



# COMMUNITY SURVEY SUMMARY

Conducted in conjunction with Open House #6  
Held October 29, 2015

*During the Open House and concurrent Virtual Open House, the study team provided participants with the option to provide additional input through a community survey. The survey is not a scientific poll. The results only reflect the view of those Open House and Virtual Open House participants that chose to participate.*

# OVERVIEW

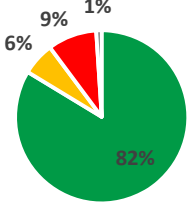
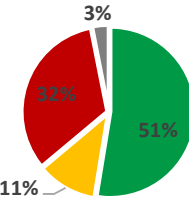
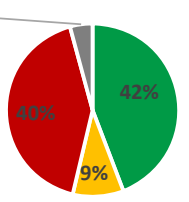
- ❖ **Between October 29 and November 9, 2015, the team received 100 community surveys.** We received 63 handwritten surveys at the Open House and 37 additional surveys were completed online.
- ❖ **Benefits Noted for Alternative A:** Participants expressed support for the depressed lanes. Several noted it would help minimize the noise and visual impact providing a more natural landscape. Alternative A would separate through traffic from local traffic, and many participants noted it provides easier access to turnarounds and improves all modes of transportation (vehicle, bike and pedestrian) flow through the Y.
- ❖ **Concerns about Alternative A:** Participants had concern about potential flooding with Alternative A where it is depressed under SH71.
- ❖ **Benefits Noted for Alternative C:** Participants felt that Alternative C would be easier to navigate than Alternative A and less likely to flood. Several favoured Alternative C because it would leave a smaller footprint by “building up” versus “building out.”
- ❖ **Concerns about Alternative C:** Participants’ main concern about Alternative C is the elevation and the visual impact that it could leave on the community.
- ❖ **No-Build (Do Nothing) Alternative:** Most comments received on the No-Build Alternative expressed how it would be unacceptable to “do nothing” with the traffic congestion through the corridor. Those who preferred the No-Build Alternative expressed how the other alternatives would negatively impact the local community.
- ❖ **Other themes**
  - Support for building whichever alternative can be constructed fastest, at the lowest cost
  - Opposition to toll financing
  - Questions about traffic flow with both Alternatives A and C (i.e. access to roads, neighborhoods and businesses)
  - Support for keeping and protecting a natural landscape
  - Support for transit opportunities
  - Support for water quality protection
  - Support for bicycle and pedestrian facilities and connecting them with existing ones
  - Concern that the proposed build alternatives are too much alike, limiting the choices
- ❖ **Project Design**
  - Nearly all of participants noted that it is important to design a roadway that separates through-traffic from local traffic (82 of the 100 surveyors).
  - Maintaining current access of streets and neighborhoods to the frontage roads; adding Texas Turnaround U-turns; and helping reduce flooding with upstream water detention ponds are more design features that were noted important by a significant amount of participants.
  - Participants had mostly split feelings of importance on limiting proposed elevation at the US 290/SH 71 intersection to one level instead of two levels above existing ground.
- ❖ **Further Information Topics**
  - For an upcoming public workshop, most participants identified they would like to know more about bicycle/pedestrian improvements (20%); trees (20%); environment (19%) and project financing (19%).
- ❖ More than half of participants lived in the **Oak Hill** area, and **Oak Hill and Central Austin** are where the majority of participants travel to or from for work. Also, a notable amount of participants were retired.
- ❖ The highest ranked Open House/Virtual Open House publicity technique was **postcard or direct mail** (26%) followed by email from the project team (22%), friend/neighbor/relative or co-worker (13%), roadway signage (12%) and neighborhood or organization (9%). Advertisements through **Twitter** and the **TxDOT website** were the lowest ranked (1%).

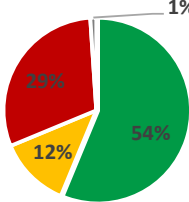
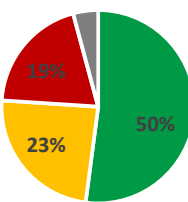
# SURVEY RESULTS

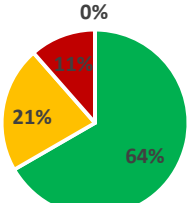
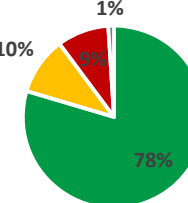
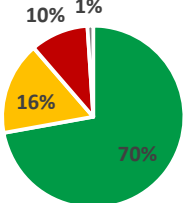
## QUESTION 1:

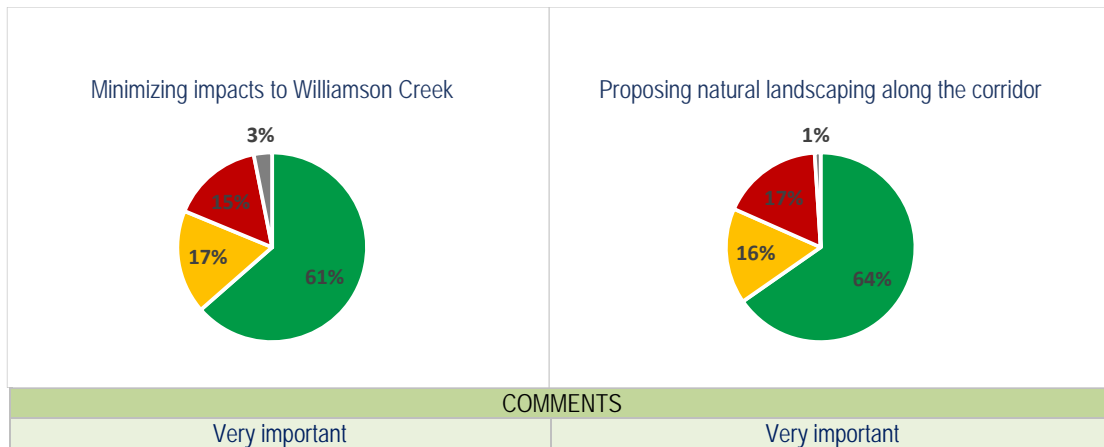
Community input has a meaningful impact on project design. With help from community stakeholders, the Oak Hill Parkway team has incorporated several improvements into the proposed project. Please indicate how important each of the following improvements are to you. (Select one):

■ Important 
 ■ Unsure 
 ■ Not Important 
 ■ N/A

<p>Looking to design a roadway that separates through-traffic from local traffic</p> 	<p>Building new facilities for bicyclists and pedestrians, including sidewalks, a trailhead at William Cannon Drive, and a shared use path along the entire corridor.</p> 	<p>Limiting proposed elevation at the US 290/SH 71 intersection to one level instead of two levels above existing ground</p> 
<b>COMMENTS</b>		
<p>It is all important. You will not get very much good info without giving more telling options. Suggest adding a 'Very Important' column option.</p>	<p>N/A</p>	<p>No</p>

<p>Looking to avoid or limit impacts to trees, especially the Grandmother Oak, Grandfather Oak, and the Niece Oaks in the vicinity of William Cannon Drive, and preserving the Beckett Grove Tree (formerly known as the Taco Bell Tree)</p> 	<p>Extending the improvements west of Circle Drive and reducing the proposed project's footprint in that area</p> 
<b>COMMENTS</b>	
<p>Very important</p>	<p>Important –Extending the improvements west of Circle Drive. Not important –to reduce the proposed project's footprint in that area.</p>

<p>Potentially reducing flooding with upstream water detention ponds</p> 	<p>Maintaining current access of streets and neighborhoods to the frontage roads</p> 	<p>Adding Texas Turnaround U-turns to provide local access without sitting through a traffic light</p> 
<b>COMMENTS</b>		
<p>Very important</p>	<ul style="list-style-type: none"> <li>• Very important</li> <li>• With turn lanes</li> </ul>	<p>Who would not?</p>



**QUESTION 2:**

**What do you like about these alternatives?**

- ❖ Raised C –less weather threat to flooding
- ❖ Alt. A –has a simple turn around to access Eastbound Hwy 290 from our neighborhood  
Alt. C –not realistic for the turnaround at all –crosses at least 3 or 4 lanes to traffic
- ❖ We live in Ridgeview. The fact that we would not be able to turn left out of the neighborhood (after crossing the bridge) and enter the freeway immediately is unacceptable. The land owners of the Senior Buddy’s site is the only thing preventing that access. So one small land owner is restricting a neighborhood of 300 families and the students of the school adjacent to Ridgeview. This project is supposed to be “good for the people.” Well, one landowner does not outweigh 300 families. This must be addressed.
- ❖ Bicyclist and footpaths
- ❖ Building A and C because we need the new roads
- ❖ Improve flow through the “Y”
- ❖ Not much
- ❖ I do not like the No Build alternative. I like the grade separations at Scenic Brook, Convict Hill and FM 1846
- ❖ Alt. A –turnaround just east of Wm Cannon for East Oak Hill residents trying to get eastbound toward downtown.
- ❖ Alt. A –the simple turnaround prior to William Cannon on east side. The trees separating the main highway lanes. Alt. B –not realistic.
- ❖ Good to have chosen controlled access large capacity highway improvements.
- ❖ If all alternatives carry approximately the same amount of traffic, any are fine with me. Build for 2040 and later traffic counts.
- ❖ The No Build alternative is a non-starter. I don’t have much faith that either A or C will handle traffic at completion, much less by 2035. Look at all the development to and past Dripping Springs. No preference for A or C –build the cheaper, easier alternative.
- ❖ Provide maximum capacity. Minimize impact on surrounding areas. Alternative A appears to be the best option.
- ❖ A and C really seem like the same option, not alternatives. Very close in nearly every aspect. Sort of like asking if I prefer an apple or a pear, not an apple or a steak.
- ❖ I believe it should be extending a few more miles beyond Circle Cr. At least to the west end of Circle Drive so traffic doesn’t get caught up there like SW Parkway does at Mopac.
- ❖ Prefer A where US290 is “depressed” and goes under SH71
- ❖ At least there are still drafts and “No Build” is still on the table.
- ❖ Alt. C
- ❖ Alt. A gives good pedestrian access through the Y. Has the least visual impact.
- ❖ Alt C appears less likely to flood because it is elevated over Hwy 71.

- ❖ I like A or C because they are future-minded. Doing nothing is the proverbial ostrich head in the sand.
- ❖ I like A
- ❖ I like the alternative treatment at the Y where the bike/ped path goes completely under the Y. Very good decision. Alt. A elevation is less at the Y, so that is more appealing.
- ❖ Alt. A reduces noise by going under main lanes. Alt. A grade level crossroad reduces "ugly" above grade concrete, bridges, walls, and signage. Simpler flow at Y.
- ❖ Alt. A
- ❖ Alt. A puts traffic beneath ground level - good!
- ❖ I appreciate the attention to preserving natural landscape and including bike/ped paths.
- ❖ Alt A keeps the flyovers to a minimum. Noise is less. Lightning is less.
- ❖ Where was the CAMPO Plan display?
- ❖ I like that the trees are being considered important. It is called Oak Hill and all.
- ❖ Prefer Alt A because of less highway elevation and less noise.
- ❖ That we are finally addressing a major traffic component in Oak Hill
- ❖ Prefer Alt A to lower roads to below grade to reduce noise and light pollution and maintain views of bluffs and natural features.
- ❖ A - depressed main lanes at SH71
- ❖ Doing nothing will make things worse. Alt A = less visual impact and smooth transition of through traffic from 71/290.
- ❖ Alt A is better because of the depressed roadway. Minimum of visual clutter above grade.
- ❖ No build would be first choice. Alt A second choice.
- ❖ Both look doable. Plan with lowest elevated portions is preferred.
- ❖ Both Alt A and Alt C move traffic
- ❖ Alt A and C do offer relief of the congestion we live with daily while trying to maintain the natural setting we all love.
- ❖ Priority must be to move traffic. Far too much congestion and it will only get worse.
- ❖ No-Build is not an option. This area is growing too fast.
- ❖ Alternative A is the best alternative in my opinion.
- ❖ BUILD ALTERNATIVE C, it makes more sense because it is clear and the lanes are along the existing highway so it doesn't cause confusion. It looks like it will make the people who live in the neighborhood easy access to their homes and the people transiting a way to avoid the cluster of what they did right now, at the intersection of William Canon and SH71. Unless you are from the area, that stop light is very, very confusing, never seen before design 3 extra stop light to control traffic but cause accident.
- ❖ I am heavily in favour of updating the junction for 290 and 71, but am heavily against extending that beyond 1826 on 290. The designs for the main intersection is critical and I like the proposal for that region in A, but the No Build will maintain my living space for my house by Scenic Brook on 290. The extension is completely overdone and unnecessary to the point of endangering my family and home.
- ❖ "Do nothing" is absolutely unacceptable. If chosen, some heads should roll within the State and Local government agencies in charge of building infrastructure.
- ❖ I just want a controlled-access highway with frontage roads. The rest of the details aren't that important to me.
- ❖ I like whichever solution minimizes the horizontal massiveness of the total project. In other words, if we must go 'up' and stack roads on top of each other so that we don't create a dozen lanes of horizontal concrete, I support that.
- ❖ No Build Alternative
- ❖ I like build alternative C, as it looks like it would be simpler to navigate, and seems to blend in with the landscape better.
- ❖ Alt. A is my choice, I like the reduced "horizon change" that comes with lowered mainlines. Alt. C is not much worse than A, but clearly my second choice. Do Nothing is the worst idea I've heard in 20 years of living here.

- ❖ Speed of construction and cost. Whichever can be built the fastest and the lowest cost.
- ❖ I believe the location of the highway in Alternative C to be ideal because of the space it gives the roads below in relation to its footprint.
- ❖ Great use of empty spaces to split the roads between pass-thru and local use
- ❖ Nothing. Prefer No Build. I don't like the north of Williamson Creek construction...
- ❖ I don't like alternative A or C; Oak Hill already lost a number of local businesses and now it's about to lose much of its green space. An elevated toll road brings urban blight without real benefit to local resident. Most of the traffic will stay on the frontage road anyway due to the toll. If we can't get a real non-tolled parkway, at ground level, then I prefer the No Build alternative at this time.
- ❖ Alternative A –Full access ingress/egress to Old Bee Caves Rd. (for emergency as well as local traffic purposes); 290 mainlines below grade; SH71 flyovers. Better access to local businesses. 290 mainlanes and frontage roads create smaller footprint.
- ❖ They keep people driving though separated from those of us driving locally.
- ❖ Prefer the concept of going down A than up C. No Build is not viable anymore.
- ❖ I prefer Option A, since 290 mainlines go under 71. I detest the idea of a giant elevated highway going through our community.
- ❖ Option A looks less monstrous and fits better with the area.
- ❖ A & C both sound good. Doing nothing should not be an option.
- ❖ VERY important to have through access at the Y to minimize traffic light spots.
- ❖ A –use of below-grade for 290 C –appears to reduce hwy impact along bluff D. No further damage.
- ❖ A highway.
- ❖ A
- ❖ I like A as it reduces the length the highway is elevated. An elevated highway creates an 'underground' type environment that feels like a concrete jungle (like under 183/Research Blvd.) Would like to minimize that.
- ❖ They will accomplish the objectives needed, except for the no build alternative, which is not acceptable.
- ❖ I do not like either alternative. There are many who want 290 and 71 west widened at grade level only! No elevated tolled highway! We oppose your plan.

### QUESTION 3:

#### What suggestions do you have for improving these alternatives?

- ❖ Stop accommodating existing landholders and businesses with big fancy frontage roads. Blast on through. Williamson Creek is useless. Consider rerouting and making it a nice 'riverwalk' kind of thing.
- ❖ Restrict changes to 1826 and east, minimize or eliminate anything impacting 290 beyond that point, as it infringes on various neighborhoods too closely.
- ❖ Increase the gas tax and fund the building of our infrastructure properly. Current toll plan costs FAR more per mile driven than it does for the cost, maintenance, and gas of my car. That is insane and someone is getting rich off the project.
- ❖ Preservation of nature is critically important. And pedestrian (walk, bike) access is critically important. This solution is not in the middle of nowhere; it is in the middle of neighborhoods where people live, walk, bike and shop. It needs to be friendly to people, not just cars.
- ❖ I dislike greatly how 290/71 coming from the east look now, before they reach the first traffic light near William Cannon. The elevated highway with frontage roads creates a visual monster, super unfriendly pedestrian environments. If the frontage roads were more like neighborhood roads, separated from the highway with trees and boulevards (look at the design in Minnesota, Golden Valley near Minneapolis of Hwy 100) I think they wouldn't break the neighborhoods quite as much.
- ❖ Build alternative A seems like it would be fairly confusing for drivers not used to driving in this area for where to turn for local roads.
- ❖ Add a right turn from Circle Drive to Hwy 290 Westbound! The alternative routes are bad, worse, and even worse.
- ❖ Include cost and time to deliver info

- ❖ Pick one and do something sooner rather than later
- ❖ Build C as it is
- ❖ Please give us an alternative with non-elevated, non-tolled design, as advocated by local groups such as Fix290.
- ❖ Has a noise impact study been done for these alternatives? While I believe Alternative A is best, I would look to see what mitigation means can be used for the noise from roads being beneath grade enclosed within soundwalls. Is a noise-deadening or buffering material being used to offset the noise?
- ❖ I know we don't have the money to build these, but if we could find something other than tolling as financing I think that would be ideal. Otherwise I worry they will be under-used and not worth spending the money to begin with. For example, I never see anyone at the north end of Mopac, everyone gets off at Scotfield Ridge.
- ❖ What happens to access at El Ray Blvd? Provision has been made for ACC, Circle Drive, and 1826, but there is new construction going between 1826 and El Rey, and El Rey access is not mentioned.
- ❖ I DO NOT WANT TO PAY TOLLS on roads that I drive on constantly every day.
- ❖ Get it done fast
- ❖ More imaginative use of below grade options William Cannon should go above, not below 290 –use pumps if necessary. If it is No Build, then we must address water issues separately.
- ❖ Get rid of the No-Build as a baseline option. 40% of people will always vote against development.
- ❖ Please expedite this process and get something started.
- ❖ Reduce the exit lanes to one lane to reduce footprint
- ❖ A single lane 290W to 71W as well as 71E to 290E will back up. Those flyovers/lanes need two lanes. Again, with so much through traffic, two lanes are needed for both of these direct connections.
- ❖ Keep in mind the natural beauty of this area and careful consideration that this area is the gateway to the Hill Country of Texas.
- ❖ Respect the trees and wildlife corridors to the extent possible. These are almost non-existent in urban core. Save them in Oak Hill.
- ❖ At the beginning of the project, the feeding neighborhoods need to be addressed (at Old Fredericksburg Rd)
- ❖ Include "No Build-Campo" at these meetings. We need all alternatives and views. This is not a true picture of the choices.
- ❖ Ped/bike crossing at William Cannon and near Starbucks
- ❖ By eliminating tolls you can reduce footprint, save money, reduce concrete, and improve environmental impact.
- ❖ Put the highway (all lanes) between Williamson Creek and the bluff (should be able to cut some of the bluff). If money becomes available for a non-tolled option, reduce the number of frontage road lanes. Less toll diversion. Take fewer trees.
- ❖ Build!
- ❖ How does it impact Hays County taxes?
- ❖ Re-introduce Alt F. There are currently no "middle ground" alternatives. The project title of "parkway" is misleading because the parkway Alt F is not currently on the table.
- ❖ I'd like to see a cost analysis on the two options
- ❖ Avoid tolls here. Find an alternative, there are many.
- ❖ Please do not build a toll road. We would rather wait until funding is available for a freeway.
- ❖ Maintain 4 lanes eastbound from William Cannon to current freeway. Both alternatives currently have a reduction to 3 lanes causing bottlenecks. Extend project all the way to Dripping Springs.
- ❖ Minimize the touchy-feely crap. Are enough people going to use shared use paths to justify expense? (I note that I have never seen anyone using bike lanes on 290 at ACC).
- ❖ Build the alternative that has the most capacity for the long term. Stop cow-towing to environmentalists.
- ❖ Get rid of Alt B (No Build). Alt C - make turn around at east side of Wm Cannon a simple turnaround from west to east, not a two way that crosses several lanes of access road. May result in red light at some point.

- ❖ I support tolling new mainlanes to expedite the construction of the project, and to fund future maintenance.
- ❖ Keep everything possible ground level. Do not build over creek. Use flyovers at any/all intersections.
- ❖ Sooner the better
- ❖ Keep any potential tolls low to encourage use of the new roadways and support affordability of Austin
- ❖ Alt B should not exist. Alt C - make the turn around a simple one, not two ways.
- ❖ They look good. Save the big trees on Williamson Creek
- ❖ Clean out Williamson Creek bed and Onion Creek bed to allow water to flow without more flooding.
- ❖ None. Get on with the selection of alternative A or C.
- ❖ None! No Build.

#### QUESTION 4:

##### **How can we improve access for neighborhoods and businesses?**

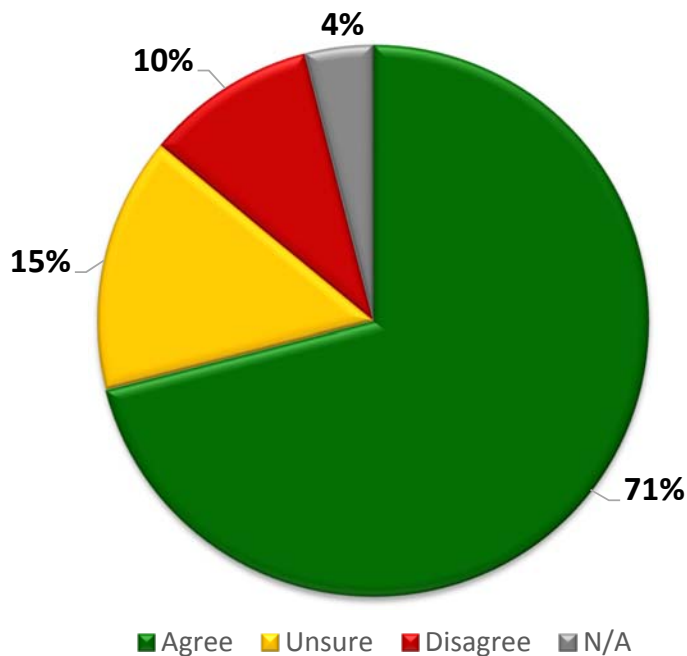
- ❖ Coordinate traffic lights on frontage roads to aid flow.
- ❖ Reduce ROW
- ❖ Alt A provides completely adequate access
- ❖ Fewer lights and decent light timing.
- ❖ Keep cross streets at grade level with turn lanes and shoulders for bikeways.
- ❖ Plans look good. Reduce noise for neighbours.
- ❖ Re-look at the Circle Dr option. With the development in that area the proposed option will be overrun quickly.
- ❖ Turn lanes at all "driveways" for businesses and others. Turn lanes without stop lights.
- ❖ Better shoulders
- ❖ Extra lane in front of shopping centers for better merge into through traffic
- ❖ Texas turnarounds do a pretty good job of this.
- ❖ Wider bike paths. Rails to protect the people.
- ❖ I think the plan does an excellent job of addressing multiple concerns
- ❖ Need direct access to 290W from Circle Dr
- ❖ Road signage and lighting
- ❖ Avoid tolls so access roads don't take on through traffic
- ❖ I realize that there are trade-offs but both proposed designs will cause disruption of my current travel routes.
- ❖ Build more and larger roads and highways. Stop giving too much consideration to environmentalists. Improve the people's lives through mobility.
- ❖ You've done what you can
- ❖ Separate through traffic from local
- ❖ What you have done in Alt A is a fix for part of the problems. Hopefully it will work.
- ❖ Minimize stop lights on access roads (i.e. Mopac N at 71/290 has more lights now than before all of the freeways were added.
- ❖ No need. Convict Hill provided access to everything on the south side. Add lanes for 71 and things are good.
- ❖ I would like to see a middle lane for turning to reduce accident rates, but beyond that, I don't see the need for a frontage road so far from the interchange.
- ❖ Build the damn highway, so we don't have to sit in traffic. Add usable connection between 290 and Southwest Parkway/William Cannon.
- ❖ It is short-sighted to define good "access" exclusively as more lanes, more exits, and more ways to get cars in and out. Yes, we need to get cars in and out. But if you want businesses to thrive, you need to create a people-friendly environment where people can also walk with their kids, walk with tier pets, bike as a family, and sit outside sipping drinks without being overwhelmed by the "access" for getting cars in and out. It's a balance. And you'll kill businesses if you prioritize cars over people.



- ❖ Again, look at the design of Hwy 100 between Hwy 394 and 42th Avenue.
- ❖ Mixed-Use Trail through the Y –one alternative (A, it think) shows a lovely path, the other alternative shows crosswalks across virtually every road. I would work to reduce the number of crosswalks.
- ❖ Turn off lanes
- ❖ Looks good to me
- ❖ I rarely use these stores because it's so hard to get out once you're in. Starbucks is the worst if you're heading west to get to it or to go out of. How to fix that? No ideas. It's a complete mess over there.
- ❖ Well, you already removed many of the businesses along this route. I don't see any problem with accessing the ones that remain.
- ❖ A dedicated right lane going west on 71 frontage road to allow for right turns into businesses at northwest corner while other frontage lanes continue without delay. Safe ingress/egress at Old Bee Caves Rd. to get across frontage lanes to the turnaround to go east on 290.
- ❖ Definitely make sure people will actually use the new roads, especially if they are tolled. If we're all squished onto the access roads it'll be horrible. But if we can get the thru-traffic onto the new roads, driving to local businesses will be a breeze.
- ❖ Provide multiple entrance points into the HEB complex, particularly from Old Bee Caves Road, and add a right turn lane for cars entering HEB from 71 turnoff.
- ❖ Protect access to shopping centers at Scenic Brook
- ❖ Have access roads
- ❖ Looks good how it is presented
- ❖ Do what is recommended in either alternative A or C.
- ❖ Do not build! Improve and tweak the improvements you have already spent millions making.

**QUESTION 5:**

**Please indicate how much you agree with the following statement:  
*These performance measures are appropriate.***



## QUESTION 6:

### What suggestions do you have for other evaluation criteria?

- ❖ Mobility outweighs other concerns
- ❖ That TXDOT and CTRMA stay focused on this project within scope of highways and associated amenities and NOT be persuaded to be swayed by other entities to facilitate development of "12 ft. wide urban trails" without explicit public input. No urban concrete trails should be built immediately adjacent to creeks or in flood plains. (Yes to urban trails adjacent to 290 and 71). The retention and detention are not adequate for the cumulative impact impervious cover this type of trail would have. Just say no.
- ❖ Noise
- ❖ Include the No Build phase and display with CAMPO and city improvements
- ❖ Lighting impacts, i.e. dark skies
- ❖ Access from East Scenic Brook neighborhood to high speed lanes. Eliminate tolls.
- ❖ Number of large trees taken (as opposed to wood, plants). Impact of induced traffic on frontage roads. Traffic that will now use the Y because of improvements. Bike/ped conflict with traffic - where do bikes/peds have to cross at grade lanes?
- ❖ Light pollution. Additional photons are inevitable and necessary, but directing the light downward improves efficiency at minimal cost
- ❖ Keep us informed about controlled growth, like now.
- ❖ While the performance measures are appropriate, how they are weighted on the decision making process is not. The only performance measure with any meaningful weight, it would seem, is mobility and the other PM's take a back seat and are relegated to being "minimized."
- ❖ Safety! Vehicle and pedestrian safety. Both 290 and 71 through this area are dangerous to drive and deadly to walk or bike.
- ❖ Provide Ridgeview and other area homeowners with study that shows impact to property values.
- ❖ These are appropriate but not enough. Need environmental impact study. Flood mitigation and water quality are top priorities.
- ❖ Please make this road a freeway.
- ❖ There are far too many measures. Pick the top 5 and work to those. With trying to satisfy all listed, will this project ever become plated.
- ❖ Too much influence by non-representative neighborhood associations and other splinter groups, each with a selfish agenda.
- ❖ Improving mobility and operational efficiency is the most important criteria.
- ❖ Keep costs low
- ❖ Functionality and cost are uppermost criteria
- ❖ It's a good list, but they should have relative importance weights, and getting it done should be the most important. Let's pick one and build it.
- ❖ Impact to existing large neighborhoods in their ability to enter/exit 290
- ❖ Hurry it along. It is way overdue.
- ❖ Lights should focus on to the highway and not bleed-out away from the highway at night.
- ❖ Sure, but don't delay anymore.
- ❖ All that matters are mobility and aesthetics. All that nature and noise stuff is stupid. If anyone that lives within 1000ft. complains, buy their house and resell it. Ignore complaints from people in north/central Austin.
- ❖ I believe that the homeowners directly affected by this should have a category all alone for detrimental neighborhood impacts. Otherwise, the rubric is thorough.
- ❖ Too much emphasis on vegetation and species. The fact is we live in an URBAN area. This is no longer rural virgin land. As people keep spawning like rabbits, their offspring must live and work somewhere. If you insis on limiting density, then you will only push sprawl which insists on effective and efficient transportation infrastructure. Regarding "air quality impacts" please consider the impact of hundreds of cars idling for

hours stuck in traffic spewing pollution. Getting from one point to the other quicker is much more efficient and produces less impact to the air quality.

- ❖ More transparency on how these “impacts” are being assessed and weighed. It’s one thing to say we’re considering these great impacts, but it’s another to weigh car-throughput as 99% and all the others as a combined 1% At this point, I’ve been to several of the open-house meetings, and I can’t say I’ve ever heard anyone say anything beyond service to these impacts. We deserve to know whether the impacts are being given proper weight, and whether they’re having any effect on the decision-making process.
- ❖ Future mobility, alternatives for mass transit
- ❖ Criteria is too restrictive. Make them relevant to traffic management and access. The area is already a poor example of nature preservation we just need to improve quality of life for motorists. And enough with the damn blind spiders and spotted salamander insanity.
- ❖ Sustainability, future concerns
- ❖ Fix the congestion ASAP. Don’t drag out decisions. The sooner you make a decision the sooner the lawsuits can start and begging the process. Any choice you make will result in someone not being happy. Make a decision and get on with improving the traffic situation.
- ❖ Sadly I don’t think there is a solution that’s not going to jack it up worse. It’s going to end up like south Lamar and Ben white
- ❖ User cost (i.e. toll)
- ❖ The Human Impacts should be high on this list. We live in Granada Hills, first road off 290. We bought in this neighborhood because it’s quiet and has a country feel. We do not want a giant elevated highway cutting through our community.
- ❖ Spending too much time on trees and the creek. Need to worry about traffic flow. Trees can be replanted. Creek can be re-routed.
- ❖ Mobility first and foremost
- ❖ I think these measures have delayed this required project for year. I suggest: 1. Mobility 2. Cost and Human Impacts. Please don’t fall prey to the noisy minority. We are sick of traffic and the danger the congestion brings.
- ❖ Stop trying to dream up other evaluation criteria. This study has gone on far too long.
- ❖ No Build! Improve what you have already done.

#### QUESTION 7:

**Throughout the Oak Hill Parkway project planning process, the project team is incorporating a comprehensive approach to design development known as Context Sensitive Solutions (CSS). The project team’s intent by using this approach is to create a safe, efficient and environmentally-responsible transportation corridor that is appropriate for its setting and speaks to the needs and values of the surrounding community. After reviewing our exhibits on the status of the CSS process, are we heading in the right direction?**

- ❖ This country used to get things done. Stop talking and start bulldozing.
- ❖ I think the designs are detailed and informational, but I feel that to truly be in the right direction the process should be more widely publicized to promote those not on forums to have awareness of the potential changes that directly and negatively impact their lives and safety.
- ❖ Not really. Too many people are trying to be pleased resulting in nothing being done. At some point a decision has to be made and the project built. There is no such thing as a perfect solution, only ones that solve the problem effectively.
- ❖ I don’t know. It seems to me that the “efficiency” of the transportation corridor –meaning the movement of cars through it – is eclipsing all other considerations. For example, we’ll consider X as long as it doesn’t impact throughput. In my opinion, this project is only heading in the “right” direction if it incorporates the features that the community have expressed are most important. Is it doing that? I don’t know, and I don’t think it’s been revealed: how many people voted for X, here’s what we’re doing to accommodate that. Here’s how many who voted for Y...here’s what we considered and rejected, and here’s what we considered and approved for that...

- ❖ More trees, more green. The relief design in significant placements in the highway needs to be redesigned. Oak leaves in such placement denotes old Christmas cards designs.
- ❖ Yes
- ❖ Yes
- ❖ Yes
- ❖ Totally
- ❖ No, Vehicle mobility is key here. Too much effort is going into the aesthetics. Nice work to make this look beautiful, but it's overkill.
- ❖ Yes
- ❖ Yes
- ❖ Yes
- ❖ I know something has to be done about traffic. People continue to move here every day. Just do not destroy our community with a giant elevated highway.
- ❖ Yes
- ❖ Yes
- ❖ Good work but more needs to be done toward providing community recreation space combined perhaps with public transit stations.
- ❖ Yes
- ❖ Absolutely. Looks great and the considerations seem to go above and beyond what would be needed. I am concerned that the CCS process and development could balloon the cost of the project.
- ❖ Accelerate the approval process
- ❖ I believe Alt. A is the better approach to keep the beauty of this area for years to come.
- ❖ I don't know
- ❖ I think it looks promising. Either A and C would be a great improvement.
- ❖ Still too much elevation.
- ❖ Bike/ped path looks pretty good. Still think both decisions are very intrusive on the creek. It is stuck between large segments of concrete.
- ❖ 10-15 years late
- ❖ Since Alt. A and C are the only 'build' alternatives on the table, concerns about water quality, sound quality, community impacts and other quality of life environment concerns are clearly not being considered seriously by CTRMA.
- ❖ Keep up the good work!
- ❖ With Alt C I think so.
- ❖ The process needs to be sped up.
- ❖ 15 years too late
- ❖ If you build it big enough to do the job for the long term, you will have succeeded. If you compromise with environmentalists by building an inadequate road for the long term, you will have failed.
- ❖ Keep maintenance costs low.
- ❖ All should be at ground level where possible. Using flyovers at intersections
- ❖ I'd love to head there faster.
- ❖ Ridgeview and the school's needs must be addressed. They are the ones most impacted in the transition corridor and therefore have a big say in what the final design needs to be.
- ❖ Are there any considerations for running commuter rail through this area? Not for placement, just for thinking ahead. Go with "C."
- ❖ Enough! I'd like to see completion before I die.
- ❖ Yes, but get on with the project.
- ❖ No, TxDOT is cramming this project down our throats! We do not want the tolled highway!

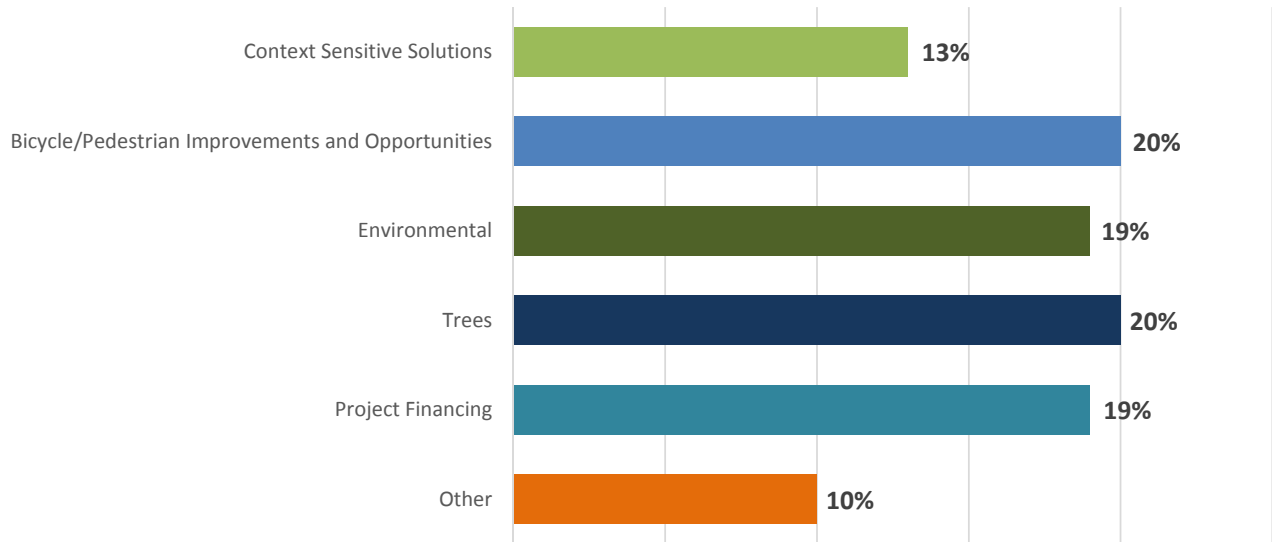
#### QUESTION 8:

##### Do you have any other ideas for trailhead locations?

- ❖ No interest in this personally
- ❖ More, if possible
- ❖ Adjacent to Starbucks
- ❖ HEB parking lot or Goodwill/Planet Fitness parking lot
- ❖ People-friendly paths
- ❖ 71 and covered bridge (may be out of project area)
- ❖ Up to Dripping Springs
- ❖ I don't know enough details to answer this question but I do support efforts to improve bike/ped mobility.
- ❖ The trail is a PR joke. Anyone that uses trails despises intersection. They are time consuming and dangerous. More tunnels or trail bridges.
- ❖ Keep to a minimum. We do not need to have anything that encourages people to visit Oak Hill. The soccer people are quite enough but they mostly come in from Dripping Springs and SW Austin (Circle C).
- ❖ Eliminate all
- ❖ Focus on the construction of the new highway facilities. Let the city and county handle trailhead locations.
- ❖ Not needed
- ❖ Let the "users" pay for it.
- ❖ Trails matter. Connected trails matter more.
- ❖ I would recommend maintaining any trailheads to the existing locations and not extend them to new neighborhoods directly behind backyards. This is a significant hazard that needs to be avoided.
- ❖ NONE. BUILD THE FREAKING HIGHWAY.
- ❖ If trailhead locations can help provide access for pedestrians to cross the massive highways, they'd be serving two functions at once: cross-walks, and access points for the larger trail system.
- ❖ Near the creek, around old trees.
- ❖ Easily accessible parking on the West end of the project would be great.
- ❖ No –the trailhead (with parking) at Wm. Cannon is a good plan.
- ❖ No
- ❖ Looks good to me.
- ❖ No
- ❖ No
- ❖ Patton Ranch Road –connecting trails with Austin Pizza Garden –if this has not already been done.
- ❖ No
- ❖ No. Get to work on the project.
- ❖ Please make Williamson Creek a park with hike and bike trails.

**QUESTION 9:**

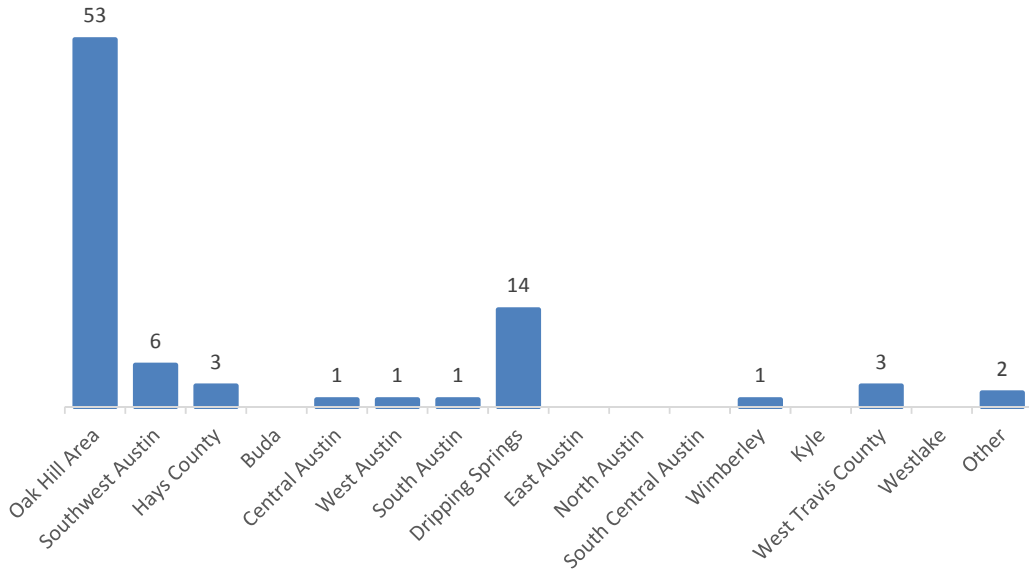
**Before the public hearing, we'd like to hold additional public workshops on specific elements of the project. What topics interest you? (Select all that apply)**



**Other:**

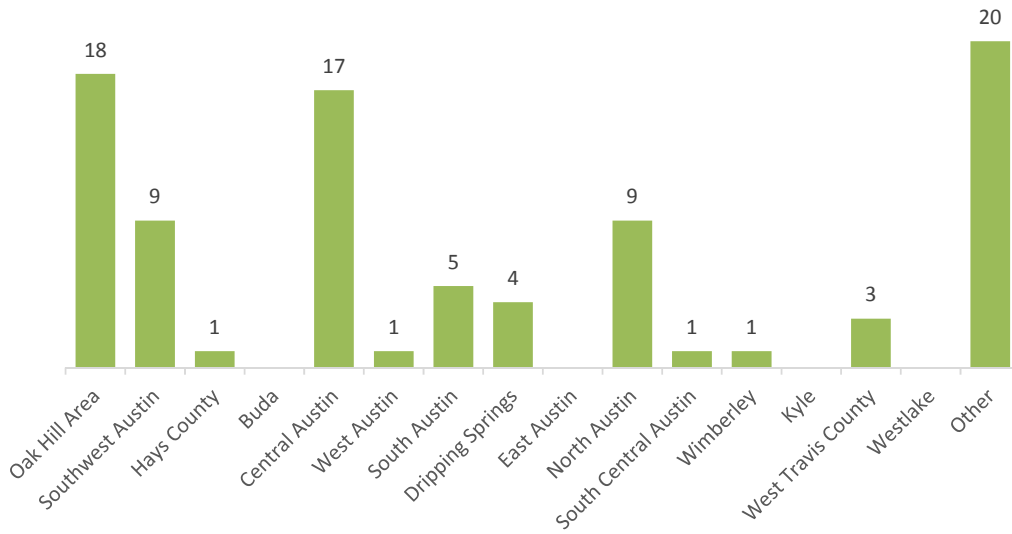
- ❖ *Execution speed*
- ❖ *Use the tax money I pay and build the road as was promised 20 years ago. I don't pay you to have meetings.*
- ❖ *I don't know what CSS really is. I understand the words written here, but it sounds like code words for something only the engineers or project planners know. Lay people need more explanation about what it is before we can say whether we want to see anything more about it in a future presentation.*
- ❖ *Project planning*
- ❖ *Move as fast as possible*
- ❖ *Cost of toll increased urbanization*
- ❖ *Traffic flow*
- ❖ *Noise abatement*
- ❖ *Local access across the highway*
- ❖ *Mobility –don't build all this and cause greater backup with low-volume direct connections*
- ❖ *Impact on adjacent neighborhoods, i.e. sound, light, natural environment*
- ❖ *Mobility and large capacity*
- ❖ *How to get it done*
- ❖ *Allow horses on all paths*
- ❖ *Stop holding workshops that go nowhere*

**QUESTION 10:**  
**Where do you live?**



- Other:**
- ❖ Belterra
  - ❖ Granada Hills

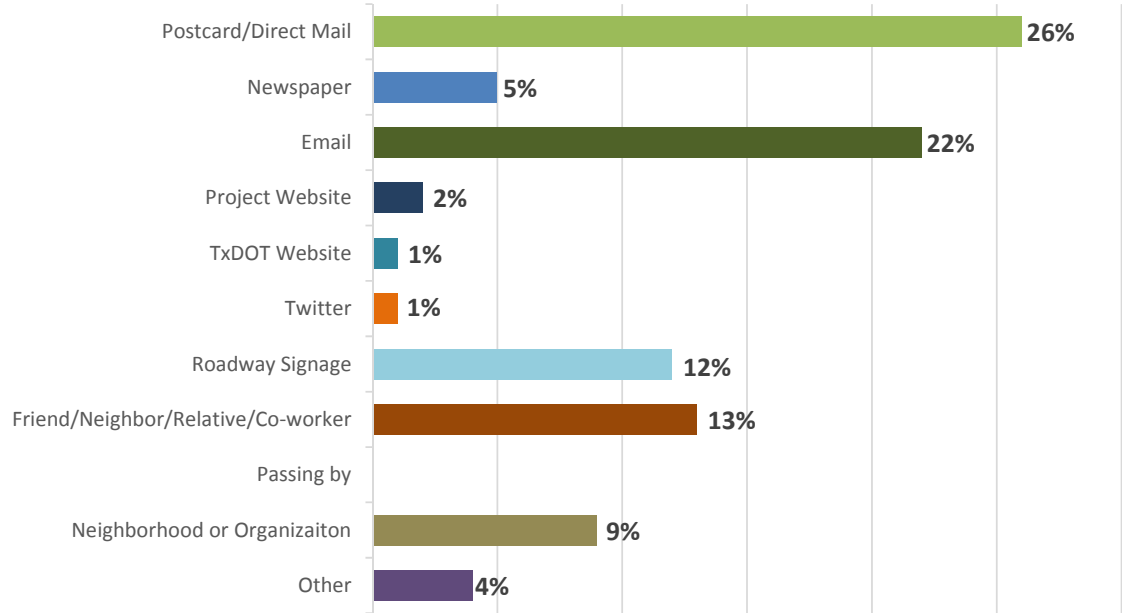
**QUESTION 11:**  
**Where do you work?**



- Other:**
- ❖ South East Austin (4)
  - ❖ Downtown
  - ❖ All of Austin (different locations at different times)
  - ❖ Katy
  - ❖ Retired (13)

QUESTION 12:

How did you hear about this open house?



Other:

- ❖ Time Warner Cable News
- ❖ Nextdoor.com (2)
- ❖ School