b>64</b>	<b>20</b>
25	<b>Do you use US 290W to get through Oak Hill?</b>	<b>76</b>	<b>7</b>

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		Always	Frequently	Sometimes	Rarely	Never
26	Do you ride a bike/walk in Oak Hill?	6	15	17	11	36

\*Rarely because there is no access out of my small neighborhood except for 290/71 - need sidewalks

**27. If you avoid driving through Oak Hill, what route(s) do you take most often?**

Southwest Parkway	41
Bee Caves Road	9
Old Bee Caves Road	22
Thomas Springs Road	19
Travis Cook Road	20
Convict Hill Road	42
Escarpment Boulevard	31
Slaughter Lane	27
RM 1826	24
SH 45	12
Loop 1	23
Nutty Brown Road	6
Circle Drive and Others	9