



PUBLIC INPUT RESULTS
CONTEXT SENSITIVE SOLUTIONS (CSS)
ONLINE SURVEY #1 (MetroQuest)
October 10 – 29, 2014

Conducted in conjunction with CSS Workshop No. 1
Held on October 9, 2014

During the CSS Workshop #1 and on the OakHillParkway.com project website, 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 the general public that chose to participate.

TABLE OF CONTENTS

| | |
|---|-----------|
| Overview | 1 |
| The Results – Priorities Ranking | 2 |
| The Results – Visual Preference Photo Ranking | 4 |
| The Results – Opportunities Map Input | 8 |
| The Results – How Are We Doing? | 9 |
| The Survey - Screen #1: Welcome | 10 |
| The Survey - Screen #2: Priorities Ranking | 11 |
| The Survey - Screen #3: Visual Preference Survey Photo Ranking | 21 |
| The Survey - Screen #4: Opportunities Map Input | 68 |
| The Survey - Screen #5: Stay Involved – Optional Demographic Input | 92 |

LIST OF ATTACHMENTS

- Attachment 1** Public Input Results – Bicycle/Pedestrian
- Attachment 2** Public Input Results – Cultural/Signage/Markers
- Attachment 3** Public Input Results - Landscaping
- Attachment 4** Public Input Results – Safety Concerns
- Attachment 5** Public Input Results – Transit
- Attachment 6** Public Input Results – Frequent Destinations

OVERVIEW

The Central Texas Regional Mobility Authority's project team utilized MetroQuest digital engagement software and services to enhance community outreach and solicit public feedback on shaping the future of the Oak Hill Parkway project through a Context Sensitive Solutions (CSS) online survey. The survey consisted of screens that guided participants through a series of steps that provided information and gathered input. The survey was provided via the Internet on the OakHillarkway.com project website and was accessible via computer and mobile handheld devices for a period of two weeks from October 10 – October 24, 2014. Over 650 members of the public visited the survey webpage. A total of 931 comments by survey participants were received. The majority of comments came from the 78749 zip code.

THE RESULTS - PRIORITIES RANKING

Survey participants were asked to rank the following items based on importance to them. Below are the results.

#1 Pedestrian and Bicycle Access:

Enhance pedestrian and bicycle mobility



#2 Environmental Sustainability:

Use local materials, conserve natural resources and recycle



#3 Signage:

Provide signage for effective orientation



#4 Lighting:

Provide lighting for aesthetics and safety



#5 Enhanced Water Quality:

Enhance water quality through the use of natural water quality controls



#6 Landscaping:

Incorporate landscaping into the corridor



#7 Streetscape Enhancements:

Include features to enhance adjacent streetscapes



#8 Use of Public Art:

Include public art that features designs relevant to the region



Although they weren't listed as items from which to rank as priorities, participants also suggested traffic congestion and traffic flow as priorities, as well as minimizing the roadway footprint. These are being studied as part of the engineering design.

THE RESULTS - VISUAL PREFERENCE PHOTO RANKING

Following are suggestions regarding each visual image viewed and ranked by survey participants.

1- PEDESTRIAN AND BICYCLE ACCESS

- 81% of respondents liked or strongly liked landscaped access
- 81% of respondents liked or strongly liked recreational areas
- 77% of respondents liked or strongly liked marked crossing
- 67% of respondents liked or strongly liked bike lanes separated from the frontage roads
- 15% of respondents liked or strongly liked bike lanes adjacent to the road

Example Comments:

“Shade is nice to have, just don’t block visibility at driveway crossings.”

“Bicycles need separated, efficient passage along the length of the corridor.”

“Provide easy access to facilities for pedestrian and bicycles.”

“Please think about a hike and bike trail along Williamson Creek which parallels 290 W. Also a few rest areas with picnic tables would be a really great idea.”

“(Separated bike path) is ideal- it is efficient (follows the roadway and doesn’t meander for the sake of recreational stimulation), it is far enough from traffic to be safe, and not be breathing extremely polluted air. It is wide enough for multiple users. It is smooth enough for road bikes...”



Landscaped Access



Recreational Areas

2 - ENVIRONMENTALLY SUSTAINABLE

- 88% of respondents liked or strongly liked tree preservation
- 84% of respondents liked or strongly liked xeriscape landscaping
- 73% of respondents liked or strongly liked water conservation
- 32% of respondents liked or strongly liked low maintenance

Example Comments

"Natural stone and preferably no to minimal color."

"Less concrete, less asphalt and minimal impervious ground cover. Ground level traffic."

"Does low maintenance mean good quality?"

"Tree preservation is key to making the community happy."

"Native plants, not just xeric. I don't want it to look landscaped. I want it to looking natural."

3 - SIGNAGE

Example Comments

"Provide plenty of signage with plenty of time to see and react"

"Signage helps the place stand out, but please keep natural look (not extreme like Kyle, TX for example.)"

4 - LIGHTING

Example Comments

"Dark sky lighting - Keep lighting on the highway not out into the neighborhood."

"Provide lighting especially at crossings...."

"Lighting needs to be considered for bike/ped facilities and not just crossings. Please keep the dark skies."

#5 - ENHANCED WATER QUALITY

Example Comments

"More than anything I would love to see this project at the Y be a model for other similar projects in the state and possibly the country."

"The creek is not put in any cement culvert. The vegetation on either side of the creek is retained to help with water quality and aesthetics."

"Provide holding areas for runoff before releasing it underground."

#6 - LANDSCAPING

- 95% of respondents liked or strongly liked wildflowers

- 80% of respondents liked or strongly liked xeriscape landscaping
- 68% of respondents liked or strongly liked suburban
- 51% of respondents liked or strongly liked ornamental gravel
- 17% of respondents liked or strongly liked minimal

Example Comments

“The use of native plants and small trees will match the beauty that is Oak Hill.”

“Landscaping should focus on preserving and restoring existing trees and the Williamson Creek watershed and vegetation in and around the creek.”

“Grass and weeds seem to always grow through the rocks and then cannot be mowed or managed easily.”

“Combination of native plants, shrubs and rocks -Need trees. This will be pretty sustainable over the long haul and take little maintenance.”

“Please keep as many trees as possible along Williamson Creek.”

“Preserve and restore Williamson Creek.”



Wildflowers



Xeriscape Landscape

#7 - STREETScape ENHANCEMENTS

- 80% of respondents liked or strongly liked enhanced intersections
- 63% of respondents liked or strongly liked amenities
- 62% of respondents liked or strongly liked natural
- 56% of respondents liked or strongly liked signage
- 55% of respondents liked or strongly liked wall treatments

Example Comments

“No flashy columns are necessary as it costs too much.”

“All road users need clear signage to know where to turn.”

“We don’t want walls, stations, pillars or bridges in Oak Hill.”



Enhanced Intersections

#8 - USE OF PUBLIC ART

- 68% of respondents liked or strongly liked stars
- 60% of respondents liked or strongly liked iconic art
- 52% of respondents liked or strongly liked murals
- 41% of respondents liked or strongly liked sculptures

Example Comments

“Waste of money.”

“Please choose something unique to the area and not just a general Texas theme.”

“I like the sculpture, but this does not fit in with the scope of a roadway.”

THE RESULTS – OPPORTUNITIES MAP INPUT

Participants were asked to use a map and map markers to identify frequent destinations and areas for improvement. They were also asked to use markers to provide other input, including locations for Bicycle/Pedestrian amenities such as crosswalks, sidewalks and/or shared use paths; locations for Cultural/Signage/Markers such as gateway features, historical markers, and/or way finding signage; locations for various types of landscaping; locations where safety concerns exist; and locations for transit stops and/or park and ride. A summary of the input provided by participants follows.

MAJOR DESTINATIONS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

The project team received 72 comments regarding destinations for bicycle and pedestrian improvements. Major destinations included:

- Austin Community College Pinnacle Campus
- HEB
- The Y (Intersection at US 290 and SH 71)
- Along Williamson Creek
- AI intersection crossings
- Oak Hill Youth Sports Association – Ball Fields
- Jack Allen’s Kitchen
- Freescale
- Starbucks
- Downtown Austin
- YMCA

CULTURAL/SIGNAGE/MARKERS

The project team received 33 comments regarding signage.

Participants suggested a gateway feature that identifies Oak Hill and/or indicates a transition into the Hill Country.

Regarding historical markers, Beckett Grove (oak trees) at William Cannon Drive was mentioned, as was the Austin Pizza Garden.

It was suggested that way finding signs should be used to identify Austin Community College, Seton Hospital, and the “Y” intersection of US 290 at SH 71. Several respondents identified their street in their neighborhood as needing way-finding signage.

LANDSCAPING

The project team received 53 comments regarding landscaping. Participants identified all intersections as needing some form of landscaping. Trees were seen as important, especially those existing along Williamson Creek. It was suggested that a Shared-Use-Path be developed along Williamson Creek.

SAFETY

The project team received 125 comments regarding safety. The low water crossing at Bee Caves Road and flooding (in general) were mentioned as safety concerns, as well as the lack of crosswalks and sidewalks.

TRANSIT

The project team received 24 comments regarding transit, which have been provided to Capital Metro. Park and Ride locations were suggested. Many participants requested more transit service for the area.

THE RESULTS - HOW ARE WE DOING?

The project team received 106 comments regarding the performance of the Oak Hill Parkway project team. The significant majority of comments were positive, stating that the team was doing a good job. Negative comments can primarily be grouped into two themes: The project team is not moving fast enough to relieve traffic congestion, and concerns that only two build alternatives are advancing for further evaluation as part of the environmental study.

Example Comments

“I really like the effort in getting public involvement.”

“Keep it up I appreciate the engagement.”

“You are taking too long to get it done.”

“Need to consider more options for EIS than just options A and C....”

THE SURVEY - SCREEN #1: WELCOME

The survey opened with a welcome screen that defined Context Sensitive Solutions (CSS) and provided “Did You Know?” fun facts about Oak Hill.

Oak Hill Parkway - MetroQuest

Progress

✓ Oak Hill Parkway Context Sensitive Solutions Survey

WELCOME

Context Sensitive Solutions (CSS) is a planning approach that invites the surrounding communities and neighborhoods to influence a project design, so that it reflects their cultural and historic values and aesthetic preferences.

[Click here to begin](#)

Did You Know?
Oak Hill was named Oatmanville in 1869, reflecting its location along the Austin and Oatmanville Railway. The railway hauled limestone used to construct the State Capitol building. Source: Wikipedia

2 PRIORITIES
3 VISUAL PREFERENCE SURVEY
4 MAP INPUT
5 STAY INVOLVED

help

DID YOU KNOW? FUN FACTS:

- Did you know that Oak Hill was founded as Live Oak Springs on a Mexican land grant awarded to William Cannon in 1835?
- Did you know that Williamson Creek is 19 miles in length and has a total catchment area of 30 square miles?
- Oak Hill was named Oatmanville in 1869, reflecting its location along the Austin and Oatmanville Railway. The railway hauled limestone used to construction the State Capitol building. Source: Wikipedia

THE SURVEY - SCREEN #2: PRIORITIES RANKING

In the second screen, participants were asked to rank items in the order of importance to them through a “drag and drop” exercise.

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 **What items are most important to you?**

3

4

5

PRIORITIES

Order your top 5 priorities above this line

- Signage
- Landscaping
- Environmentally Sustainable
- Lighting
- Use of Public Art
- Enhance Water Quality
- Pedestrian and Bicycle Access
- Streetscape Enhancements

What items are most important to you? Please drag five of your important items above the dotted line. Click the items to learn more about each one.

VISUAL PREFERENCE SURVEY

MAP INPUT

STAY INVOLVED

? help

PRIORITIES RANKING RESULTS

| OVERALL RANK | ITEM NAME | AVERAGE POSITION | TIMES RANKED |
|--------------|-------------------------------|------------------|--------------|
| 1 | Pedestrian and Bicycle Access | 2.55 | 193 |
| 2 | Environmentally Sustainable | 2.57 | 212 |
| 3 | Signage | 2.76 | 161 |
| 4 | Lighting | 2.82 | 170 |
| 5 | Enhance Water Quality | 3.04 | 174 |
| 6 | Landscaping | 3.27 | 202 |
| 7 | Streetscape Enhancements | 3.27 | 183 |
| 8 | Use of Public Art | 4.06 | 51 |

Participants were provided example visual images with corresponding descriptions, when priority items were selected from the list provided. Participants were also given the option to provide comments about each visual image within the “drag and drop” ranking exercise.

SCREEN #2: SIGNAGE PRIORITY

Oak Hill Parkway - MetroQuest Progress


2 What items are most important to you?

WELCOME
PRIORITIES
VISUAL PREFERENCE SURVEY
MAP INPUT
STAY INVOLVED

Order your top 5 priorities above this line

- Signage
- Landscaping
- Environmentally Sustainable
- Lighting
- Use of Public Art
- Enhance Water Quality
- Pedestrian and Bicycle Access
- Streetscape Enhancements

Signage



Provide signage for effective orientation

Comment

Suggest Another Priority

Intro

help

SIGNAGE PRIORITY COMMENT SUMMARY (6 Comments)

- I like higher signs or signs on both side of the street
- I am grouping signage with lighting (both are equally important). Lighting needs to be considered for bike/ped facilities and not just crossings. Please keep the dark skies. Signage helps make the place stand out, but please keep natural look (not extreme like Kyle, TX for example).
- I am grouping signage with lighting (both are equally important). Lighting needs to be considered for bike/ped facilities and not just roadway's and vehicular crossings. Please keep the dark skies. Signage helps make the place stand out, but please keep natural look (not extreme like Kyle, TX for example).
- I support pedestrian accessibility but don't give a darn about bicycle accessibility.
- traffic sucks and there needs to be more lanes and no stop lights
- Provide reasonable signage with plenty of time to see/react. (Street signs in advance of intersections or large enough to read, arrows painted on road well in advance so drivers can navigate to the correct lane.) But also please don't OVER sign. The roadways look unsightly and cluttered when too many useless signs are installed.

SCREEN #2: LANDSCAPING PRIORITY


Oak Hill Parkway - MetroQuest Progress

2 What items are most important to you?

Order your top 5 priorities above this line

- Signage
- Landscaping**
- Environmentally Sustainable
- Lighting
- Use of Public Art
- Enhance Water Quality
- Pedestrian and Bicycle Access
- Streetscape Enhancements

Landscaping



Incorporate landscaping into the corridor

[Intro](#)

[Comment](#)

[Suggest Another Priority](#)

WELCOME

PRIORITIES

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

help

LANDSCAPING PRIORITY COMMENT SUMMARY (8 Comments)

- The use of native plants and small trees will match the beauty that it's Oak Hill and lead by example to encourage others to convert from water hungry landscapes.
- Texas Native, natural, low maintenance plant material – Xeriscaping (try to keep as much existing vegetation: Live Oaks as possible).
- Texas Native, natural, low maintenance plant material (try to keep as much existing vegetation: Live Oaks as possible).
- I am only concerned with landscaping when there has been development which has degraded the wildlife. When possible, save the wildlife and wild flowers. Ask yourself what would Lady Bird Johnson do!
- Native landscaping. No grass to mow. Retain trees and shrubs along the highway.
- Landscaping should focus on preserving and restoring existing trees and the Williamson Creek watershed & vegetation in and around the creek, as well as incorporating other green nativescapes.
- Lighting and other safety issues are critical as well. The lighting must focus on the parkway and not destroy the night sky effect home Oak Hill owners cherish.
- I was recently in New Mexico, a much less wealthy state than Texas and realized that the New Mexico highways vastly outstrip Texas' highways in beauty and artistic design, while still handling traffic. The areas adjacent to highways don't have to be ugly places devoid of human presence, unless you live in Texas or New Jersey.

SCREEN #2: ENVIRONMENTALLY SUSTAINABLE PRIORITY

Oak Hill Parkway - MetroQuest

Progress

2 What items are most important to you?

Order your top 5 priorities above this line

Intro

Signage

Landscaping

Environmentally Sustainable

Lighting

Use of Public Art

Enhance Water Quality

Pedestrian and Bicycle Access

Streetscape Enhancements

Environmentally Sustainable

Use local materials, conserve natural resources and recycle

Comment

Suggest Another Priority

WELCOME

PRIORITIES

VISUAL PREFERENCE SURVEY

MAP INPUT

STAY INVOLVED

help

ENVIRONMENTALLY SUSTAINABLE PRIORITY COMMENT SUMMARY (10 Comments)

- This will not only increase the beauty of the parkway, but reduce carbon footprint from transport. Local vendors should also be used for this reason and enhancing local economies.
- Less concrete. Less asphalt. Minimal impervious ground cover. Ground level traffic
- It need to look nice and be easily maintained.
- Natural stone and preferably no to minimal color (subdued color would be ok!).
- This is the number one concern of myself and my peers as I constantly engage in conversations with them about what we think is wrong with the world.
- Lighting is important. We need less. Dark skies are important to ecosystems and stargazers. Did not add to list because thought it might be misconstrued as a request for more
- The most important part of being sustainable is for the highway design itself to fit in with the area, non-elevated, for low noise, and less air pollution to nearby neighborhoods, also it will not be a cement barrier between the neighborhoods on each side of the project.
- Use native landscaping where possible, reducing the need for water. Drought-sustainable. Plant trees. When selecting lighting, PLEASE also consider light pollution and try to reduce this as much as possible.
- Oak Hill has the Convict Hill Bluffs and Williamson Creek at the Y in Oak Hill. These geographic features form a natural bottleneck. Outside traffic should be diverted around Oak Hill to the greatest extent possible – to IH 10 to the south and 183 to the north. The Y should be redesigned to function better for local, Oak Hill traffic, not to try to expand capacity and funnel outside traffic from the north or west through the Y. The oaks that Oak Hill is named for should be protected, preserved and incorporated into the design. Impervious cover should be minimized. Impervious-cover related flooding is already a problem in the area and should not be exacerbated.
- Protects water and air quality!

SCREEN #2: LIGHTING PRIORITY

Oak Hill Parkway - MetroQuest

Progress 

2 What items are most important to you?

WELCOME

PRIORITIES

Order your top 5 priorities above this line

Intro

Signage

Landscaping

Environmentally Sustainable

Lighting

Use of Public Art

Enhance Water Quality

Pedestrian and Bicycle Access

Streetscape Enhancements

Lighting



Provide lighting for aesthetics and safety

Comment

Suggest Another Priority

help

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT


5 STAY INVOLVED

LIGHTING PRIORITY COMMENT SUMMARY (4 Comments)

- intersections need it the most
- Any lighting installed should be dark-sky approved so Oak Hill doesn't become a blight on the evening sky.
- Dark sky lighting. Keep lighting on highway no out into the neighborhood.
- Provide lighting specially at crossings and flyovers.

SCREEN #2: USE OF PUBLIC ART PRIORITY

Oak Hill Parkway - MetroQuest

Progress 

2 What items are most important to you?


WELCOME

PRIORITIES

Order your top 5 priorities above this line

- Signage
- Landscaping
- Environmentally Sustainable
- Lighting
- Use of Public Art**
- Enhance Water Quality
- Pedestrian and Bicycle Access
- Streetscape Enhancements

Use of Public Art



Include public art that features designs relevant to the region

Comment

Suggest Another Priority

Intro

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

help

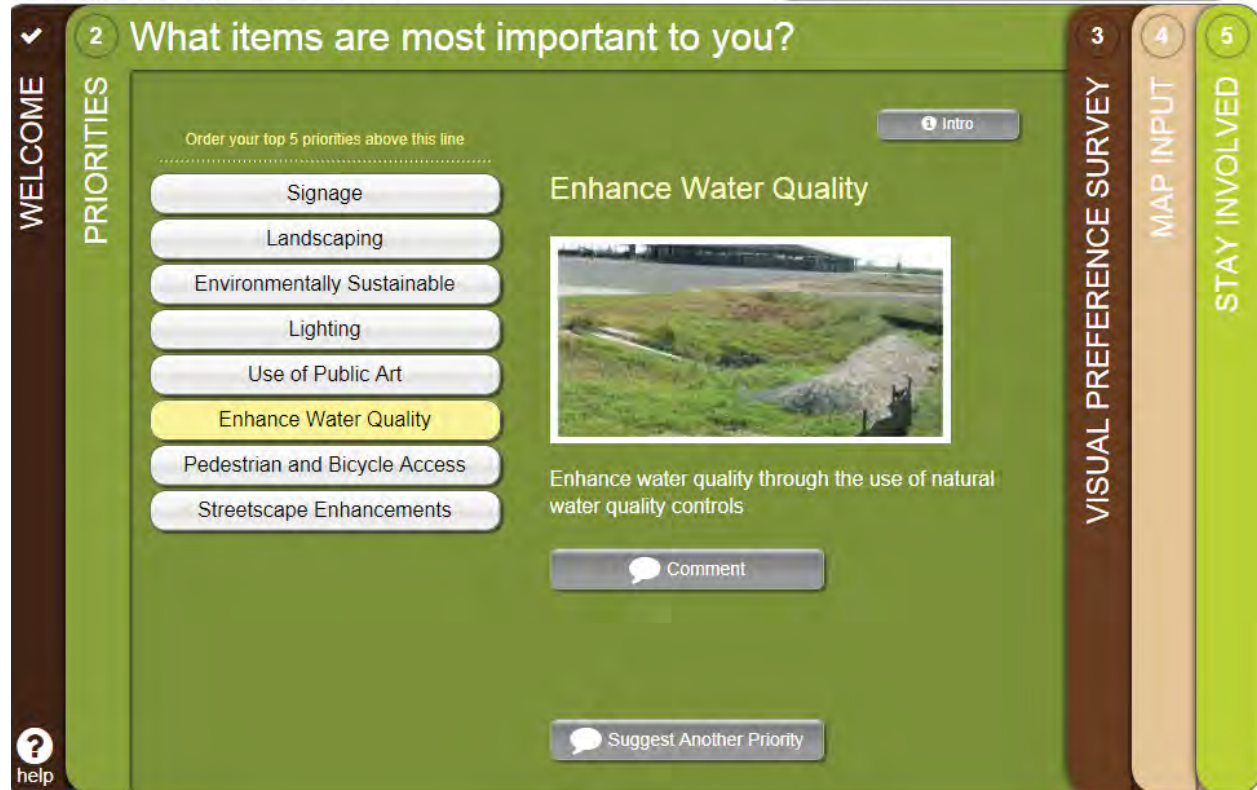
USE OF PUBLIC ART PRIORITY COMMENT SUMMARY (3 Comments)

- The use of Public Art should really be considered. It could generate jobs and income for the neighborhood. Especially if projects are only temporary. Dallas has just started up a great Public Arts Project that will rotate, and hire new artists every 6 mos?
- this is silly. I feel like this is a push poll designed to get my 'buy-in'. correct?
- Yes, high quality germane public art is a mark of design excellence.

SCREEN #2: ENHANCE WATER QUALITY PRIORITY

Oak Hill Parkway - MetroQuest

Progress 



The screenshot shows a web application interface for a priority selection screen. At the top, it says 'Oak Hill Parkway - MetroQuest' and 'Progress' with a green progress bar. The main heading is '2 What items are most important to you?'. On the left, there's a vertical navigation bar with 'WELCOME', 'PRIORITIES', and 'help'. The 'PRIORITIES' section lists several options: Signage, Landscaping, Environmentally Sustainable, Lighting, Use of Public Art, Enhance Water Quality (highlighted in yellow), Pedestrian and Bicycle Access, and Streetscape Enhancements. To the right of the list is a section titled 'Enhance Water Quality' with a photo of a creek and a road. Below the photo, it says 'Enhance water quality through the use of natural water quality controls'. There are buttons for 'Intro', 'Comment', and 'Suggest Another Priority'. On the right side, there's another vertical navigation bar with 'VISUAL PREFERENCE SURVEY', 'MAP INPUT', and 'STAY INVOLVED'.

ENHANCE WATER QUALITY PRIORITY COMMENT SUMMARY (7 Comments)

- The location of this roadway makes it IMPERATIVE that we use all available environmental technology to mitigate damage to environmentally sensitive areas.
- Detention areas are needed, but please find the best locations that don't immediately affect the existing live oaks, just because the engineering would be easier within that area. I would prefer a little more money spent on detention facilities for maintenance (please no wet ponds).
- More than anything I would love to see this project at the Y be a model for other similar projects in the state and possibly the country. Txdot/CTRMA has a chance to enhance this extremely unique and beautiful area by preserving the trees, williamson creek yet at the same time designing a grade level highway system which will keep traffic flowing but at the same time putting in place constructs which will be friendly to our community. Hike and bike trails, rest areas along the creek.
- The creek is not put in any cement culvert. The vegetation on either side of the creek is retained to help with water quality and aesthetics.
- We don't have enough water ... we should certainly try to clean up what we do have. Particularly when it's already getting tainted by all the oils, etc. associated with roadways.
- Water quality should be enhanced by using a minimum amount of impervious cover and design & technology to reduce congestion rather than try to reduce it by more concrete.
- Provide holding areas for runoffs before relase underground.

SCREEN #2: PEDESTRIAN AND BICYCLE ACCESS PRIORITY

Oak Hill Parkway - MetroQuest Progress

2 What items are most important to you?

WELCOME


PRIORITIES

Order your top 5 priorities above this line

- Signage
- Landscaping
- Environmentally Sustainable
- Lighting
- Use of Public Art
- Enhance Water Quality
- Pedestrian and Bicycle Access**
- Streetscape Enhancements

Intro

Pedestrian and Bicycle Access



Enhance pedestrian and bicycle mobility

Comment

Suggest Another Priority

VISUAL PREFERENCE SURVEY

MAP INPUT

STAY INVOLVED

help

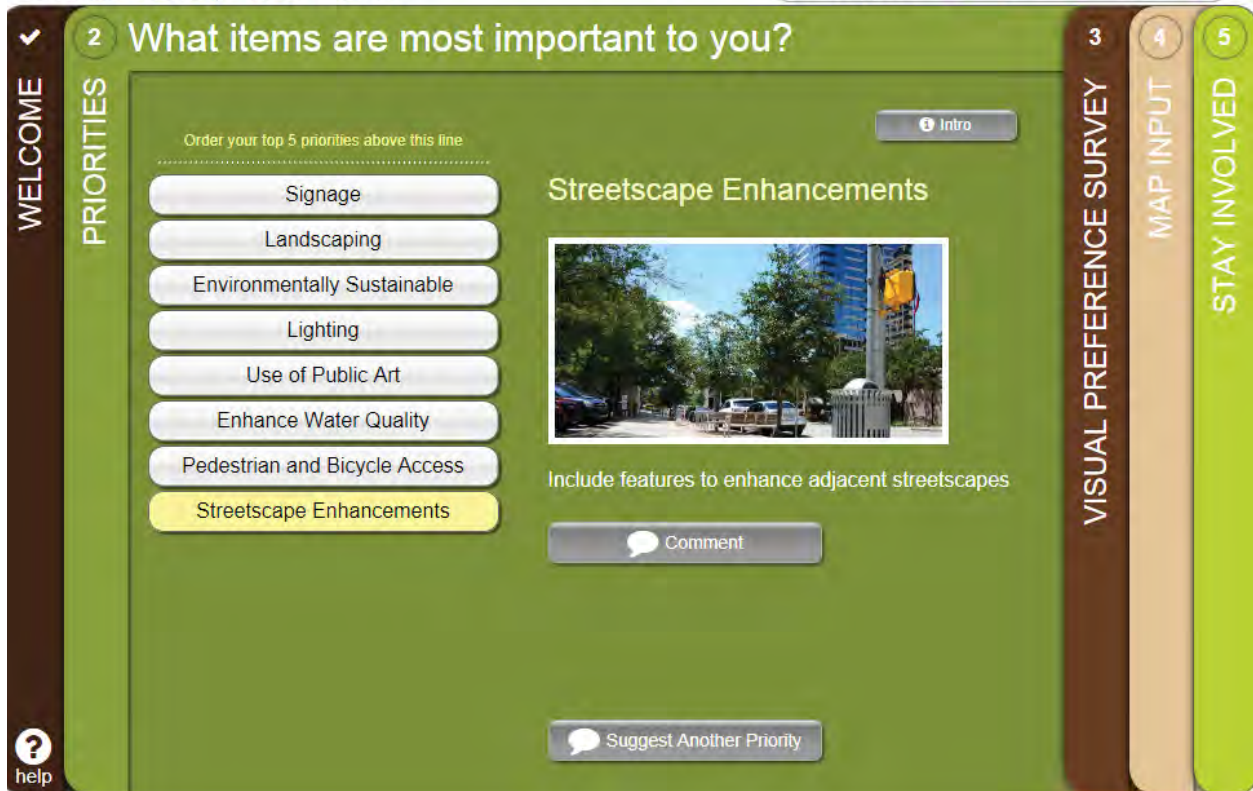
PEDESTRIAN AND BICYCLE ACCESS PRIORITY COMMENT SUMMARY (10 Comments)

- Bicycles need separated, efficient passage along the length of the corridor.
- While the parkway is being built for cars and buses, including bike and pedestrian options will enhance multi-modal transportation options in the southwest.
- If you live inside the Y it is very difficult to ride a bicycle towards downtown or Freescale for that matter.
- Pedestrian and Bicycle safety and new facilities are needed in this area (currently the area is not very accessible). We also need to focus on making sure we connect with new and existing areas (example: connecting to the YBC trail).
- Pedestrian and Bicycle safety and new facilities are needed in this area (currently the area is not very accessible). We also need to focus on making sure we focus on connections (example: connecting to the YBC trail).
- Logically, this should be a major concern for the general public. When there is access, people will take advantage of not driving when they can.
- I live so close to so many things that would all be walkable/bike able but would never risk my life cruising won 71. Would love to ride a bike. Bike path!!
- I would favor dedicated bike trails as part of this project, but wouldn't feel safe in bike lanes.
- I'm close enough to bike or run to work, but the current 290/William Cannon intersection is too dangerous.
- Provide easy access to facilities for pedestrian and bicycles.

SCREEN #2: STREETScape ENHANCEMENTS PRIORITY

Oak Hill Parkway - MetroQuest

Progress 



The screenshot shows a web application interface for a survey. At the top, it says "SCREEN #2: STREETScape ENHANCEMENTS PRIORITY" and "Oak Hill Parkway - MetroQuest". A progress bar is visible. The main content area is titled "2 What items are most important to you?". On the left, there is a vertical navigation bar with "WELCOME" and "PRIORITIES". Below "PRIORITIES", there is a list of priority items in a vertical stack of buttons: "Signage", "Landscaping", "Environmentally Sustainable", "Lighting", "Use of Public Art", "Enhance Water Quality", "Pedestrian and Bicycle Access", and "Streetscape Enhancements" (which is highlighted in yellow). To the right of this list, there is a section titled "Streetscape Enhancements" with a photo of a street scene. Below the photo, it says "Include features to enhance adjacent streetscapes". There are buttons for "Intro", "Comment", and "Suggest Another Priority". On the right side of the screen, there is another vertical navigation bar with "3 VISUAL PREFERENCE SURVEY", "4 MAP INPUT", and "5 STAY INVOLVED". A "help" button is located in the bottom left corner.

STREETScape ENHANCEMENTS PRIORITY COMMENT SUMMARY (5 Comments)

- Why is there no choice of “traffic flow”
- We are fortunate to live in such a beautiful part of Austin. Let’s do all we can to keep it that way.
- Public space is always a good asset.
- The streetscape should include preserving existing trees, especially oaks, and all lanes should be street level and not tolled.
- Road must be at grade. No elevation.

SCREEN #2: SUGGEST ANOTHER PRIORITY

Participants were also given the option to select the “Suggest Another Priority” option and provide comment about their suggestion within the “drag and drop” ranking exercise.

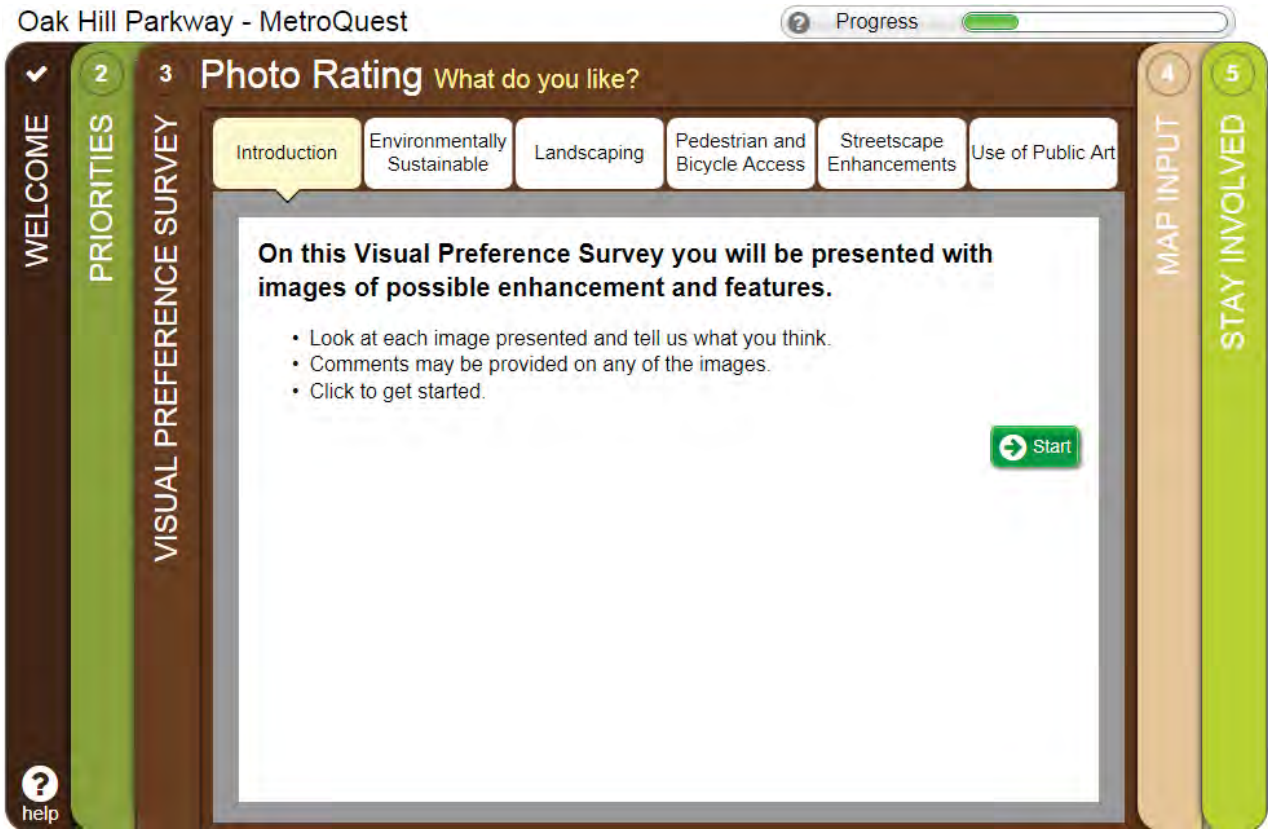
SUGGEST ANOTHER PRIORITY COMMENT SUMMARY (37 Total Comments)

- traffic movement
- Mobility
- Traffic lights to ensure public safety
- Reducing congestion “while” enhancing pedestrian and bicycle access.
- Aesthetics, reducing the visual impacts of the highway
- Minimal Footprint
- Fewer Access Roads
- Pragmatic Traffic Solutions
- Unobstructive Views
- Minimal Lighting/Street Level
- Street level roads only, no elevated structures.
- efficiency of public dollars
- Improve traffic flow
- Reduce traffic congestion
- Traffic flow
- Build a road system large enough for today AND tomorrow.
- Making the Parkway an actual parkway, with no feeder roads and a smaller footprint.
- Effectiveness for the next 20 years.
- Improve traffic flow.
- Traffic congestion
- Signage
- Access to public transportation
- Traffic Flow
- A grade level or underground portion of freeway which will not impede on the heritage oaks lining Hwy 290west. Widen the Hwy to the east near the cliffs, sparing williamson creek, the heritage oaks. This must be a priority!
- More lanes for traffic
- More road capacity!
- IMPROVE TRAFFIC FLOW SHOULD BE PRIORITY ONE.
- Preserve Natural Habitat
- Physical size of project
- Physical size of project. Also cost of project and whether it will be tolled.
- Good roads
- Low noise
- get the cars moving
- Home Values for Residents
- Reducing Congestion
- Traffic Flow
- Low elevation profile.
- Low elevation profile. Smaller road footprint.
- Preserve natural xeriscaped feel to area
- Safety, traffic speeds, impacts on built environment, economic impacts?
- Maximize traffic flow and minimize expense so no art no pedestrian and no bicycles.

THE SURVEY - SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING

Screen #3 of the survey introduced the Photo Ranking exercise to participants, provided instructions on how to navigate this portion of the survey, and invited participants to provide feedback.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #1 – INTRODUCTION



SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #2 – ENVIRONMENTALLY SUSTAINABLE, IMAGE #1

Oak Hill Parkway - MetroQuest

Progress

3 **Photo Rating** What do you like?

Introduction | **Environmentally Sustainable** | Landscaping | Pedestrian and Bicycle Access | Streetscape Enhancements | Use of Public Art

These images show different types of environmental sustainability. Please review these 4 images to share your preference.

Xeriscapic Landscape

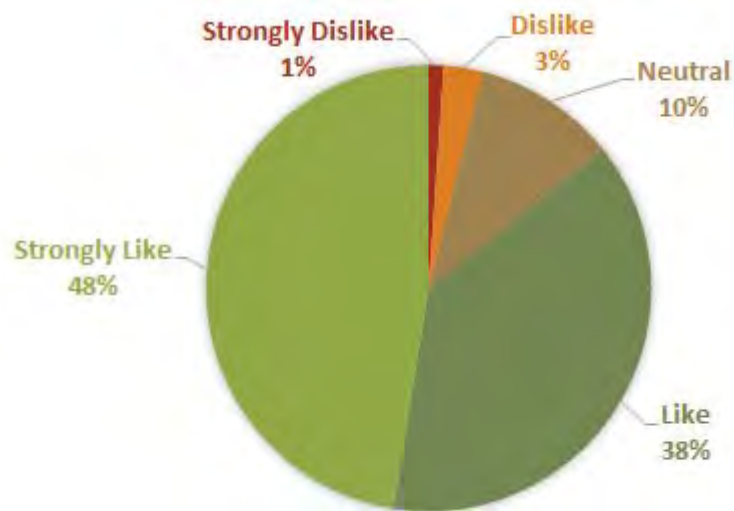
Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next

WELCOME | PRIORITIES | VISUAL PREFERENCE SURVEY | MAP INPUT | STAY INVOLVED

help

| CATEGORY | COUNT |
|----------------------|------------|
| Strongly Dislike | 3 |
| Dislike | 8 |
| Neutral | 29 |
| Like | 106 |
| Strongly Like | 132 |
| TOTAL | 278 |



ENVIRONMENTALLY SUSTAINABLE IMAGE #1 COMMENT SUMMARY (10 Comments)

- Creates sight line issues that block pedestrians and cyclists from a driver's view
- Xeriscaping and keeping existing natural setting (of course as much as humanly possible).
- This is nice, but may we please get some color and textural contrasts?
- I believe Xeriscaping along Williamson Creek would be a wonderful idea along with hike and bike trails running parallel to the creek and Hwy...Enhancing the the environmental beauty which is already in place...We must sustain this treasure for future generations...
- Plant native, not just xeric. I don't want it looking landscaped. I want it looking natural.
- Plant native, not just xeric. I don't want it looking landscaped. I want it looking natural. Also, I don't understand this one. Xeric vs what? No landscaping or European-style landscaping (as has become popular)?
- Yes. No elevation of roadway. Natural vegetation. I do not like the grass. With this drought it is not realistic to think we could sustain grass like this along the roadway. It should be planted in native plants.
- Don't forget our wildflowers!
- Don't forget our wildflowers!
- Love the unspoiled nature of this one.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #2 – ENVIRONMENTALLY SUSTAINABLE, IMAGE #2

Oak Hill Parkway - MetroQuest

Progress

Photo Rating What do you like?

Introduction | **Environmentally Sustainable** | Landscaping | Pedestrian and Bicycle Access | Streetscape Enhancements | Use of Public Art

These images show different types of environmental sustainability. Please review these 4 images to share your preference.

Low Maintenance

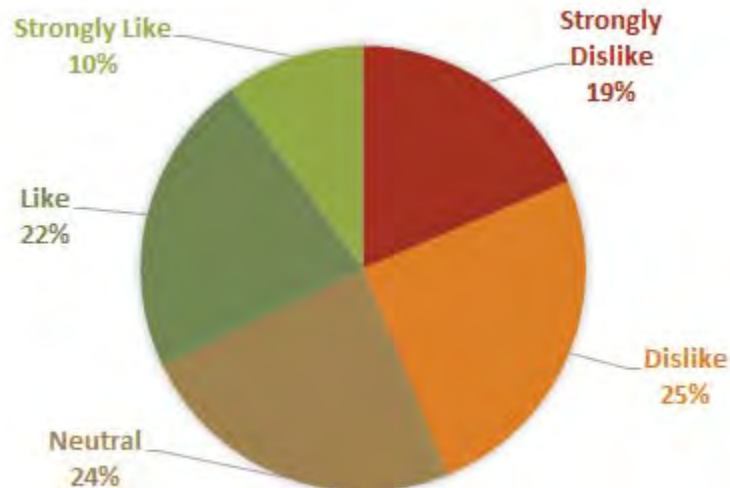
Strongly Dislike | Dislike | Neutral | Like | Strongly Like

Previous | Optional Comment | Next

WELCOME | 2 PRIORITIES | 3 VISUAL PREFERENCE SURVEY | 4 MAP INPUT | 5 STAY INVOLVED

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 48 |
| Dislike | 65 |
| Neutral | 62 |
| Like | 57 |
| Strongly Like | 26 |
| TOTAL | 258 |



ENVIRONMENTALLY SUSTAINABLE IMAGE #2 COMMENT SUMMARY (6 Comments)

- Low maintenance is preferred, but the precedent imagery will scare current residences and businesses that we will make Oak Hill look like this.
- Low maintenance is preferred, but unfortunately we might need a different precedent imagery. Xeriscaping and preservation images are great examples that still have rural and urban feel to the environment surrounding the roadway.
- Although environmentally friendly, it's just too unkempt and this area desperately needs beautification.
- When it comes to Low Maintenance I have to disagree with Txdot. As I believe they do not do enough to maintain an already low maintenance roadways. The weeds are always a constant problem due to budget cuts and a twice a year mowing cycle which is not enough to keep our roads and highways safe and aesthetically pleasing. Environmental sustainability still requires regular maintenance in my estimation!!!
- Does that also mean good quality?
- Very ugly. Makes me want to go somewhere else. needs more shrubs and needed to leave big trees to begin with.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #2 – ENVIRONMENTALLY SUSTAINABLE, IMAGE #3

Oak Hill Parkway - MetroQuest Progress


WELCOME
PRIORITIES
VISUAL PREFERENCE SURVEY

3 Photo Rating What do you like?

Introduction
Environmentally Sustainable
Landscaping
Pedestrian and Bicycle Access
Streetscape Enhancements
Use of Public Art

These images show different types of environmental sustainability. Please review these 4 images to share your preference.

Tree Preservation



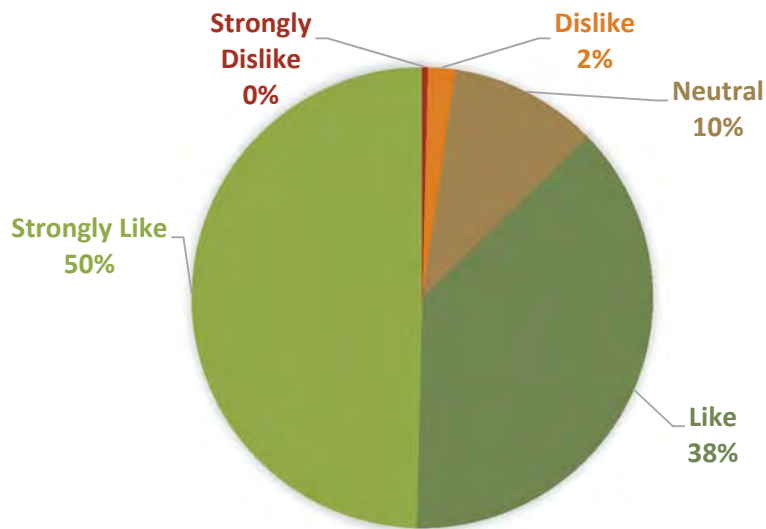
Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

MAP INPUT
STAY INVOLVED

help

| CATEGORY | COUNT |
|----------------------|------------|
| Strongly Dislike | 1 |
| Dislike | 5 |
| Neutral | 27 |
| Like | 98 |
| Strongly Like | 129 |
| TOTAL | 260 |



ENVIRONMENTALLY SUSTAINABLE IMAGE #3 COMMENT SUMMARY (7 Comments)

- Xeriscaping and Tree preservation (2 thumbs up!)
- I worry that trees and bushes may provide an attraction for pandhandlers to hide out .
- The Heritage Oaks which line Hwy 290 west are an important and unique part of Oak Hill as a whole. They were important to the pioneers all those many years ago when they rested and watered their horses under these majestic oaks. They must be protected and nurtured especially during periods of road construction and widening!!! This is the single most important issue to many of us who call Oak Hill our home. Preserve, Protect and Sustain...
- I've been driving this area for over 30 years. If this project was developed years ago, I would have been for saving the trees. However, at this point, with the impending development from 290 and 71 and the only ways into town being 290 and Southwest Pkwy., this project needs to be fast-tracked. If the trees can be worked into a feasible project and preservation not delay construction, I may be amenable to rethinking.
- Nice, but unrealistic. The grass will just be dirt. Nice retention of trees and use of shrubs. Need more native plants.
- Elevated roadways are obsolete and being removed in many US cities. Preserving existing trees is great and should be done while keeping the roadway at grade rather than elevated.
- Tree preservation is key to making this community happy.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #2 – ENVIRONMENTALLY SUSTAINABLE, IMAGE #4

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY


4 MAP INPUT

5 STAY INVOLVED

Photo Rating *What do you like?*

Introduction **Environmentally Sustainable** Landscaping Pedestrian and Bicycle Access Streetscape Enhancements Use of Public Art

These images show different types of environmental sustainability. Please review these 4 images to share your preference.

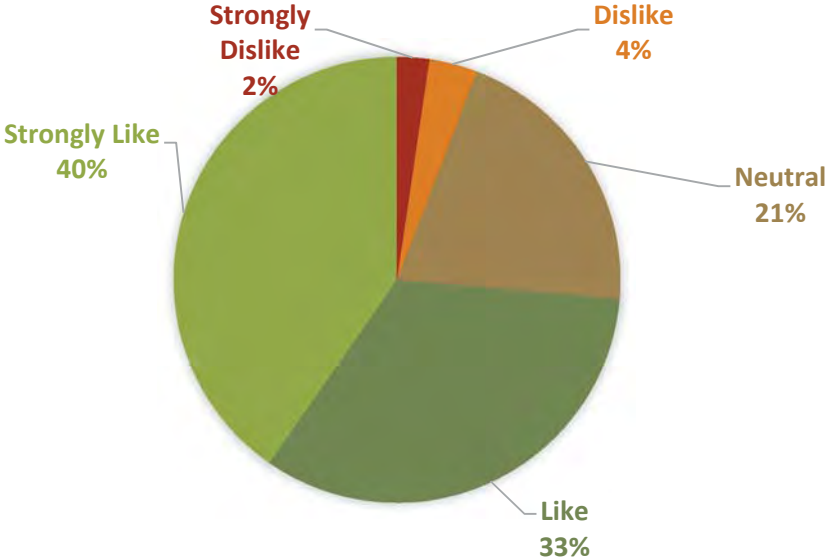


Water Conservation

Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

| CATEGORY | COUNT |
|----------------------|------------|
| Strongly Dislike | 6 |
| Dislike | 9 |
| Neutral | 53 |
| Like | 86 |
| Strongly Like | 104 |
| TOTAL | 258 |



ENVIRONMENTALLY SUSTAINABLE IMAGE #4 COMMENT SUMMARY (7 Comments)

- don't put loose rocks next to a road
- The use of stone is very appealing. If and when budget becomes an issue, I would prefer the stone at the pedestrian level before the bridge structure. This will also help the locals feel you are catering more to them rather than the regional aspect of moving traffic (which of course the a huge necessity).
- The use of stone is very appealing. If and when budget becomes an issue, I would prefer the stone at the pedestrian level before the bridge structure. This will also help the locals feel you are catering more to them rather than the regional aspect of moving traffic.
- If there was a way to combine this concept, with the artful aesthetic of the picture shown, with perhaps adding a few gorgeous planters of colorful native flora, it could be a showstopper and a win-win in terms of cost and environmental benefi .
- I am hesitant to agree with any water conservation agenda when it comes to widening Hwy 290 west near Williamson Creek! For some reason paving the creek comes to mind and we do not want that to happen. Water conservation which does not destroy habitat or environment only!
- I guess this is better than plain old cement, but not much. Very unfriendly, sharp. Needs some softer elements and some living things.
- How does this conserve water? I assume that we would not build a highway with landscaping that required watering?

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

Photo Rating What do you like?

Introduction

Environmentally Sustainable

Landscaping


Pedestrian and Bicycle Access

Streetscape Enhancements

Use of Public Art

These images show different types of landscaping. Please review these 5 images to share your preference.

Ornamental Gravel



Strongly Dislike

Dislike

Neutral

Like

Strongly Like

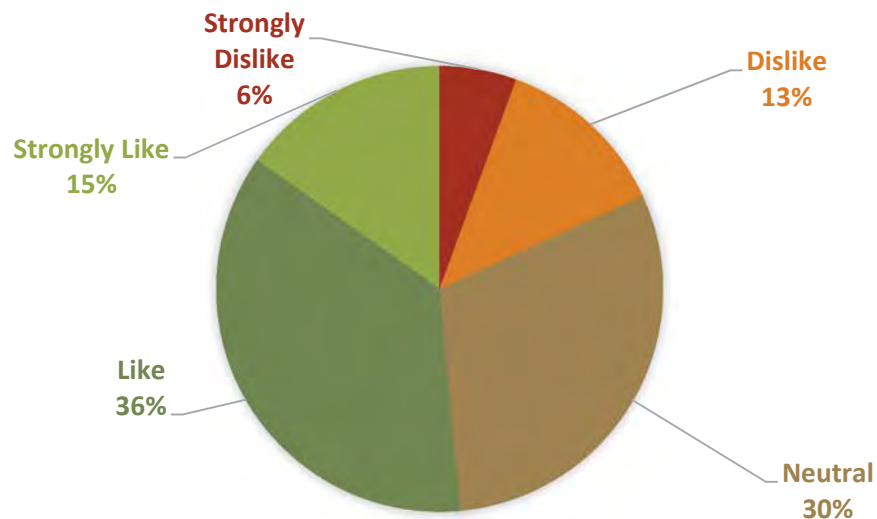
Previous

Optional Comment

Next

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 15 |
| Dislike | 34 |
| Neutral | 82 |
| Like | 98 |
| Strongly Like | 41 |
| TOTAL | 270 |



LANDSCAPING IMAGE #1 COMMENT SUMMARY (6 Comments)

- The use of stone and limited vegetation for maintenance would be a beautiful look in Oak Hill.
- Again, I think this perhaps mixed with some colorful plantings interspersed would add tremendous beauty to the area.
- Its nice in theory however it takes too much effort to maintain. Txdot does not do much in the way of weed control nor trash pick up nor when the rocks get washed or moved onto the highway or street. Gravel is too high maintenance. (no pun intended)....
- Grass and weeds seem to always grow through the rocks and then cannot be mowed or managed easily.
- Maybe some Oatmeal gravel, but still needs living things. Urban sad. No elevation of highway and this ugly gravel will not be needed. Blaghhhhh.
- I'm not as worried about under the overpasses. Gravel is not good elsewhere.

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

Photo Rating What do you like?

Introduction

Environmentally Sustainable

Landscaping


Pedestrian and Bicycle Access

Streetscape Enhancements

Use of Public Art

These images show different types of landscaping. Please review these 5 images to share your preference.

Minimal



Strongly Dislike

Dislike

Neutral

Like

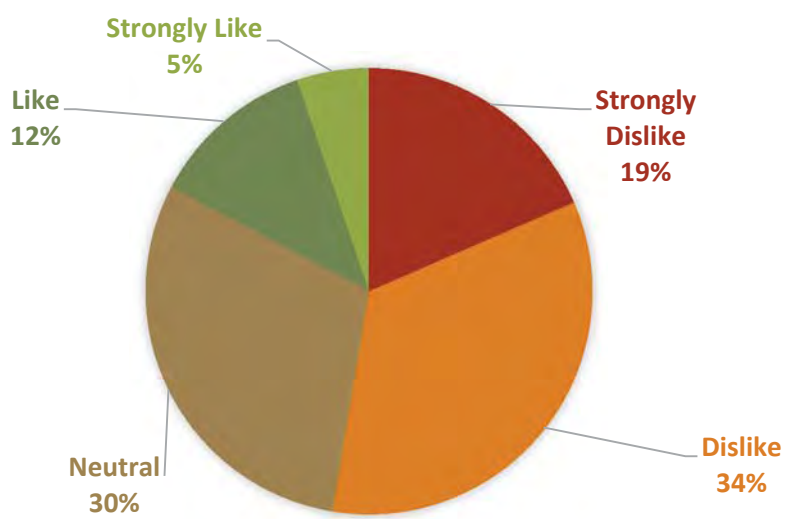
Strongly Like

Previous

Optional Comment

Next

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 46 |
| Dislike | 85 |
| Neutral | 75 |
| Like | 30 |
| Strongly Like | 13 |
| TOTAL | 249 |



LANDSCAPING IMAGE #2 COMMENT SUMMARY (5 Comments)

- I would like to see room to add a light rail down the median, so move the lights on one side or the other, or alternate them.
- Again, maybe the wrong image as this concept would be stark and focuses too much attention on roadway pavement.
- Again, maybe the wrong image as this concept would be very stark and focuses too much attention on roadway pavement.
- Minimal is not better if it means cutting down trees and doing away with environmental treasures. Not Sure if this is a trick question?
- Looks like a Texas frying pan. HOT, HOT, HOT. Hot surfaces, no shade, no softness, no interesting vegetation to break up the bleak gray roadway. ICK.

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

help

Photo Rating What do you like?

Introduction
Environmentally Sustainable
Landscaping
Pedestrian and Bicycle Access
Streetscape Enhancements
Use of Public Art

These images show different types of landscaping. Please review these 5 images to share your preference.

1


2

3

4

5

Suburban



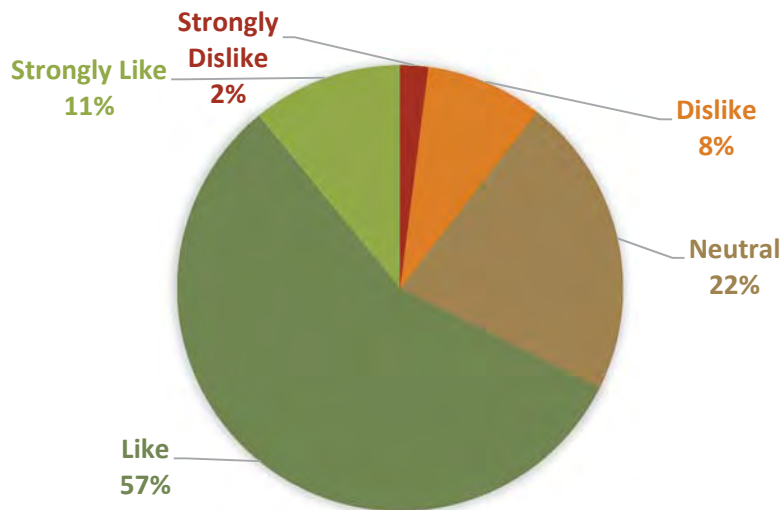
Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

4 MAP INPUT

5 STAY INVOLVED

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 5 |
| Dislike | 21 |
| Neutral | 54 |
| Like | 140 |
| Strongly Like | 27 |
| TOTAL | 247 |



LANDSCAPING IMAGE #3 COMMENT SUMMARY (3 Comments)

- Again the use of vegetation and stone looks beautiful, but a transition from rural to Urban seems to be the local favorite request.
- This is an example of a plant prison. At least there are some plants, but they are put in jail and even then in a straight jacket. And the grass.....No likely to be dependable grass as Texas becomes more arid. Native plants. No walls. No grass. This is Texas, not an English garden. Where are the trees? Where is the shade? Hot, dry and penned up. :(
- Sticking a few bushes by an elevated road is pathetic. Put the road at grade, preserve the existing trees and natives as much as possible, then add the native vegetation.

WELCOME

2
3

Photo Rating

What do you like?

MAP INPUT

5

Introduction

Environmentally Sustainable

Landscaping

Pedestrian and Bicycle Access


Streetscape Enhancements

Use of Public Art

These images show different types of landscaping. Please review these 5 images to share your preference.

VISUAL PREFERENCE SURVEY

Wildflower



Strongly Dislike

Dislike

Neutral

Like

Strongly Like

Previous

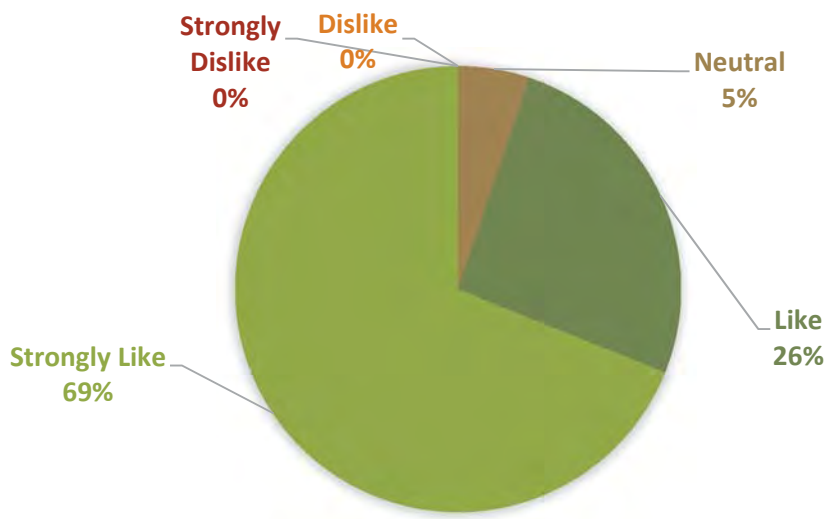
Optional Comment

Next

? help

STAY INVOLVED

| CATEGORY | COUNT |
|----------------------|------------|
| Strongly Dislike | 0 |
| Dislike | 0 |
| Neutral | 13 |
| Like | 65 |
| Strongly Like | 173 |
| TOTAL | 251 |



LANDSCAPING IMAGE #4 COMMENT SUMMARY (3 Comments)

- Wildflowers would be great (maybe we also add Indian Blanket and Greenthread with Blue Bonnets)?
- Please plant flowers only if there is another mowing cycle added to the calendar year!!!
- Of course I like wildflowers along the roadway. YES! But what will this look like the rest of the year?????

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

Photo Rating What do you like?

Introduction

Environmentally Sustainable

Landscaping


Pedestrian and Bicycle Access

Streetscape Enhancements

Use of Public Art

These images show different types of landscaping. Please review these 5 images to share your preference.

Xeriscapic



Strongly Dislike

Dislike

Neutral

Like

Strongly Like

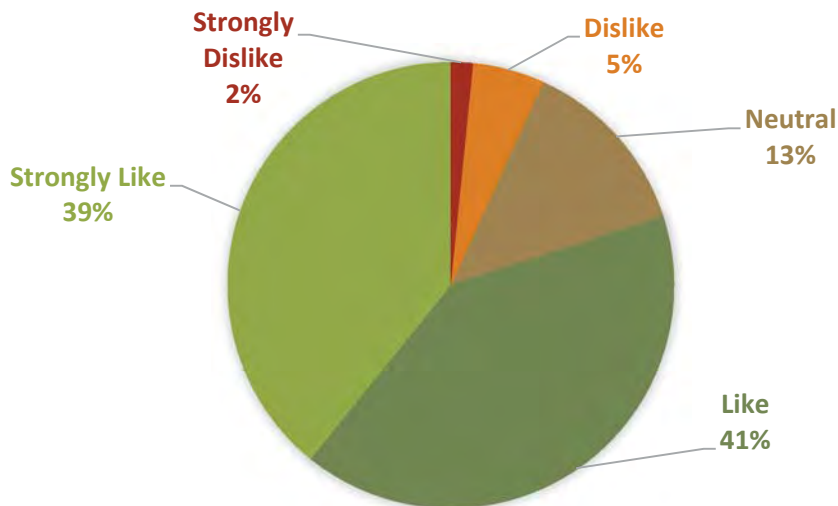
Previous

Optional Comment

Next

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 4 |
| Dislike | 13 |
| Neutral | 33 |
| Like | 102 |
| Strongly Like | 98 |
| TOTAL | 250 |



LANDSCAPING IMAGE #5 COMMENT SUMMARY (3 Comments)

- Xeriscaping also helps with the transition to suburban landscaping.
- Combination of native plants, shrubs and rocks. Needs trees. This will be pretty sustainable over the long haul and take little maintenance. Needs a few more shrubs and some trees.
- This only looks good if the road is at grade and not elevated. Sticking cactus next to an elevated road is ugly, because elevated roads are ugly and disruptive to communities.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #4 – PEDESTRIAN AND BICYCLE ACCESS, IMAGE #1

Oak Hill Parkway - MetroQuest Progress

WELCOME

PRIORITIES

VISUAL PREFERENCE SURVEY

MAP INPUT

STAY INVOLVED

2

3 **Photo Rating** *What do you like?*

4

5

Introduction

Environmentally Sustainable

Landscaping


Pedestrian and Bicycle Access

Streetscape Enhancements

Use of Public Art

These images show different types of pedestrian/bicycle mobility enhancements. Please review these 5 images to share your preference.

Marked Crossing



Strongly Dislike

Dislike

Neutral

Like

Strongly Like

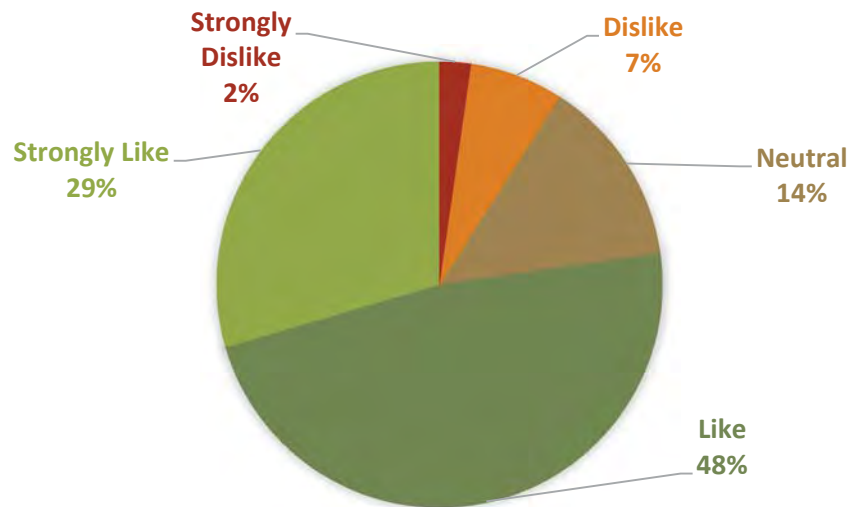
Previous

Optional Comment

Next

? help

| CATEGORY | COUNT |
|------------------|-------|
| Strongly Dislike | 6 |
| Dislike | 18 |
| Neutral | 36 |
| Like | 126 |
| Strongly Like | 78 |
| TOTAL | 264 |



PEDESTRIAN AND BICYCLE ACCESS IMAGE #1 COMMENT SUMMARY (3 Comments)

- These are great as long as there are traffic control devices that can be activated by those who need to cross when they need to cross.
- No bicycles on same road with automobiles.
- Hot. Ugly. Hot. Ugly. Uninteresting. Uninspiring.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #4 – PEDESTRIAN AND BICYCLE ACCESS, IMAGE #2

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES






3 VISUAL PREFERENCE SURVEY

help


Photo Rating *What do you like?*

Introduction
Environmentally Sustainable
Landscaping
Pedestrian and Bicycle Access
Streetscape Enhancements
Use of Public Art

These images show different types of pedestrian/bicycle mobility enhancements. Please review these 5 images to share your preference.

Landscaped Access



Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

4 MAP INPUT

5 STAY INVOLVED

| CATEGORY | COUNT |
|----------------------|------------|
| Strongly Dislike | 4 |
| Dislike | 10 |
| Neutral | 33 |
| Like | 86 |
| Strongly Like | 115 |
| TOTAL | 248 |

| Category | Percentage |
|------------------|------------|
| Strongly Like | 46% |
| Like | 35% |
| Neutral | 13% |
| Dislike | 4% |
| Strongly Dislike | 2% |

42

PEDESTRIAN AND BICYCLE ACCESS IMAGE #2 COMMENT SUMMARY (7 Comments)

- Shade is very nice to have. Just don't block visibility at driveway crossings.
- Landscaping between separated bike paths and motor vehicle traffic leads to drivers not seeing bicycles at junctions and causing collisions when drivers fail to yield when turning across the bike paths.
- Landscaping that prevents drivers on roadways that intersect the path and cyclists on the path from seeing approaching conflicting traffic is a problem.
- I believe a hike and bike trail along williamson creek with landscaping would be wonderful. Adding to the already natural beauty...
- Landscaped vs what? Natural? Concrete? I want natural, don't understand what voting for landscaped means.
- Interesting, beautiful, utilitarian. It's a 10!
- Elevated roads are ugly, obsolete and cause blight. Sticking trees next to them doesn't change that.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #4 – PEDESTRIAN AND BICYCLE ACCESS, IMAGE #3

Oak Hill Parkway - MetroQuest

Progress

WELCOME

PRIORITIES

VISUAL PREFERENCE SURVEY

MAP INPUT

STAY INVOLVED

3 Photo Rating What do you like?

Introduction

Environmentally Sustainable

Landscaping


Pedestrian and Bicycle Access

Streetscape Enhancements

Use of Public Art

These images show different types of pedestrian/bicycle mobility enhancements. Please review these 5 images to share your preference.

Recreational



Strongly Dislike

Dislike

Neutral

Like

Strongly Like

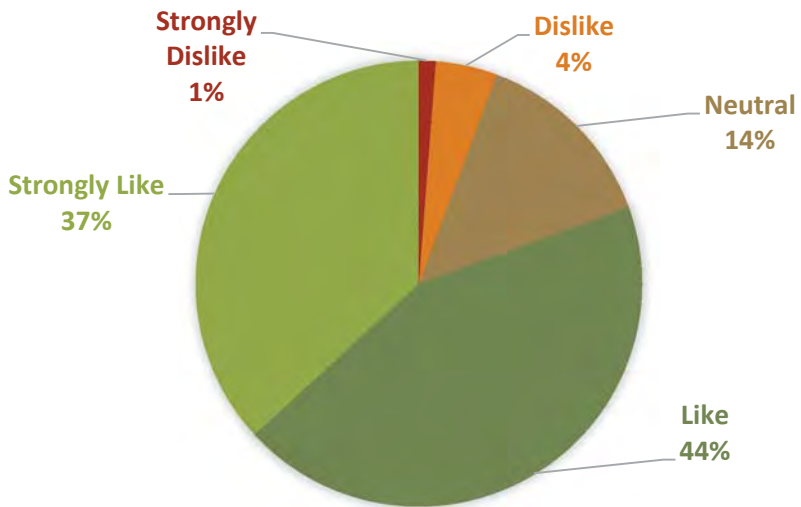
Previous

Optional Comment

Next

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 3 |
| Dislike | 11 |
| Neutral | 34 |
| Like | 108 |
| Strongly Like | 91 |
| TOTAL | 247 |



PEDESTRIAN AND BICYCLE ACCESS IMAGE #3 COMMENT SUMMARY (6 Comments)

- Water crossings such as this are important. These 'recreational' trails are important connectors, even though they may not follow the highway. Nothing wrong with this, where appropriate.
- Please think about a hike and bike trail along Williamson Creek which parallels 290 West... Also a few rest areas with picnic tables would be a really great idea
- So much more could be done with this. It's a good start, but only 25% complete. Needs more vegetation. Different heights. More softness.
- Even TxDOT is considering removal of elevated roadways in Dallas. Elevated roads are toxic to communities. Putting a bench next to an elevated road doesn't do diddly to minimize the toxic effect an elevated road has on a community.
- It would be so amazing to have pedestrian and bike ways away from where cars could injure people on bikes and walking
- Recreational use isn't much of an issue for this intersection.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #4 – PEDESTRIAN AND BICYCLE ACCESS, IMAGE #4

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY


4 MAP INPUT

5 STAY INVOLVED

Photo Rating *What do you like?*

Introduction
Environmentally Sustainable
Landscaping
Pedestrian and Bicycle Access
Streetscape Enhancements
Use of Public Art

These images show different types of pedestrian/bicycle mobility enhancements. Please review these 5 images to share your preference.

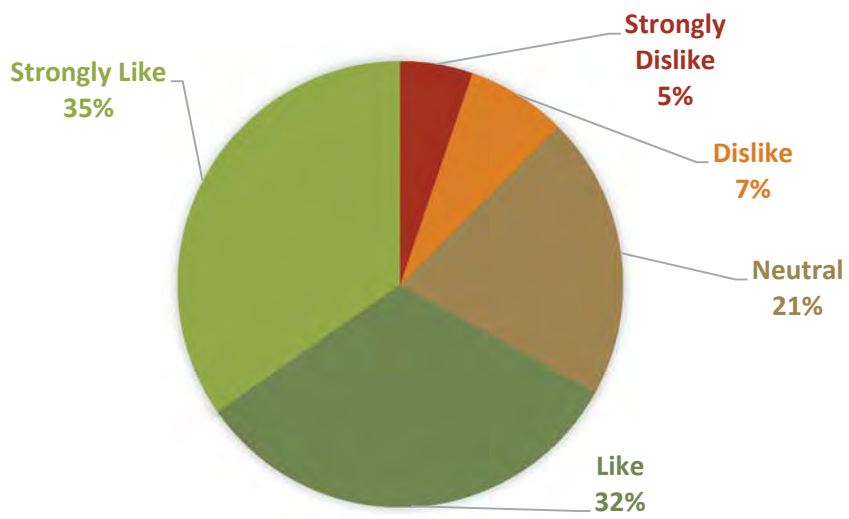


Separated

Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

| CATEGORY | COUNT |
|----------------------|------------|
| Strongly Dislike | 13 |
| Dislike | 18 |
| Neutral | 51 |
| Like | 80 |
| Strongly Like | 86 |
| TOTAL | 248 |



PEDESTRIAN AND BICYCLE ACCESS IMAGE #4 COMMENT SUMMARY (7 Comments)

- This is ideal - it is efficient (follows the roadway and doesn't meander for the sake of recreational stimulation), it is far enough from traffic to be safe, and not be breathing in extremely polluted air. It is wide enough for multiple users. It is smooth enough for road bikes. And there are not obstacles which block the vision of users and motorists.
- This is a visual expression of "nothing to see here". Ugly. Scraped earth. Poor place. I want to close my eyes, don't you?
- This is a visual expression of "nothing to see here". Ugly. Scraped earth. Poor place. I want to close my eyes, don't you? Need shrubs between roadway and bike path. BUT I do like it that the bike path is separated from the roadway
- Putting a bare, ugly sidewalk next to an ugly elevated road is pathetically uninspired. This sort of awful design is being removed and replaced with at grade parkways all over the country.
- Needs trees for shade and air quality basics. Otherwise good auto and ped/bike access.
- The Austin idea of bike paths is paint down the middle of a major congested street. Pretty damn stupid and unsafe
- The Austin idea of bike paths is paint down the middle of a major congested street. Pretty damn stupid.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #4 – PEDESTRIAN AND BICYCLE ACCESS, IMAGE #5

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY


4 MAP INPUT

5 STAY INVOLVED

Photo Rating *What do you like?*

Introduction Environmentally Sustainable Landscaping **Pedestrian and Bicycle Access** Streetscape Enhancements Use of Public Art

These images show different types of pedestrian/bicycle mobility enhancements. Please review these 5 images to share your preference.

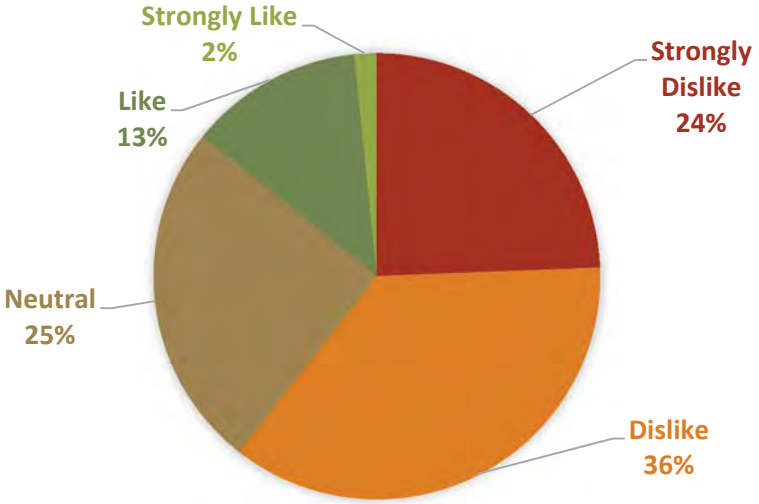


Adjacent

Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 60 |
| Dislike | 89 |
| Neutral | 62 |
| Like | 31 |
| Strongly Like | 4 |
| TOTAL | 246 |



PEDESTRIAN AND BICYCLE ACCESS IMAGE #5 COMMENT SUMMARY (6 Comments)

- Why would you make peds walk 3 feet from vehicle traffic?
- This should be the bare minimum.
- Even though sidewalks are needed, a buffer between vehicular traffic and pedestrians are needed.
- Bike path on top of roadway. Fumes galore, unsafe, hot, uninteresting. Get me out of here!
- The elevated road is the problem. An at-grade parkway with a sidewalk separated by a vegetated strip or median is a much better solution.
- Please give us safe pedestrian access along the south side of 290 from William Cannon to 1826.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #5 – STREETSCAPE ENHANCEMENTS, IMAGE #1

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES





3 VISUAL PREFERENCE SURVEY

help


Photo Rating *What do you like?*

Introduction
Environmentally Sustainable
Landscaping
Pedestrian and Bicycle Access
Streetscape Enhancements
Use of Public Art

These images show different types of streetscape enhancements. Please review these 4 images to share your preference.

Enhanced Intersections



Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

4 MAP INPUT

5 STAY INVOLVED

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 8 |
| Dislike | 6 |
| Neutral | 40 |
| Like | 151 |
| Strongly Like | 61 |
| TOTAL | 266 |

A pie chart illustrating the distribution of responses for the 'Streetscape Enhancements' category. The largest segment is 'Like' at 57%, followed by 'Strongly Like' at 23%, 'Neutral' at 15%, 'Strongly Dislike' at 3%, and 'Dislike' at 2%.

| Category | Percentage |
|------------------|------------|
| Like | 57% |
| Strongly Like | 23% |
| Neutral | 15% |
| Strongly Dislike | 3% |
| Dislike | 2% |

50

STREETSCAPE ENHANCEMENTS IMAGE #1 COMMENT SUMMARY (7 Comments)

- I like the trees along the streets.
- Advanced intersections at junctions with a stoplight should have green "bike boxes" or advanced stop lines for cyclists
- Be sure that any landscaping / trees do not block line of sight for drivers to see potential pedestrian or cycle traffic conflicts.
- The best enhanced intersection would be a modern roundabout. They are the safest and most cost-efficient type of intersection and should be made a priority.
- The use of different pavement material at the intersection helps drivers understand they should slow down (also nice use of pedestrian buffer and lighting).
- Very nice trees and shade. Grass is unrealistic. Need native plants. Easier to care for that way.
- As long as trees don't cause blind corners.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #5 – STREETSCAPE ENHANCEMENTS, IMAGE #2

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

help

Photo Rating What do you like?

Introduction
Environmentally Sustainable
Landscaping
Pedestrian and Bicycle Access
Streetscape Enhancements
Use of Public Art

These images show different types of streetscape enhancements. Please review these 4 images to share your preference.

Amenities

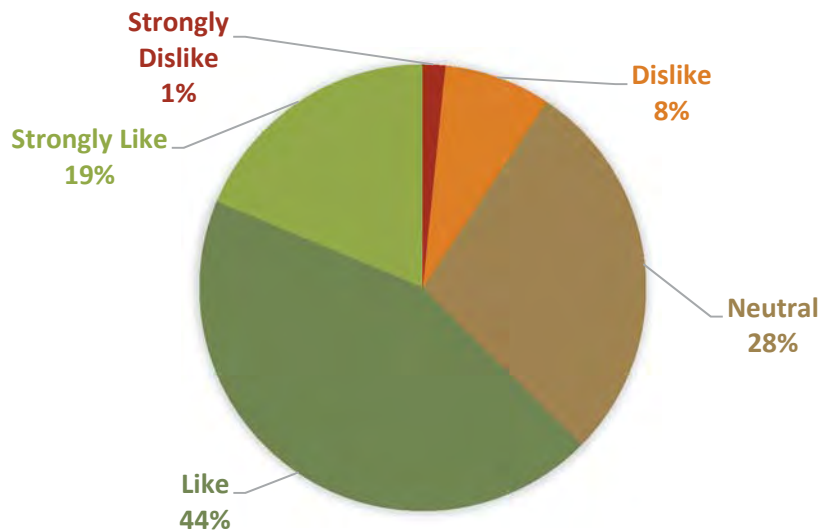
Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

4 MAP INPUT

5 STAY INVOLVED

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 4 |
| Dislike | 19 |
| Neutral | 69 |
| Like | 108 |
| Strongly Like | 46 |
| TOTAL | 246 |



STREETSCAPE ENHANCEMENTS IMAGE #2 COMMENT SUMMARY (3 Comments)

- I respect the wider pavement and pedestrian amenities, but the furniture is too close to the cars and spaced too far away from other benches.
- Nice trees on part of it. Corner too exposed and hot. Needs more vegetation at corner. Nice trash can if you like trash cans. Not sure I like the trash can as corner centerpiece.
- As long as trees/things don't cause blind corners.

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #5 – STREETScape ENHANCEMENTS, IMAGE #3

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

Photo Rating *What do you like?*

Introduction
Environmentally Sustainable
Landscaping
Pedestrian and Bicycle Access
Streetscape Enhancements
Use of Public Art

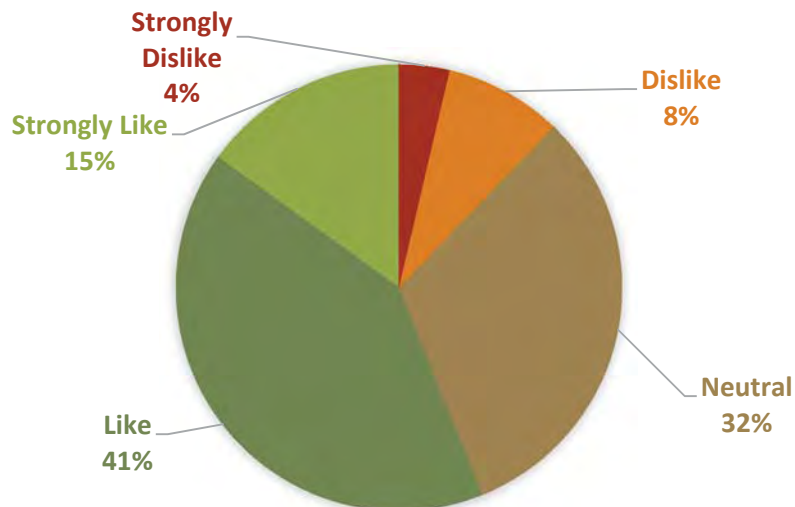
These images show different types of streetscape enhancements. Please review these 4 images to share your preference.

Signage

Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 9 |
| Dislike | 21 |
| Neutral | 78 |
| Like | 101 |
| Strongly Like | 37 |
| TOTAL | 246 |



STREETSCAPE ENHANCEMENTS IMAGE #3 COMMENT SUMMARY (9 Comments)

- All road users need clear signage to know where to turn. Nothing wrong with this.
- Too much emphasis on freeways and elevated structures: ugly from an aesthetic point of view.
- Stone cladding has a nice feel, but money for other needs currently is more important.
- Stone cladding is a nice amenity, but not necessary.
- The less signage the better. More is not necessarily good. Just look at the 130/45 toll signage...Its confusing, makes no sense when you traveling at high speeds and is not user friendly. Very busy...
- Not much to celebrate here.
- The tower holding the sign is nice but the sign itself takes away from the look
- Just put up the damn sign, no flashy columns are necessary as it costs too much
- Signage is key!! Don't make it confusing!

SCREEN #3: VISUAL PREFERENCE SURVEY PHOTO RANKING, TAB #5 – STREETScape ENHANCEMENTS, IMAGE #4

Oak Hill Parkway - MetroQuest Progress

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY


4 MAP INPUT

5 STAY INVOLVED


Photo Rating *What do you like?*

Introduction Environmentally Sustainable Landscaping Pedestrian and Bicycle Access **Streetscape Enhancements** Use of Public Art

These images show different types of streetscape enhancements. Please review these 4 images to share your preference.



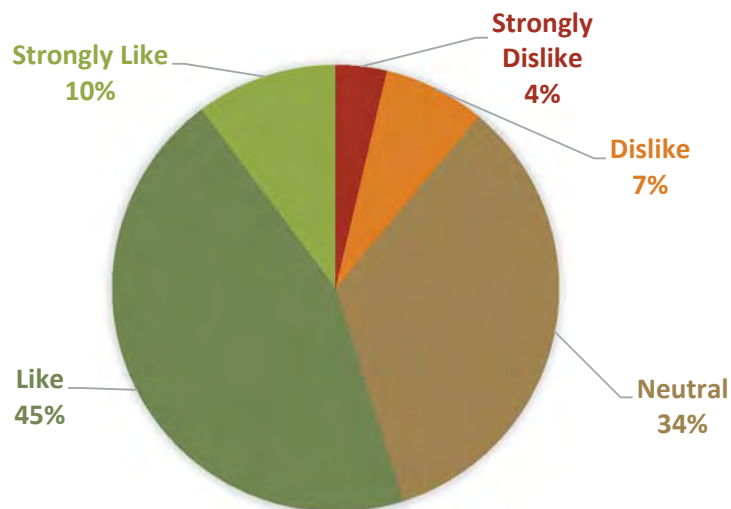
Wall Treatments



Strongly Dislike
Dislike
Neutral
Like
Strongly Like

Previous
Optional Comment
Next

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 9 |
| Dislike | 18 |
| Neutral | 83 |
| Like | 109 |
| Strongly Like | 25 |
| TOTAL | 244 |



STREETSCAPE ENHANCEMENTS IMAGE #4COMMENT SUMMARY (8 Comments)

- These aesthetics are not necessary and are not a wise choice to spend money on.
- Walls suck :)
- Preferably no color or subdued to fit natural area landscape.
- We do not want walls, stantions, pillers or bridges in Oak Hill....
- Grade Level Highway improvements only!!!!
- High walls are visual barriers. the lower the highway, the better.
- Better than plain cement, but not too inspiring.
- That is so ugly. If there is no elevated road and ugly wall like this is not necessary.
- Sometimes this costs too much

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

Photo Rating What do you like?

Introduction

Environmentally Sustainable






Landscaping

Pedestrian and Bicycle Access


Streetscape Enhancements

Use of Public Art

These images show different types of public art features relevant to the region.
Please review these 5 images to share your preference.

Natural



Strongly Dislike

Dislike

Neutral


Like

Strongly Like

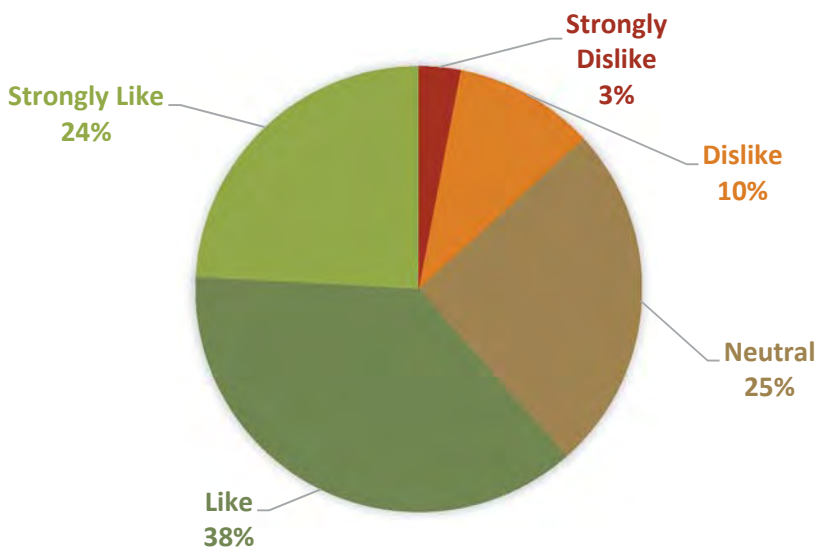
Previous

Optional Comment

Next

 help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 8 |
| Dislike | 27 |
| Neutral | 67 |
| Like | 99 |
| Strongly Like | 64 |
| TOTAL | 265 |



USE OF PUBLIC ART IMAGE #1 COMMENT SUMMARY (1 Comment)

- Leaf it to you to come up with something so very pretty!

WELCOME

PRIORITIES

VISUAL PREFERENCE SURVEY

MAP INPUT

STAY INVOLVED

2 3 **Photo Rating** What do you like? 4 5

Introduction

Environmentally Sustainable

Landscaping


Pedestrian and Bicycle Access

Streetscape Enhancements

Use of Public Art

These images show different types of public art features relevant to the region. Please review these 5 images to share your preference.

Iconic



Strongly Dislike

Dislike

Neutral

Like

Strongly Like

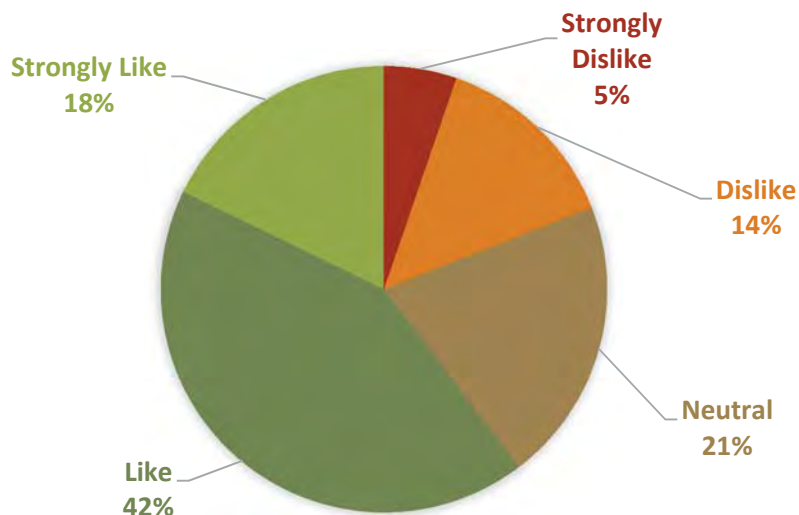
Previous

Optional Comment

Next

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 13 |
| Dislike | 34 |
| Neutral | 51 |
| Like | 105 |
| Strongly Like | 44 |
| TOTAL | 247 |



USE OF PUBLIC ART IMAGE #2 COMMENT SUMMARY (6 Comments)

- The railing is nice, but the gateway to me is a little aggressive.
- Looks like a prison guard tower. What are we going for here? Stark highway offset by stark tower? Right out of J.R.R. Tolkein. Waiting for the Orks to appear.
- Ugly, dated & obsolete. Not necessary if a parkway model is used.
- MAJOR HEAT ISLAND!
- Awful, never do this again.
- Oh, let's spend lots of money we already don't have to build much needed infrastructure!

WELCOME

2 PRIORITIES

3 VISUAL PREFERENCE SURVEY

4 MAP INPUT

5 STAY INVOLVED

Photo Rating What do you like?

Introduction

Environmentally Sustainable






Landscaping

Pedestrian and Bicycle Access


Streetscape Enhancements

Use of Public Art

These images show different types of public art features relevant to the region. Please review these 5 images to share your preference.

Stars



Strongly Dislike

Dislike

Neutral

Like

Strongly Like

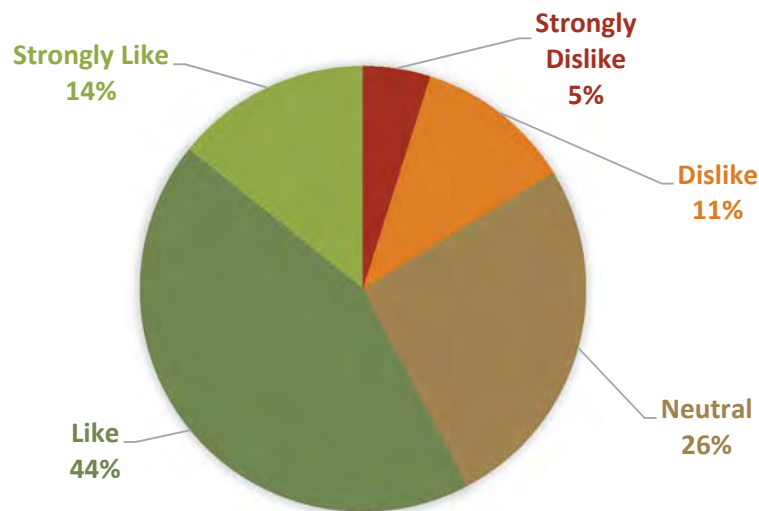
Previous

Optional Comment

Next

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 12 |
| Dislike | 28 |
| Neutral | 64 |
| Like | 107 |
| Strongly Like | 35 |
| TOTAL | 246 |



USE OF PUBLIC ART IMAGE #3 COMMENT SUMMARY (7 Comments)

- Waste of money
- No stars, Texas outline and/or bright color (nature would be preferred). Light looks too modern for Oak Hill.
- We need something unique to Oak Hill. Texas stars are all over already.
- Underpasses like this are unattractive and invite homeless camps.
- Well. I like the tree. If you put two eyes on this highway design, it would look like a little gnome holding up the roadway with a star on his belt. Can't say it really is something I would look forward to seeing every day on my way to work.
- Make it an Oak Tree for Oak Hill instead of a overused star. Use icons that support and respect the neighborhoods the roads are cutting through.
- More money going down the drain...

WELCOME 2 PRIORITIES 3 **Photo Rating** What do you like? VISUAL PREFERENCE SURVEY 4 MAP INPUT 5 STAY INVOLVED

Introduction Environmentally Sustainable Landscaping Pedestrian and Bicycle Access Streetscape Enhancements **Use of Public Art**

These images show different types of public art features relevant to the region. Please review these 5 images to share your preference.

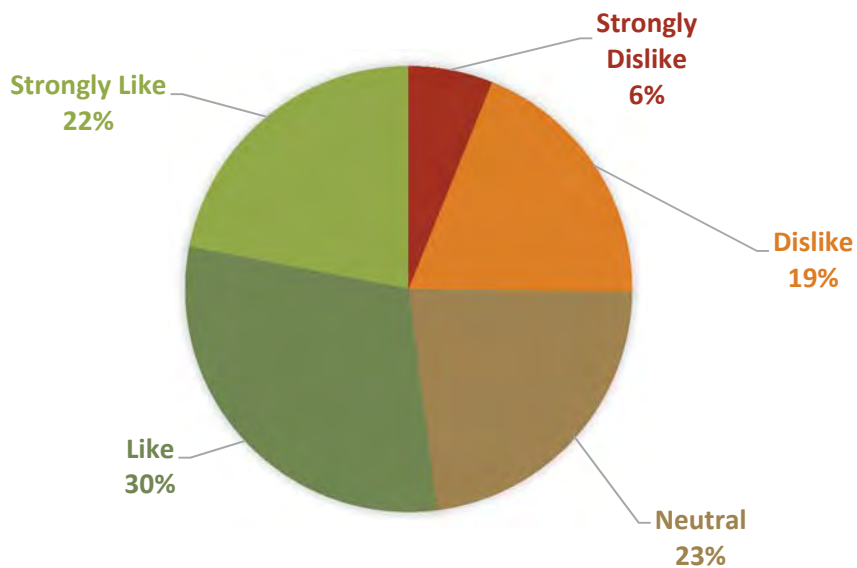
Mural

Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 15 |
| Dislike | 47 |
| Neutral | 56 |
| Like | 74 |
| Strongly Like | 54 |
| TOTAL | 246 |



USE OF PUBLIC ART IMAGE #4 COMMENT SUMMARY (5 Comments)

- Hard to vote since I would need to see the artist mural rather than a precedent image since the example is very specific. Basically a mural could work, but personally I would need to see what an artist would propose.
- Please choose something unique to the area and not just a general Texas theme
- I sort of like it. Too dry and brown, though. Needs some feminine energy.
- In Oak Hill some was harvested to build the capital that would be another example for this art.
- I might buy an artist a can of paint to do this.

WELCOME < 2 PRIORITIES VISUAL PREFERENCE SURVEY 3 Photo Rating What do you like? 4 MAP INPUT 5 STAY INVOLVED

Introduction Environmentally Sustainable Landscaping Pedestrian and Bicycle Access Streetscape Enhancements Use of Public Art

These images show different types of public art features relevant to the region. Please review these 5 images to share your preference.

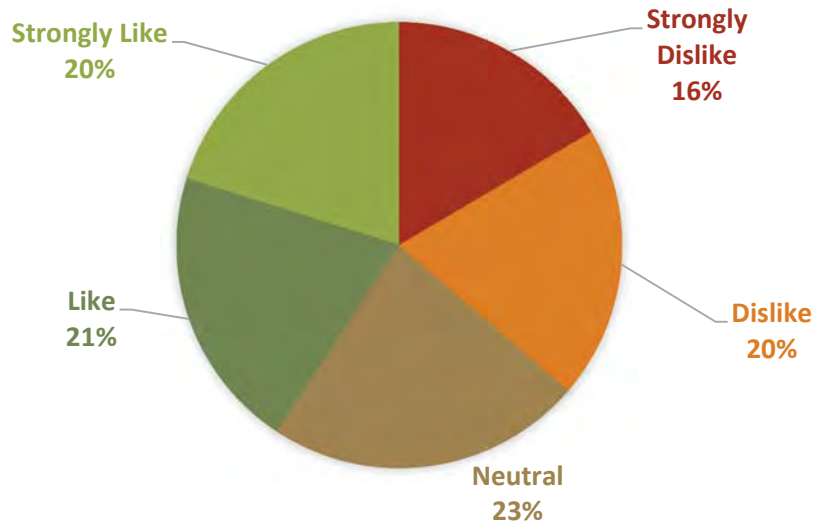
Sculpture

Strongly Dislike Dislike Neutral Like Strongly Like

Previous Optional Comment Next

help

| CATEGORY | COUNT |
|------------------|------------|
| Strongly Dislike | 41 |
| Dislike | 49 |
| Neutral | 57 |
| Like | 51 |
| Strongly Like | 50 |
| TOTAL | 248 |



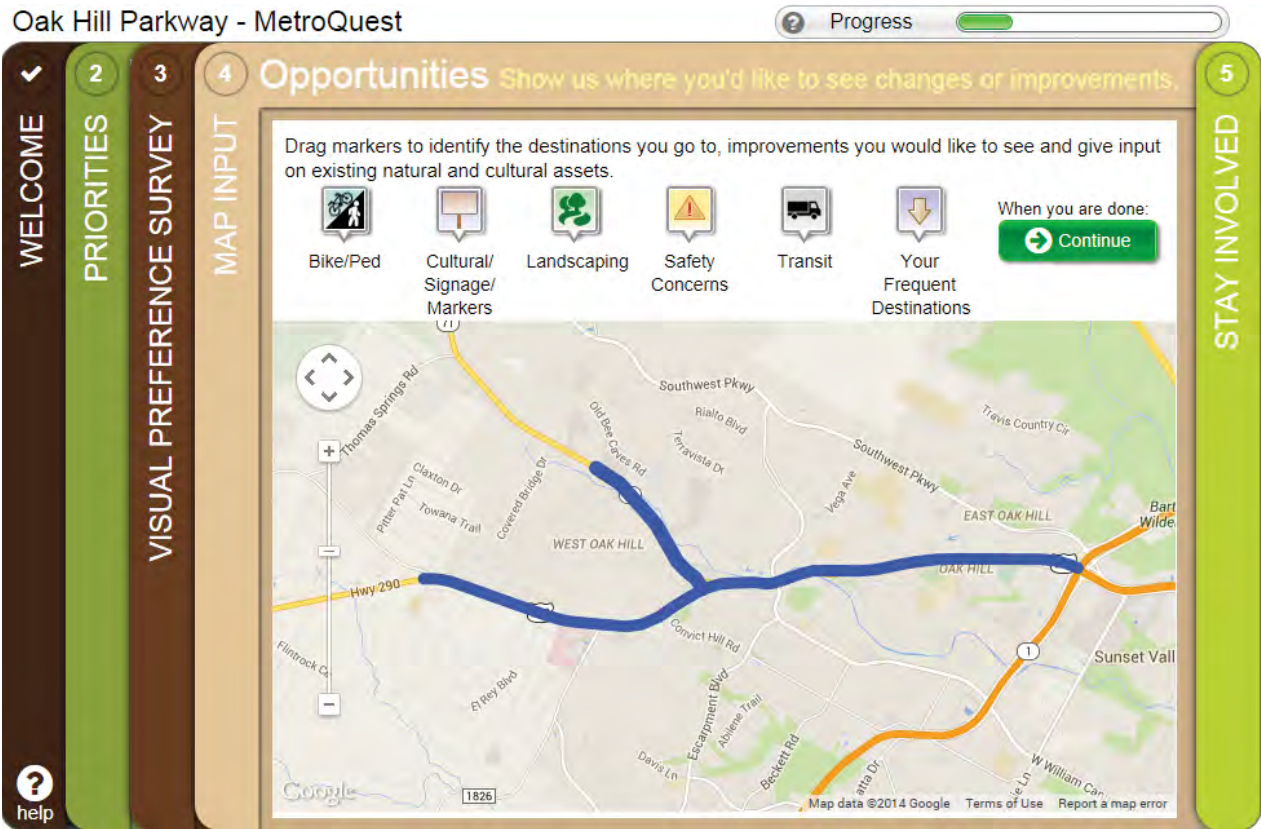
USE OF PUBLIC ART IMAGE #5 COMMENT SUMMARY (8 Comments)

- completely unnecessary
- Please use a local Austin artisan.
- Sculptures in or near the williamson creek park would be terrific...
- Lower elevations are better visually.
- I like sculpture. But this does not fit in with the scope of a roadway. It is better suited for a park. Highways are already hard and hot and gray. This sculpture does nothing to soften the elements of the highway or the dry, hard land. The reflective surfaces are sort of interesting, but may make emphasize heat. You need sculpture that is appropriate in relation to the size of a highway. Perhaps a series of large cattle. All bull, no cows. Need softness.
- very ugly, hideous.
- Love this dude. Have stopped many times to take photos. The ones that move are also amazing!
- What the hell is this crap?

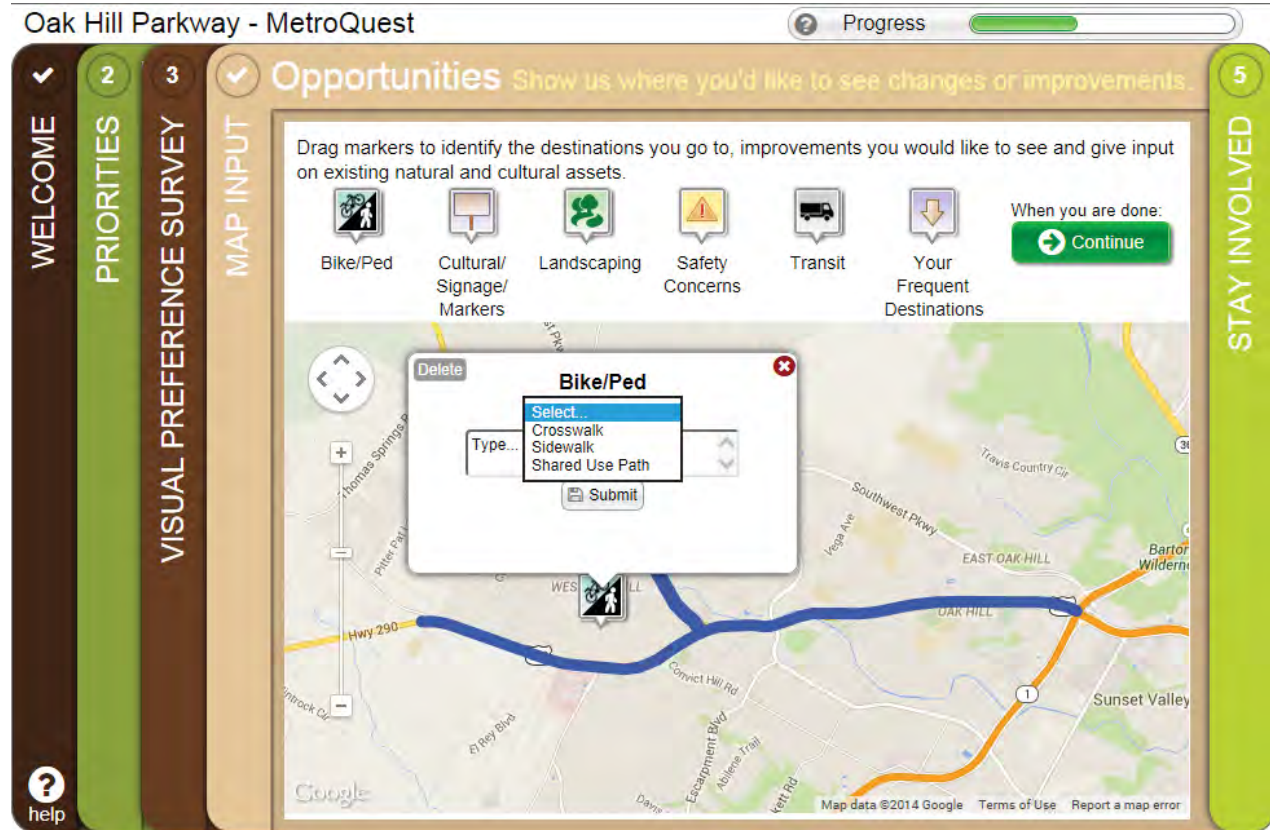
THE SURVEY - SCREEN #4: OPPORTUNITIES MAP INPUT

In the fourth screen, participants were asked to identify frequent destinations, areas for improvements and provide input on existing natural and cultural assets through a map input “drag and drop” exercise. Participants were also given the option to provide comments about each marker placed. The map input exercise included 6 types of map markers to choose from: Bike/Ped, Cultural/Signage/Markers, Landscaping, Safety Concerns, Transit and Frequent Destinations.

SCREEN #4: OPPORTUNITIES MAP INPUT – INTRODUCTION



SCREEN #4: OPPORTUNITIES MAP INPUT – BIKE/PED



BIKE/PED MAP INPUT COMMENT SUMMARY
 (199 Map Markers / 110 Drop Down Menu Selections / 72 Comments)

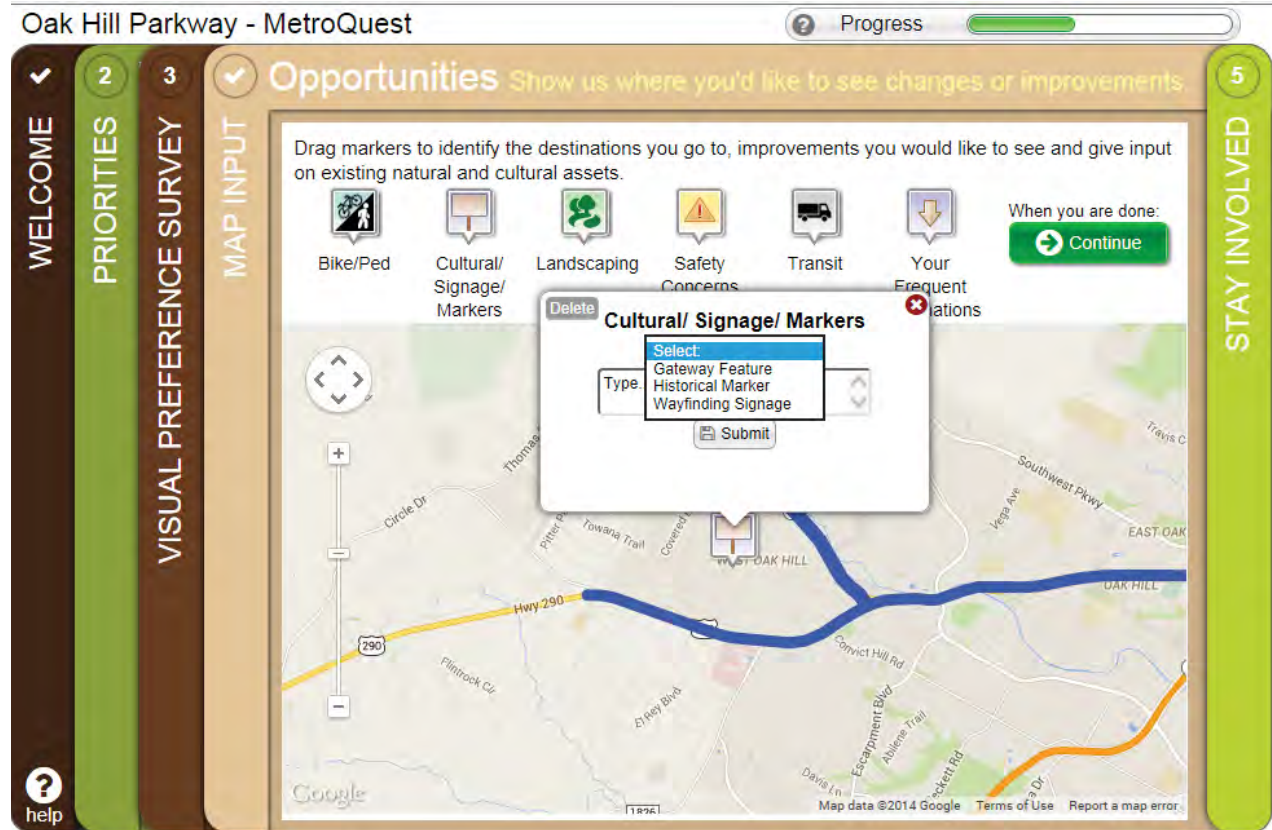
| DROP DOWN MENU SELECTION | COMMENT |
|--------------------------|---|
| Crosswalk | People crossing from neighborhood to ACC |
| Crosswalk | I would like to be able to cross from our house to walk to HEB and other shops safely. |
| Crosswalk | This is desperately needed at the corner of William Cannon and 290/71 right now. We used to have the ability to cross the street safely and this is now gone which has significantly hindered our experience living here. |
| Crosswalk | Please add bike access so people can commute in a more fit way to Freescale. |
| Crosswalk | Currently not safe to cross to shopping center from south of 290. |
| Crosswalk | Safe crossing at 290. |
| Crosswalk | Under or over street cross walk |
| Crosswalk | I see pedestrians cross Escarpment at Oliver Loving several times a day while cars zoom N. on Escarpment around the curve. A crosswalk with a flashing light notification placed before the curve would greatly increase pedestrian safety here. There is a crosswalk at Convict Hill, but to travel there and back is 0.5 miles, and the pedestrians would rather take their chances. I worry an accident is imminent when a pedestrian can't get across fast enough to avoid a car racing around the curve. |

| | |
|-----------------|---|
| Crosswalk | Safe over the road crosswalk to cross 290 at this dangerous intersection. |
| Shared Use Path | Area used by students and players |
| Shared Use Path | There is a lot of bike/ped traffic in this area and paths need to be provided. Currently too many people walk down OBC with no sidewalk. |
| Shared Use Path | Safe biking to entertainment from the West. |
| Shared Use Path | Along the entire project corridor - there should be a paved share used path / bikeway. |
| Shared Use Path | We live in Granada Hills and would LOVE to be able to ride to the Y to get groceries at HEB or a quick bite to eat. |
| Shared Use Path | Better bike paths all along 290/71 |
| Shared Use Path | Bicycle infrastructure and markings to allow cyclists to use the main thoroughfares safely. |
| Shared Use Path | Granada Hills, where my family lives, has no access into or out of the neighborhood except for cars. |
| Shared Use Path | This is needed along the entire area marked in blue |
| Shared Use Path | Williamson Creek |
| Shared Use Path | Sidewalk or path from 1826 to Convict Hill |
| Shared Use Path | It is very hard to travel east/west between MoPac and Oak Hill since there are no through streets north of William Cannon. 290/71 access roads don't even have shoulders to ride a bike on. A sidewalk or shared use path would be great. |
| Shared Use Path | El Rey to Hwy 290/Hwy71 shopping needs bike path |
| Shared Use Path | walking/bike path |
| Shared Use Path | would be great to have a walking/bike path along Old Bee Caves from 290 to 71 |
| Shared Use Path | Ped and bike access along creek |
| Shared Use Path | kids go to school |
| Shared Use Path | No easy way to currently ride a bicycle along 290 |
| Shared Use Path | Commuting path - need access across 290 on Wm. Cannon. |
| Shared Use Path | SUP would be nice to create access to/from 71 to William Cannon |
| Shared Use Path | Folks riding bikes up William cannon to southwest parkway. See cars speeding around them. Also see them not observing same traffic laws. |
| Shared Use Path | Needs to be a path along the 290 stretch heading into austin for both peds and cyclists |
| Shared Use Path | I would like to see a shared use path the entire length of the project. |
| Shared Use Path | I don't ride bikes, but if there's going to be a bike lane on 290 from 1826 to Convict Hill, there should be one on 71 at the Y and one that goes past Convict and continues onto the 290 access road past William Cannon. |
| Shared Use Path | Would like to see 290 be safely bikable. |
| Shared Use Path | Need a pedestrian path away from the road |
| Shared Use Path | This (current) intersection of 290 and Wm. Cannon is too dangerous for me to feel comfortable walking or biking across. Even with crosswalks, too many cars run the lights, the intersection is too wide, and the lanes are too narrow for me to be willing to try it. A cyclist was killed here last year. I'd love to see a way across that provides some protection from the cars. |
| Shared Use Path | Continue recommended solution from 290/Wm. Cannon intersection east on Wm. Cannon. Sidewalk is very narrow and right against the road where cars whip around the curve. Signs are in the middle of the sidewalk so cyclists must ride on the road instead of the sidewalk, in an area that is narrow and uphill, slowing cars around them and increasing the risk of collision. |

| | |
|-----------------|--|
| Shared Use Path | A bike/ped path separate from road would allow people to be able to reach the MoPac access road (and corresponding sidewalks). People could bike or walk to the YMCA, the Oak Hill ball fields, etc. |
| Shared Use Path | Major congestion here makes it incredibly unsafe for non-cars. |
| Shared Use Path | very dangerous |
| Shared Use Path | Connect Granda Hills neighborhood from El Rey to 1826 intersection |
| Shared Use Path | Shared use path along 290 from 1826 to connect to Barton Creek Greenbelt. Should be separated bike lanes with a lane as well for pedestrians. |
| Shared Use Path | Bike lanes down 1826 |
| Shared Use Path | Bike lane separated from road with a separate pedestrian lane |
| Shared Use Path | Bike Lane on Slaughter from 1826 to Mopac |
| Sidewalk | Right now it is impossible for me to bike from my home at Convict Hill & Escarpment to the gym at Planet Fitness. I believe many would appreciate pedestrian and bike access to all of the shopping centers around the Y. |
| Sidewalk | For walking to bus stops |
| Sidewalk | Sidewalks/ SUP are needed along 71 and 290 |
| Sidewalk | There is no sidewalk through this area |
| Sidewalk | Room for bikes on 71 |
| Sidewalk | There is room here to drop the sidewalk down the hill and provide separation from the road. With increased traffic on Escarpment as new construction continues South of town, this would be an improvement from a safety and enjoyment standpoint. |
| Sidewalk | There is room here to drop the sidewalk down the hill and provide separation from the road. With increased traffic on Escarpment as new construction continues South of town, this would be an improvement from a safety and enjoyment standpoint. |
| Sidewalk | There are now a lot of folks walking on the curve on Southview Road to go to the Waldorf School or to walk their dogs in the neighborhood, especially with the new dense subdivision by 290. A path along the curve away from the road could save lives one of these days. |
| ----- | must make the oakhill neighborhoods connected to the rest of austin |
| ----- | crosswalk from convict hill to ACC |
| ----- | Bike down Lamar |
| ----- | Greenbelt |
| ----- | 290 w/m cannon intersection is a bikers nightmare now- hope there are plans to improve. Must have good bike access to the bus stop there |
| ----- | Bike lanes are in middle of street to allow for parked cars forcing peds and bikes on same walking surfaces. Discourages walkers and cyclists. Need separate paths; I have a suggested solution. |
| ----- | Very excited about violet crown trail hope it's viable method to get to town without car |
| ----- | Make it easier for bikes to navigate intersection |
| ----- | If there was a dedicated trail from Bee Cave to the Y and I could then get on a bus...I would use it, especially when going to ACL, etc. |
| ----- | HEB shopping center. Need bike/ped crossing of SH 71. |
| ----- | ACC |
| ----- | Convict Hill Rd to bike to points east. |
| ----- | Need highway crossing here. |
| ----- | Along the creek. |

| | |
|-------|--|
| ----- | dangerous road drop offs recently put instead of shaded sidewalks and clearly marked bike lanes. |
| ----- | No Bikes should be allowed on this narrow, winding and highly traveled road |
| ----- | Hard to access shop |
| ----- | Circle C and Velloway for biking. |
| ----- | Need bike accessibility along the entire route |

SCREEN #4: OPPORTUNITIES MAP INPUT – CULTURAL/SIGNAGE/MARKERS

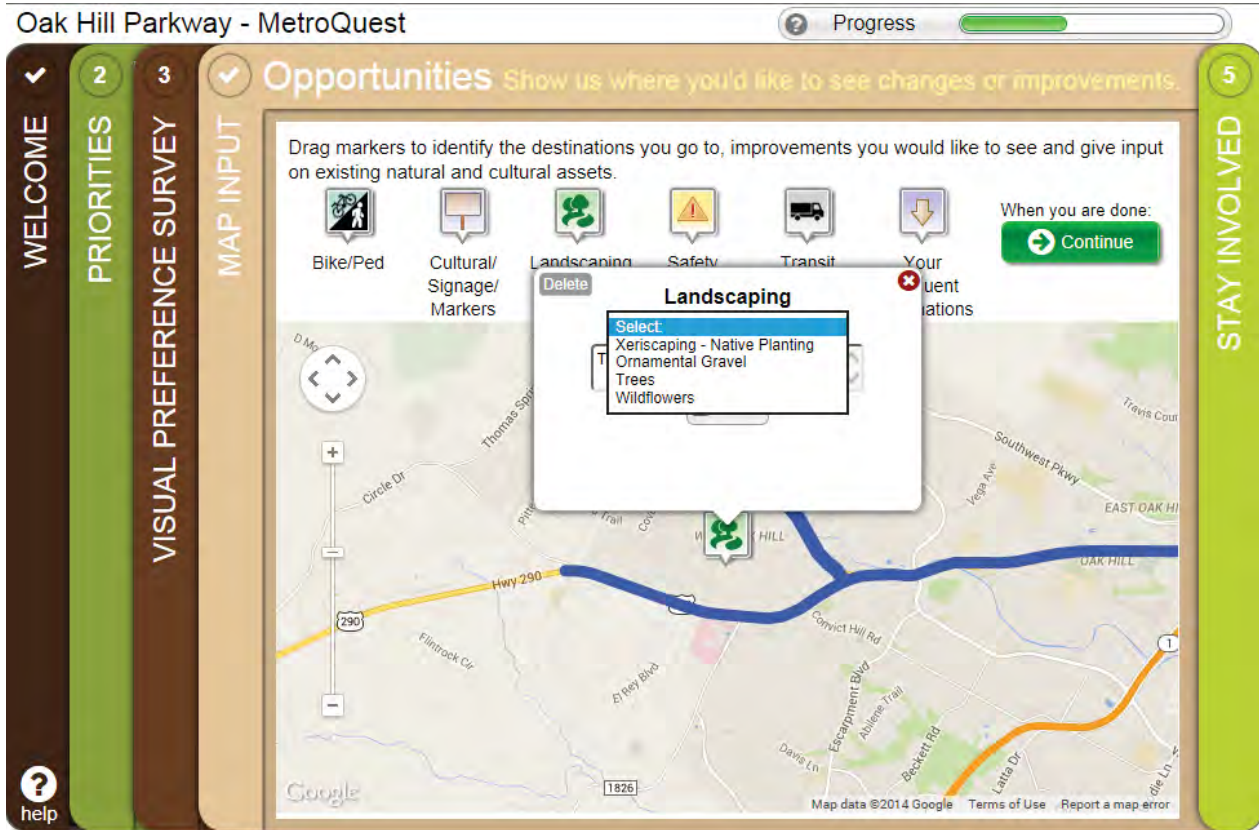


CULTURAL/SIGNAGE/MARKERS MAP INPUT COMMENT SUMMARY
 (57 Map Markers / 32 Drop Down Menu Selections / 33 Comments)

| DROP DOWN MENU SELECTION | COMMENT |
|--------------------------|--|
| Gateway Feature | Historical areas and building that make "Oak Hill" Oak Hill - old school building, old general store, location of Joe Tanner iron smithy, etc. |
| Gateway Feature | Gateway signage to the Hill Country would be nice right around here... |
| Gateway Feature | Oak Hill Marker |
| Gateway Feature | hill country |
| Gateway Feature | Something that says "Oak Hill" would be neat |
| Gateway Feature | Welcome to Austin.... |
| Gateway Feature | Welcome to the hill country... |
| Gateway Feature | Need markers to indicate it will take you to Bee Caves road |
| Gateway Feature | Oak Hill |
| Gateway Feature | Oak Hill |
| Gateway Feature | Oak Hill |
| Gateway Feature | Going out something indicating that you are entering the Hill Country. Going in something indicating that you are entering the Capital City of Texas |
| Historical Marker | Would like to see some historical info at the old rest area location. |
| Historical Marker | Beckett Grove of trees |
| Historical Marker | Oak Hill |
| Historical Marker | Identify old store and school |

| | |
|--------------------|--|
| Historical Marker | Pizza building |
| Historical Marker | austin pizza garden |
| Historical Marker | Mark the Y |
| Historical Marker | Austin Pizza building |
| Historical Marker | austin pizza here |
| Historical Marker | Historical Building |
| Wayfinding Signage | It is very difficult to see thr road marker for Old Bee Caves Rd...need much much better signage |
| Wayfinding Signage | Hospital |
| Wayfinding Signage | Austin Community College |
| Wayfinding Signage | Nice, clear signage here will help stop confusion. |
| Wayfinding Signage | Clearer signage to indicate 71/290 split |
| Wayfinding Signage | Earlier indication of which lanes are turn lanes and which lanes are thorough fares. |
| Wayfinding Signage | State Hwy 71 intersection, approaching streets such as William Cannon, Convict Hill, Scenic Brook Dr. etc. |
| Wayfinding Signage | 290/71 intersection, 1826, Convict Hill, ACC |
| Wayfinding Signage | 71/290 intersection, Scenic Brook and other main streets/intersections |
| ----- | Clearer signs, easy to read |
| ----- | Much history here along the highway various places. |

SCREEN #4: OPPORTUNITIES MAP INPUT – LANDSCAPING



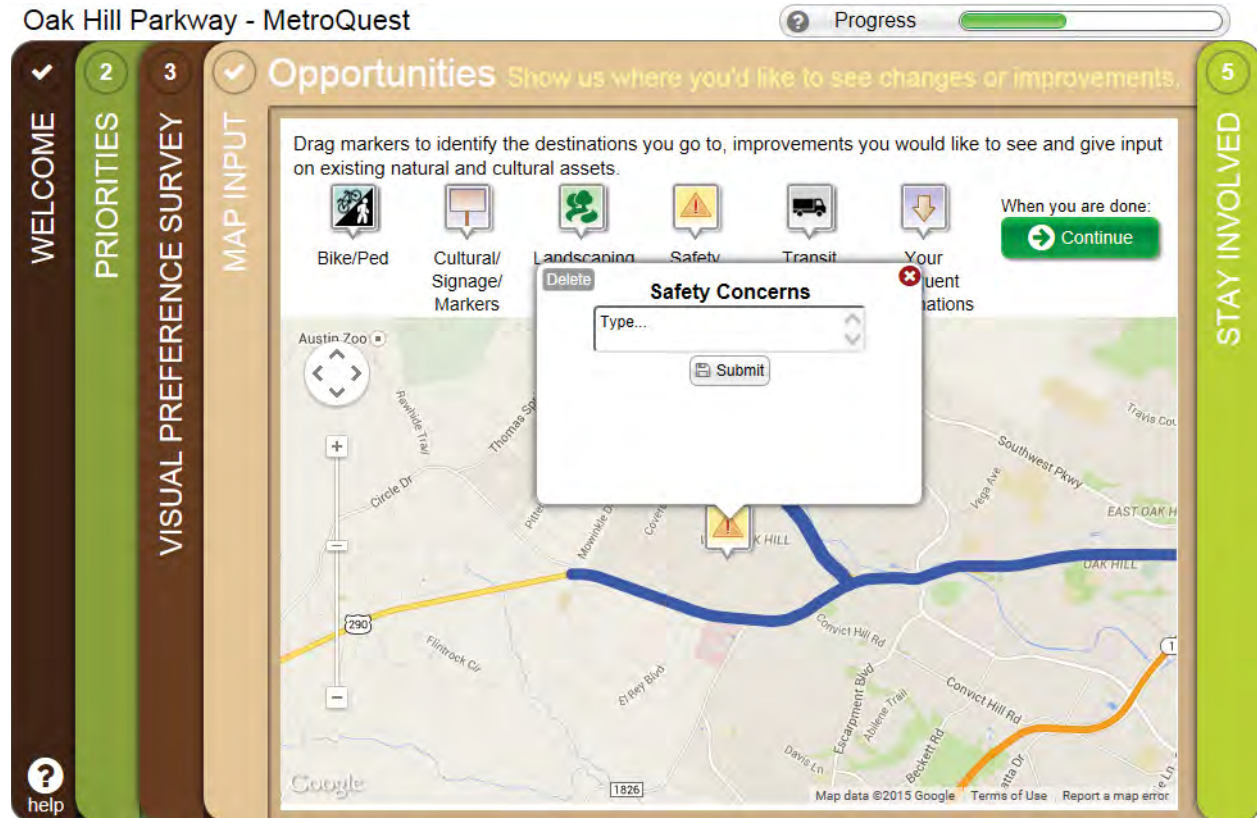
LANDSCAPING MAP INPUT COMMENT SUMMARY
 (181 Map Markers / 130 Drop Down Menu Selections / 53 Comments)

| DROP DOWN MENU SELECTION | COMMENT |
|--------------------------|--|
| Ornamental Gravel | At U-turns and with xeriscaping at intersections |
| Trees | Please maintain as many of the large oaks as possible, it is Oak Hill... |
| Trees | Keep as many trees as possible along Williamson creek |
| Trees | lots of open space that could be enhanced |
| Trees | The Y has unbelievable potential as a tree-covered paradise for foot traffic, shoppers, bicyclists, and kids. If we invest now to design it for people (not just cars), then as it grows, people will naturally congregate there. It's the perfect location, with enormous visibility and through traffic. Yes, we must handle the through traffic. But please don't stop there. The beauty and potential of this location will be determined by how well it serves people *after* they park their cars. |
| Trees | Preserve/protect trees where possible |
| Trees | must preserve the oaks native to the area |
| Trees | save existing |
| Trees | need trees and vines all along 290W to camouflage like 183 at Balcones Green plants are psychologically restive, where rock is neutral. Make the road hills look like scenic hills. |
| Trees | I hope that with the expansion of this project they will keep the native trees in this area. |
| Trees | many trees are being cut for new construction |

| | |
|-----------------------------|--|
| Trees | The area around the Y (HEB/Goodwill) is ugly, run-down and unattractive with the 70s style concrete facades. Needs wholesale landscaping. |
| Trees | This area is just ugly |
| Trees | Would be nice to preserve as many trees as possible. |
| Trees | Would like to preserve as many of the large trees as possible. But understand that we probably can't keep them all. |
| Trees | So many trees were killed here. Replant! |
| Trees | WHERE DID THE BIG TREE GO??? It was moved at great expense, but just taken elsewhere to die? |
| Trees | Leave All Heritage Oaks were they stand. They are to be protected and preserved |
| Trees | IT will be tragic if we destroy any of the large oaks in this area. |
| Trees | Would love for this to look pretty again! |
| Trees | Don't remove those gorgeous heritage oaks! |
| Trees | Please fix this ugly mess that was left to prepare for the construction north of 290, east of the Y. |
| Wildflowers | Make it beautiful |
| Wildflowers | near Pinnacle campus |
| Wildflowers | keep consistent with wild flower center |
| Xeriscaping Native Planting | Our west-of-the-Y neighborhood is all about nature -- bigger lots, trees, wild animals, etc. We love it that way, and we want as much nature on each side of the road as possible. |
| Xeriscaping Native Planting | Shared Use Path along Williamson Creek |
| Xeriscaping Native Planting | next to the bluff |
| Xeriscaping Native Planting | Would be great to have some greenery, all there is now is old parking lot/barrenness - UGLY!! |
| Xeriscaping Native Planting | needs pizzazz for THE main entry to Austin from the Hill Country |
| Xeriscaping Native Planting | keep trees and low profile |
| Xeriscaping Native Planting | this area is bare |
| Xeriscaping Native Planting | the y at oak hill is barren - needs some tlc |
| Xeriscaping Native Planting | This stretch of road needs to be cleaned up |
| Xeriscaping Native Planting | this stretch of road needs beautification |
| Xeriscaping Native Planting | Would be nice to the roadway spruced up with landscaping. The empty parking lots are terrible. |
| Xeriscaping Native Planting | Leave the Natural Cedars which line Hwy 290 near and across from the starbucks. Preserve and Protect! |
| Xeriscaping Native Planting | Ideal |
| Xeriscaping Native Planting | Preserve as much natural area around creek as possible |
| Xeriscaping Native Planting | Should have minimum disturbance of Williamson creek even it that means elimination of frontage roads where bluff constricts right of way. |
| Xeriscaping Native Planting | Needs something. |
| Xeriscaping Native Planting | south side of 290/71 cold use some xeriscaping |
| Xeriscaping Native Planting | This major intersection is so ugly it really needs natural looking landscaping added |
| ----- | Please don't cut down the majestic old oaks and other old trees |
| ----- | Too much concrete |

| | |
|-------|---|
| ----- | Keep the original trees!!! |
| ----- | This is the ugliest part of Austin. Please landscape. |
| ----- | Yes! Landscaping, everywhere. |
| ----- | natural & native |
| ----- | Preserve & restore Williamson Creek |
| ----- | Landscaping at the Y and all along both sides highlighting the creek and the Oak Hill legendary trees |
| ----- | please make it look good and try to keep a natural look... |
| ----- | keep as natural looking as possible |

SCREEN #4: OPPORTUNITIES MAP INPUT – SAFETY CONCERNS



SAFETY CONCERNS MAP INPUT COMMENT SUMMARY

(199 Map Markers / 125 Comments)

- Impact of construction on water flow patterns
- proximity of high use high speed traffic in and around playing fields
- Signage warning about deer crossing the roads. They start about here.
- Signage about deer crossing the road. They start about here.
- safety is improving
- Need safe access to and out of OBC road onto/from US290W/71W.
- Lights
- left turn without stoplight is very dangerous
- Very dangerous intersection at Circle Drive and Southview. Our child's school is there -- Austin Waldorf School -- and hundreds of parents have to turn against traffic in the morning and afternoon to drop off and pick up their kids. There must be a safer alternative. Please do everything possible to make this a merge on, merge off intersection. It really is a matter of life and death. The through traffic is crazy-fast, and those full-speed-to-dead-stop collisions are the worst.
- The entrance to Granada Hills is dangerous. We have over 400 homes in GH, and we need a safer way to get on and off Hwf 290 or its frontage roads. Many people in our neighborhood are older (with slightly slower reflexes). Please make this intersection a ramp-merge for on and off access rather than a light.
- exiting Old Bee Cave needs to be improved. This intersection is only going to develop more traffic with planned developments.
- Extremely dangerous intersection
- Another dangerous spot where cars turn into oncoming traffic for the apartments

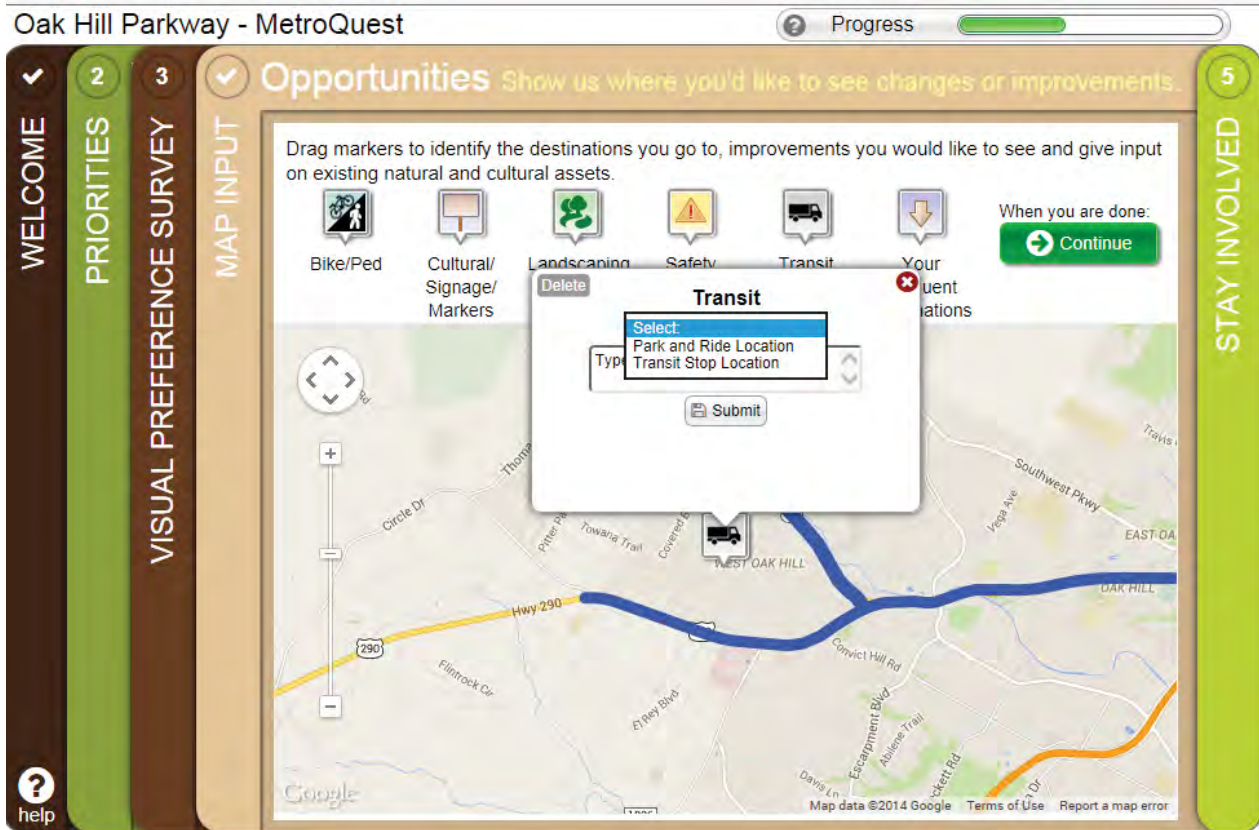
- Joe Tanner cross over traffic
- Making a left on to SH 71
- Need better egress to/from OBC onto 290. Basically take your life in your hands trying to turn left. DO NOT block this area in ANY plan proposed. Too many businesses and neighborhoods rely on this road.
- The merge area on Convict Hill for 2 left turn from 290 is too short
- Old Bee Caves Road. Williamson Creek low water crossing Bridge
- Pedestrian/bike crossing
- Unprotected intersection at 71 and OBC is dangerous. Lighting, protected turnlanes, etc. would be a great improvement.
- drivers blowing the light due to long wait times, waiting through multiple light cycles.
- crossing 290 to head east
- Pedestrian access
- Corridor is too narrow.
- Existing Old Bee Caves Rd to turn left to go East is extremely hazardous, need a safer way to go East
- no curbs, tall grass/weeds grow to pavement edge
- Hard to get on US 290 from here
- To make a left on to William Cannon is dangerous here. I hate it when there is no protection from on coming traffic going 50mph
- Flooding
- Flooding
- Flooding
- Speed too high for Bike or pedestrians even side roads or crossings-Forbid access
- crashes
- Lights are timed so bad that there is always someone stuck out in the intersection as lights change and it backs up
- Lack of crosswalk and safe pedestrian crossing at the corner of William Cannon and 290/71 is a significant concern to me.
- lots of traffic
- traffic from Dripping Springs
- Needs to be a highway interchange so congestion doesn't impede emergency vehicles
- There should be a northbound exit so vehicles can exit the freeway and turn around before hitting traffic
- 3rd lane should be extended all the way to Slaughter
- Davis Lane Exit only lane should we extended so traffic doesn't back onto freeway from stop sign
- Cannon exit should go under 290 entrance so merging traffic doesn't criss cross causing accidents
- Turning in and out along this stretch is treacherous
- turning in and out can be treacherous
- Y at oak hill congestion
- Wm Cannon/290/71 exchange congestion
- 290/71 ramp end congestion
- Dangerous intersection
- Curvature of road after William cannon entry into 290/71 until the traffic light before entry into the raised portion is very difficult to navigate and it is difficult to see the traffic light prior to the curve.
- Trying to leave this business turning south on 71 toward the Y.
- Cannot turn east on 290 from Old Bee Caves Road. Must go all the way up to Fletcher Lane to come back to 71 with the safety of a signal light.
- Same problem turning back toward the Y.

- No bicycle/pedestrian amenities or crossings
- Too many accidents here
- Ingress and egress is currently very dangerous at this location due to high traffic volumes.
- turning/merging to get to businesses.
- Folks running red light at busy intersection.
- timing of lights
- lower speed here
- Turning lanes
- Short lights and too much traffic make it hard to get to the heb located at this spot
- horrible intersection
- Like right on red signs but need red traffic light arrows - folks turn rt on red into pedestrians constantly, even while crossing guards admonish- they just don't see the sign too much to read
- Need crossing light so kids can cross Beckett to get to park safely
- The guardrail on the westbound side by the creek here is hit almost weekly
- No walk ability, no center divide for traffic turning, nightmare!
- I live off 1826 and use this dangerous intersection daily.
- Now that starbucks is here, people stop at a green light with no warning to do an unprotected u-turn.
- It's now nearly impossible to turn from EB 290 to NB 71 Cars are backed up into thru lanes through NUMEROUS light cycles (5 for me Tuesday evening - almost 20 minutes waiting to turn left at that intersection)
- TWO LANES turn left from WB 290 onto Convict Hill now. They compete to merge, and must STOP suddenly for cars turning left into Quarry Hill Apts. TWO LANES should continue PAST this dangerous point.
- New bike lanes on EB 290 are INBOARD from right turn lane. Someone will surely be killed. Inherently unsafe design.
- Sudden merge from two lanes to one makes NO SENSE.
- Traffic light sequencing makes NO SENSE. LONG waits for nobody to exit ACC. Turning left from Convict Hill? You WILL have to stop at EVERY light (and they're long ones, too) from ACC to Circle. What a waste of time and gas!
- FOX HILLS ENTRANCE ON 290 MUST BE CLOSED. I personally saw TWO WRECKS there just last week! What an idiotic arrangement this is!!
- Someone is going to be killed here soon due to people STOPPING IN THE THRU LANE to turn left here from EB 290. You cannot legislate common sense, but a middle lane here will save lives.
- Walking on 290 between the Y and the start of the freeway is super dangerous. I don't know if there's any room for a sidewalk, though, because of the businesses and the cliff.
- Southwest Parkway/William Cannon Junction: needs more traffic signs to clearly identify the William Cannon lanes. Saw many drivers turning from Southwest Parkway into the wrong William Cannon lane! Traffic sing such as the ones in Europe that has an arrow pointing to the right entrance to the lane.
- William Cannon and Vega junction. Need either a traffic light, or a circle.
- Traffic backs up a lot to turn onto 290/71; can turn lanes be lengthened or something
- Old Bee Caves Road at 290 (needs access in plan for emergencies and future expanded development) - needs access both eastbound and westbound)
- Need to retain access from Old Bee Caves Rd out to 71 from Fletcher
- Hard to turn with just a stop sign.
- Left turn Eastbound needs to be made safer from Old Bee Caves Road onto US-290/TX-71
- Without increase in capacity, roads will continue to be overcrowded, environmentally hazardous to air quality, and unsafe.
- Reds Gun Range creates a traffic hazzard

- This is a dangerous lane. One lane is left turn for both east-bound and west-bound, between this point and the light. I've had some close calls.
- I have trouble noticing bikes on this road, have had close calls.
- Y intersection needs clear flow, good control, and safe ped/bike access.
- Cars\Trucks running red lights constantly. I have witness near misses which could of resulted in deadly consequences. Maybe a red light camera installed here would deter people from running red lights
- This intersection needs a serious reflow.
- Pedestrian crossings are unsafe
- Timing of lights cause congestion
- Timing of lights causes congestion
- Timing of lights causes congestion
- Traffic backed up every day, people making U-Turns to escape. Fix the traffic problem.
- Too many cars on the road, small red light/ country road feeds out onto road where people are driving 70MPH. Maybe have entrance ramps?
- Too many cars.
- Merge condition is ok, but next street light comes up quick as your merge in.
- I would like for my child to be able to safely cross 290 from south to north and get through the Y safely.
- High speed frontage roads are dangerous for bikes/peds.
- Not enough ways in and out of our neighborhood now in case of an emergency
- Turning in to shopping center
- Traffic congestion / awkward intersection
- Turning out of shopping center
- High pedestrian traffic crossing Escarpment, fast car traffic around the curve.
- See notes on shared paths.
- See notes on shared paths.
- Too many cars merging in the same area.
- Make a smart intersection in a parkway. Use technology, light timing and smart design rather than obsolete elevated models which cause blight and are being removed in many areas of the country and replaced with parkways.
- New ACC entrance needs more safety precautions cars are traveling to fast to slow for peds. needs more attention.
- more people on foot crossing between two sides of shopping center. needs sidewalks, street painted crosswalks, timed lights and more safety protections
- several deadly accidents in front of the car wash needs slow downs for lights ahead and something else
- People walk on both sides of hwy. needs safe shaded walkways and rest stops for public transit pick ups- shaded benches.
- Turn lane needed
- pedestrians do not have safe crossing & access here
- dangerous intersection.
- We need a way to cross 290 on foot to go to Senor Buddy's. and to access other future bike trails, depending on where they will be.
- All of my safety concerns have been addressed by the interim improvements
- Cars have difficulty getting on road and get hit
- Hard to turn left to go west on 290. Low water crossing preventing crossing during heavy rain.
- William Cannon intersection is dangerous.
- Starbucks.
- So many accidents where people come out of businesses onto 290 without traffic lights.

- Keep traffic moving at this intersection
- Oak Hill 290 Park and Ride is not safe to travel out of in peak traffic.

SCREEN #4: OPPORTUNITIES MAP INPUT – TRANSIT



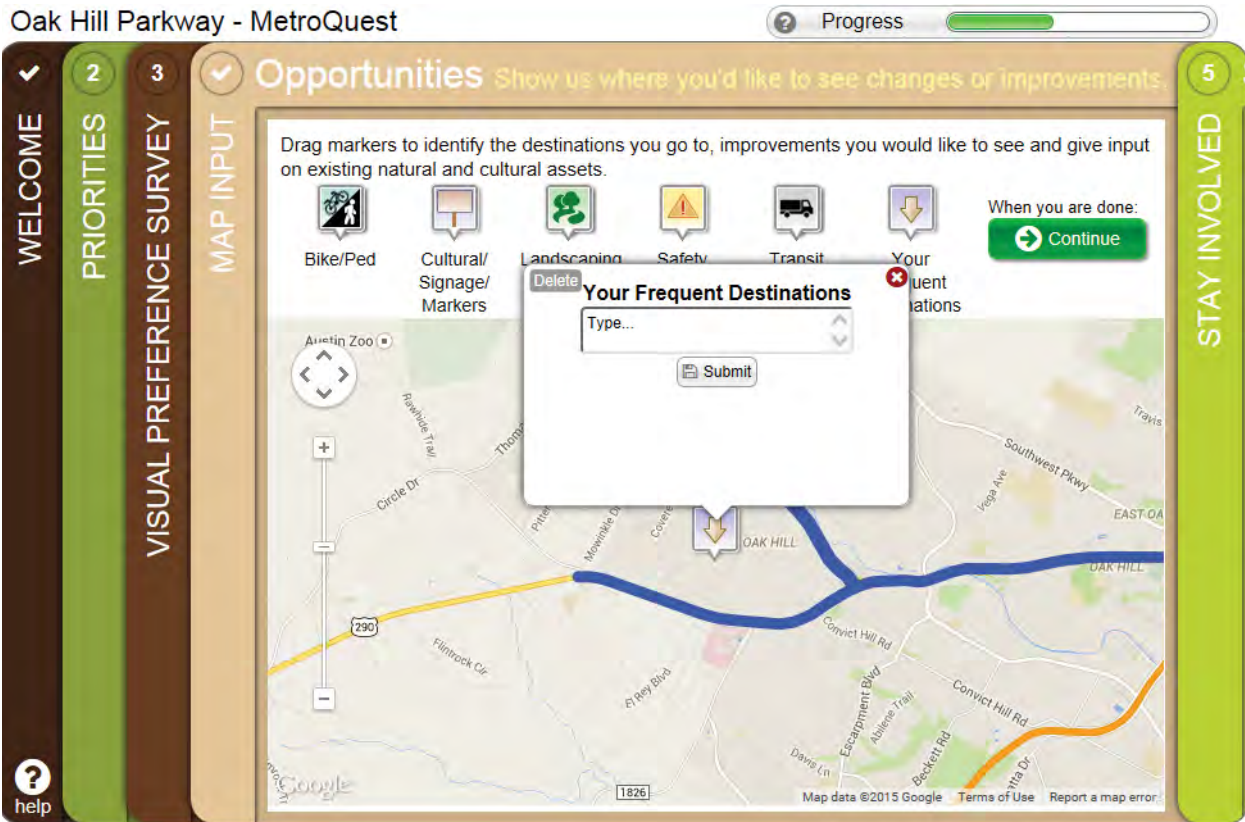
TRANSIT MAP INPUT COMMENT SUMMARY

(83 Map Markers / 39 Drop Down Menu Selections / 24 Comments)

| DROP DOWN MENU SELECTION | COMMENT |
|--------------------------|---|
| Park and Ride Location | Plan for a park/ride here along with a metro rail station, HEB will relocate down 290 and the center will fail, Change this entire area into a grand SW junction to downtown. |
| Park and Ride Location | Need public transit options to reach downtown |
| Park and Ride Location | I would love for a functional park and ride location to be here to make it easier to travel into the city. |
| Park and Ride Location | Need to reimplement the Park and Ride around the Y |
| Park and Ride Location | Park & ride should be outside of congestion instead of in the middle of congestion as it is now. |
| Park and Ride Location | First choice for park and ride. At the very least would like a bus stop so I can leave my car at home. |
| Park and Ride Location | Second choice for permanent park and ride location. |
| Transit Stop Location | Rail |
| Transit Stop Location | Rail |
| Transit Stop Location | Rail |
| Transit Stop Location | No north bound bus stop. |
| Transit Stop Location | Make use of the empty space (remove all construction material) and provide a transit stop here! |
| Transit Stop Location | Needs to be out of the traffic lanes. |

| | |
|-----------------------|---|
| Transit Stop Location | It would be great if folks in this area could bus or train in to town for work and entertainment, especially for nights out when there is alcohol consumption involved. |
| Transit Stop Location | Bus stop here if it cannot be a park and ride. Would like it in flyer route to downtown. |
| ----- | Work |
| ----- | Drive home |
| ----- | Park and ride |
| ----- | Bus 333 stop |
| ----- | Better bus service |
| ----- | Public transit |
| ----- | Light at Wm Cannon and 290 is current restriction on this route |
| ----- | Extend to Fitzhugh |
| ----- | So much traffic coming west, prevents people getting out of old bee caves road. Many cars drive against traffic on road due to lack of patience to be able to get on 290. |

SCREEN #4: OPPORTUNITIES MAP INPUT – YOUR FREQUENT DESTINATIONS



FREQUENT DESTINATIONS MAP INPUT COMMENT SUMMARY

(452 Map Markers / 295 Comments)

- Oak Hill Youth Sports Association
- Jack Allen's Restaurant
- Oak Hill United Methodist Church
- ACC
- Jack Allen's Kitchen
- Route to town and airport
- I often travel Old Bee Caves and turn left on 290/71. I'm ok with a right turn only there as long as there is a dedicated U turn lane at the 290/71 Y. In fact this is probably a must. Aesthetically, there is a creek that runs next to 290/71 with a low water crossing on OBC. I'd like to see that made into a bridge so that traffic is not effected by heavy rains and improve safety for pedestrians.
- past Oak Hill
- past oak hill
- Post office
- Gas station
- Oak Hill Methodist
- entertainment, food, further access to arbor trails down w. cannon.
- ACC
- Shopping

- Housing
- to get out of town!
- to get out of town!
- Planet fitness
- Austin Waldorf School
- shopping center
- shopping center
- Kids School
- HEB
- My house
- Kids school
- Mopac
- heb
- patton el
- I travel on this road for work everyday. It would be great if traffic congestion was lessened.
- I use this stretch of road very frequently. It would be great if traffic congestion was lessened.
- I DO NOT WANT A FLYOVER OR TOLL ROAD IN OAK HILL.
- Starbucks
- Oak Hill United Methodist Church
- Jack Allen's
- OBC bridge - needs to be raised and/or cleaned out for better drainage
- home
- shopping
- Going Downtown- North area
- HEB
- Wildflower Center
- Habitat Construction warehouse
- Home
- HEB
- Baseball Fields
- Jack Allen's Kitchen
- Drive to Hill Country Galleria area
- Post Office
- HEB
- HEB
- HEB
- Planet Fitness
- Food and shopping at the Y
- Entrance to and exit from Bee Caves Rd
- grocer and small businesses
- Gym
- Home
- hairdresser
- Restaurant
- library
- Church
- friend's homes and county buildings
- Workplace
- post office

- restaurant
- grocer
- cross over from Old Bee Caves to go east on 290
- Dripping Springs
- Shopping
- Post Office
- Shopping
- Grocery store
- friends
- travel west
- HEB
- Work
- Home
- Church
- HEB & nearby businesses
- Convict Hill Rd - library, avoid 290W traffic, avoid W. Cannon traffic, access to Brodie
- Travis County Offices
- Access to Jim's and shopping center
- Home
- Access back roads to SW Parkway
- Shopping area, banking, etc
- access to Dripping Springs and other near Austin businesses
- Freescale
- Home.
- Grocery
- Donut shop
- freescale
- heb
- meridian
- flores restaurant
- yanagi
- wings to go
- to 290
- get to downtown
- costoc
- Goodwill and jims
- Sunset Valley Shopping (Walmart, Target, etc)
- McDonalds, Golden Chick,
- Jack Allen's Kitchen, Serendipity Salon
- Dripping Springs
- Bee Caves
- Lake LBJ
- Fredricksburg
- Salt Lick
- Preschool
- Beyond Beauty
- Center for Canine Behavior
- Jack Allen's Kitchen
- Starbucks

- Freescale workers often go to this Walgreens
- It would be nice to see this historical landmark get some love in the design.
- This area is a bit convoluted right now.
- Reds is an Austin icon and the area around it needs desperate improvement so future businesses can come in and make this area thrive. Right now, it's frankly trashy because of how congested the traffic is.
- This business suffers from the congestion and it's such a fun local business
- Old Bee Caves needs better signage. Great businesses, like Natural Gardner or The Canine Center for Training and Behavior, are all but hidden.
- One of the only big gyms in the area. We need pedestrian and bike access, please.
- HEB
- Work
- Dripping Springs
- HEB
- Jack Allens
- Golden Chick/ Jims
- This is my neighborhood. Direct access to EB 290/71 is important. Having to be detoured to Fletcher road is not an alternative.
- always congested
- 1301 s mopac
austin, tx 78746
- Home
- Work
- Heb
- My house
- Starbucks
- Mills elementary
- Dr. Office: tried to ride bike here. Got honked at for no reason (guess they were mad I was riding in street-no bike lane) and 290 wdm cannon intersection was a nightmare
- Frequent destination
- Getting through this intersection from any direction is painful
- Gym
- work.
- play.
- Sunset valley, Clint Small school
- Bee Caves, Thomas Spring road
- FM1826, Dripping Springs
- I live off 1826. I use this dangerous intersection daily.
- Home
- Dining
- frequent destination
- frequent destination
- Businesses on 71 just past the Y
- Sunset Valley
- Rialto Blvd
- Freescale
- Toward Airport
- Natural Gardener
- school

- There is a need for noise-abatement walls at El Rey and wherever else the project goes through residential areas.
- Bee Cave; Spicewood
- Western Oaks S/D, Escarpment Village, ACC, Driftwood, Dripping Springs
- ABIA, NW Austin, Downtown, Allendale, The Domain, Arboretum, Zilker Park
- target
- whole foods and Golds
- Freescale
- home
- Soccer fields - almost everyday during soccer season!
- Cedars Montessori
- Costco
- Home
- Home
- Shop
- Friends
- Shop
- Wineries
- Do not force Reds Shooting Range to shutdown or relocate. It is a valuable area resource and should be supported!
- I go from 1826 through the "Y" to William Cannon Frequently
- Traffic here is horrendous
- heb, companion animal hospital
- Target
- Shopping
- Shopping
- Grocery
- ACC
- Freescale
- HEB
- NXNW and Alamo
- Dripping Springs
- Lakeway
- Alamo Draffhouse
- Downtown
- Bridges of Bear Creek
- Rim Rock
- Shopping
- Zoo
- Shopping
- I'm on this every day.
- We used to take this road every day, but it's gotten too congested so we now avoid it.
- Whole Foods, Alamo Draffhouse
- Our kids play baseball here
- Our kids go to school here
- Our grocery store is here
- This is where we turn to get to our home
- Drive through this area very frequently.
- Cemetary
- Work in Bee Cave

- Home
- Work
- In and out, every day, many times day sometimes.
- Travel this rout 4 times a day. I would like to spend less time at the Y and William Cannon traffic lights. If only a third lane is added in each direction, in addition to some over pass at William Cannon, a large part of traffic problem is solved.
- Shopping
- Post Office
- Shopping
- HEB
- General vicinity of home
- Work
- Grocery
- Library
- Costco
- Restaurants
- Restaurants
- Retail
- Retail.
- School.
- every morning 10 to 15 minutes trying to get on 290 from William Cannon.
- shopping center
- Library
- ZILKER PARK
- DOWNTOWN
- COUNTRY EXCURSIONS
- RESTAURANTS/ENTERTAINMENT
- HEB, Goodwill, Planet Fitness
- Target
- i hit this intersection daily, it's not all that bad going to 290
- Groceries
- Starbucks
- HEB
- Restaurants
- Sunset Valley Shopping
- Barton Springs pool, Zilker Park
- chiropractor
- friend
- friend, Barton Springs Nursery, Wildbirds Inc., Michael's
- shopping
- shopping
- church
- HEB, Home Depot
- YMCA
- Hairdresser
- Library
- Library
- Natural Gardener
- friend
- friend

- sunset valley stores
- home
- Natural Gardener
- Whole Foods, Kirby Lane and Torchy's Tacos. Costco
- Home Depot, World Market, Bed Bath and Beyond and Academy
- Saturday morning Farmer's Market
- VArrious reasons, occasional work and for festivals, etc
- Once week meeting
- Occasional Work
- Occasional Fun
- Grocery
- 9301 Sandstone
- Crossfit Gym
- HEB, Restaurants
- HEB shopping Center.
- Shoe Hospital.
- Natural Gardener.
- Shopping Centers
- Church and school.
- HEB
- Restaurants.
- Mopac and willie C
- Mopac and 290
- Flores restaurant and Pak and Mail store. Very worried about accessing from 290
- HEB
- Jack Allen's Kitchen
- what a waste of retail space - wish it would be redeveloped to be more attractive and better service the community
- Home
- Work
- Groceries
- keep traffic moving
- ACC Pinnacle - Current Park and Ride
- Permanent Oak Hill Park and Ride - I would rather not return to this destination because of the safety, traffic concerns.
- Library
- Costco/Whole Foods
- HEB
- Home
- Work
- HEB
- Restaurants
- Restaurants
- Zilker
- Restaurants
- Entertainment

THE SURVEY - SCREEN #5: STAY INVOLVED – OPTIONAL DEMOGRAPHIC INPUT

In the fifth screen, participants were asked to Stay Involved and to optionally provide demographic information about themselves. Participants were thanked for taking part in the survey and were also directed to the project website to obtain more information about the Oak Hill Parkway project.

SCREEN #5: STAY INVOLVED – OPTIONAL DEMOGRAPHIC INPUT

Oak Hill Parkway - MetroQuest Progress

WELCOME 2 PRIORITIES 3 VISUAL PREFERENCE SURVEY 4 MAP INPUT 5 **Stay Involved** Please tell us about yourself Privacy Policy

Final Questions (Optional)

Zip Code

Email

Name of your neighborhood



Age


Gender

Tell Us How We Are Doing!

Thank you for telling us what is important to you!

Your input will assist in the development of Context Sensitive Solutions that reflect the community's vision for the Oak Hill Parkway project. Please check out the project website for more information.
www.OakHillParkway.com



ZIP CODE SUMMARY

Top zip codes responding to outreach efforts via this survey:

| RANK | ZIP CODE | COUNT |
|----------|--------------|-----------|
| 1 | 78749 | 56 |
| 2 | 78736 | 36 |
| 3 | 78735 | 33 |
| 4 | 78737 | 30 |
| 5 | 78739 | 10 |

All zip codes responding to outreach efforts via this survey included 74758, 77329, 78610, 78619, 78620, 78621, 78628, 78676, 78701, 78702, 78704, 78709, 78717, 78723, 78727, 78728, 78729, 78731, 78734, 78735, 78736, 78737, 78738, 78739, 78744, 78745, 78749, 78752, 78754, 78758, 78849, 79735

NAME OF YOUR NEIGHBORHOOD SUMMARY

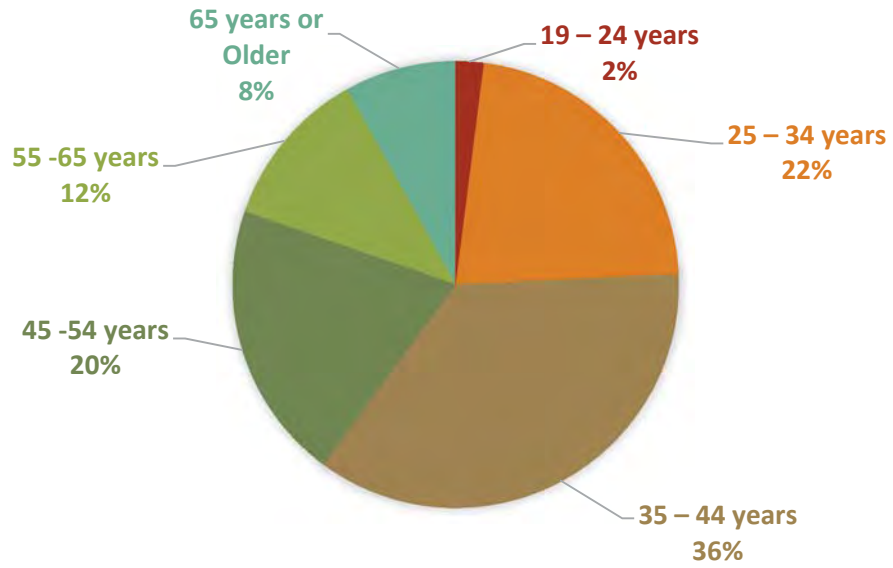
Top neighborhoods and communities responding to outreach efforts via this survey:

| RANK | NAME OF NEIGHBORHOOD | COUNT |
|----------|----------------------|-----------|
| 1 | Aviara | 18 |
| 2 | Scenic Brook | 10 |
| 3 | Legend Oaks II | 9 |
| 4 | Circle C | 8 |
| 5 | Legend Oaks | 6 |
| | Granada Hills | 6 |

Neighborhoods and communities responding to outreach efforts included Apache Shores, Arboretum area, Ashley Oaks, Aviara, Barton Creek Ranch, Beckett Meadows, Bee Cave, Belterra, Berry Creek, Blue Hill Estates, Brushy Creek, Buda, Cedar Valley, Cherry Creek, Circle C, Circle C West, Circleville/Thomas Springs, Cottage Court Condos, Covered Bridge, Deer Creek Ranch, Dripping Springs, East Oak Hill, Elm Creek, Fox Hill, Granada Hills, Heights of Loma Vista, Heritage Oaks, Highland Horizon, Highpointe, Highpointe of DS, Hillside Springs, 290W/Circle Dr., Lake Pointe, Lakeway, Lantana Hills, Lantana Ridge, Laurels at Legend Oaks, Ledgestone, Legendary Oaks, Legend Oaks, Legend Oaks II, Lewis Mountain, Loma Vista, Maple Run, Meridian, Mueller, Northwest Hills, Oak Creek Parke, Oak Hill (Valley View Acres), Oak Park Subdivision, Oak Run, Overlook at Lewis Mountain, Overlook Estates, Parmer Village, Ridge at Lantana, Ridgeview, Scenic Brook, Scenic Brook West, Scenic Hills – Oak Hill West, Scofield Farms, Shadowridge, Shady Hollow, Silvermine, Soco, South View Estates, South Windmill Run, Southwest Hills, Sunset Canyon, Tangleridge Circle, The Hills, The Homestead, The Laurels, Travis Country, Uplands, Village at Western Oaks, Wells Branch, West Oak Hill, Westcreek, Western Oaks, Westview Estates, William Cannon, Windmill Run and Winrock.

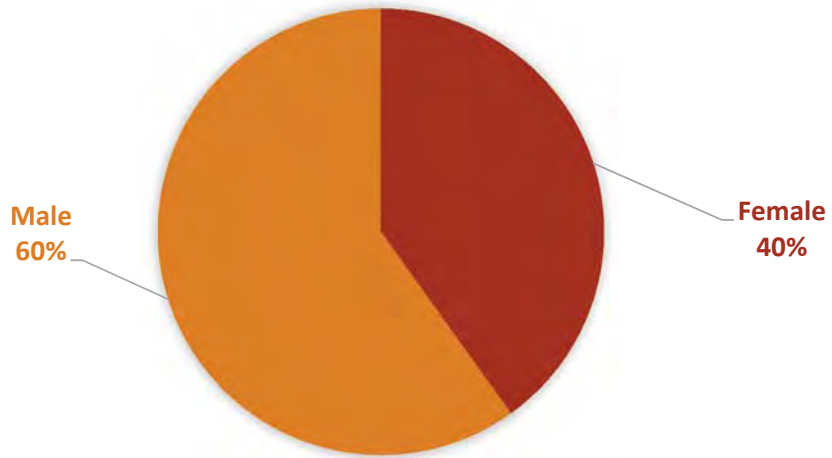
AGE SUMMARY

| AGE CATEGORY | COUNT |
|----------------------|------------|
| 19 – 24 years | 4 |
| 25 – 34 years | 44 |
| 35 – 44 years | 71 |
| 45 -54 years | 40 |
| 55 -65 years | 23 |
| 65 years or Older | 16 |
| TOTAL | 198 |



GENDER SUMMARY

| AGE CATEGORY | COUNT |
|--------------|------------|
| Female | 79 |
| Male | 118 |
| TOTAL | 197 |



TELL US HOW WE ARE DOING COMMENT SUMMARY (106 Comments)

- Awesome
- doing well.
- I really like the effort in getting public involvement. But please remember there are experts that know what would be best in the long run. We don't need to be wasting time and money on any more temporary solutions. I feel you have been too focused on what is needed for today, not 20-30 years from now.
- Stand up to Fix290, all they want is stop building. They do not want to fix anything
- Good so far. Would like to see this project done as soon as possible. Would make our trips out to Fredericksburg much more enjoyable.
- This survey did not touch on my main concern. We need a freeway through Oak Hill to lessen congestion.
- Keep it up I appreciate the engagement.
- Now with electric-assisted bicycles - a low environmental impact, healthy, safe, high capacity mode of transportation is available - but only if it is safe to travel at 20mph. Currently nearly all roads effectively prohibit safe travel by bike. The choice will be bumper-to-bumper in automobiles (autos will always fill your roads to and above their capacity) - or a breezy ride on a bike path void of exhaust, distracted drivers and vehicle congestion. It's up to you to allow it. Thanks for listening.
- Would love to see a plan that preserves water, nature, trees, helps traffic and small businesses and keeps OBC open to 71/290. Thank you for all you do.
- Ok
- Please do not approve Plan F! This would be terrible for our community. Thanks!
- It's great that you're soliciting feedback. Just remember: not everyone prioritizes car traffic over human beings, nature, and quality of life. Highways ARE about moving vehicles, but not at the expense of destroying neighborhoods. We don't want the Hwy 290 corridor to look or feel like MOPAC. Let's work together to move the vehicles we need to move while preserving the beauty and safety of the neighborhoods. Thanks!
- I am new to the area. I wish I understood what the current work in the area is vs what this project entails. Also, I wish you would open it back up so I could turn left from 290 onto Oak Meadow like I used to be able to .
- Should have been 3 laned from the "Y" to the current expressway. The current expressway will handle 3 lanes and that would have moved the traffic.
- I like the interaction you're having with the community. Keep up the work. But please listen to the community. We do not want toll roads or an elevated highway at the Y. I've lived in the area for 18 years and love that it still feels like a small community.
- Thanks for soliciting the community's input
- Good. But you are taking a long time. We have lived here for ten years and for the first time are seeing traffic improvements. My hat is off to the person/group who redesigned the interchange where 290/71 drops to ground level going west.
- I think you are doing pretty well.
- Taking too long to get it done.
- Do not want Tolls on roads I currently use.
- Awesome survey
- As well as can be expected with all the constraints that are placed on highway planners!
- I like the website. I'm a cyclist in the area and want to see cyclists cared for!
- Getting something done in a timely manner is more important than all the items in this survey!
- appreciate the opportunity for input
- Good public involvement. Hope it's not in vain.

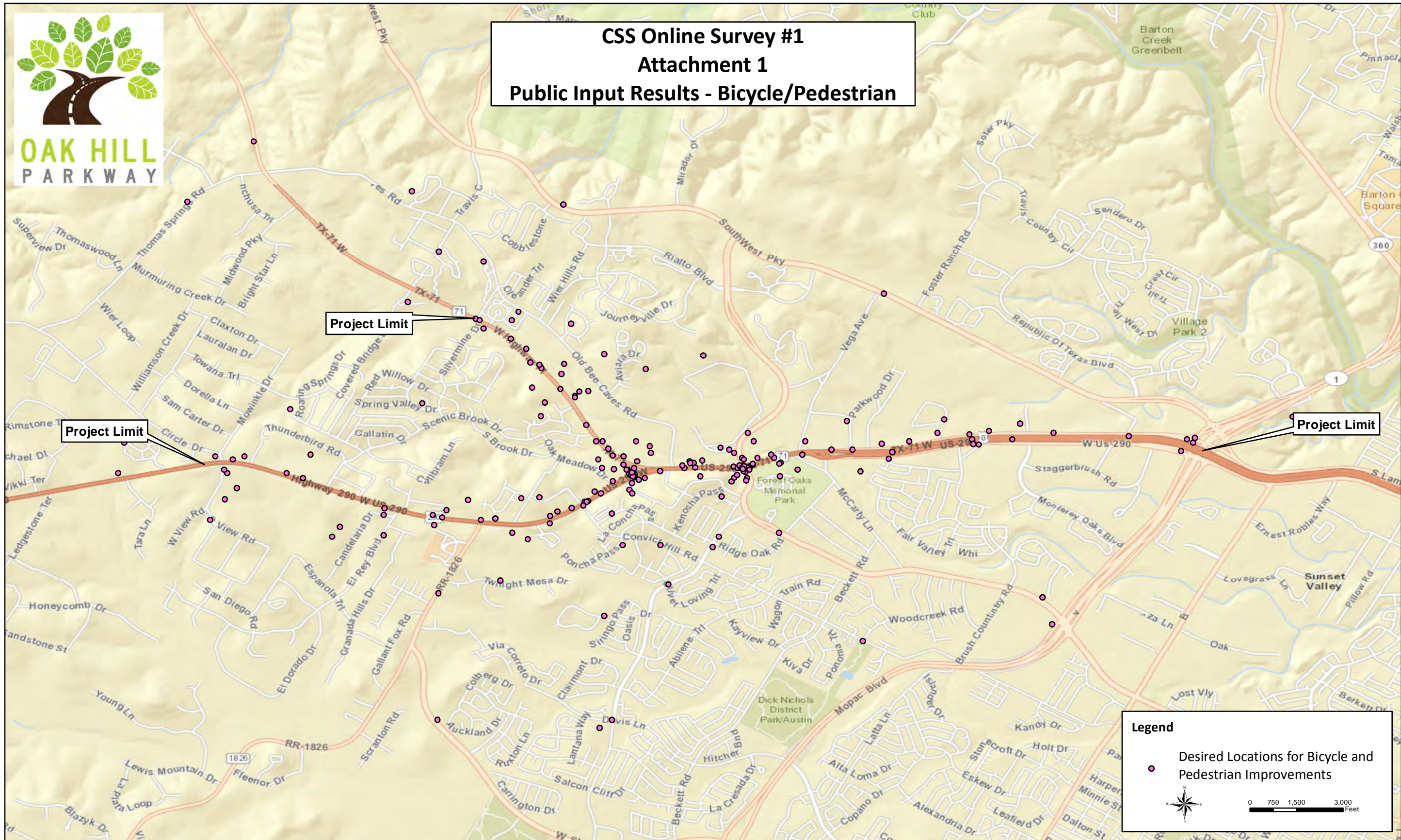
- Quit the love affair with raised highways and huge overpasses. You need to change your models. Use pragmatic neighborhood friendly, people and bike sensitive cost-effective solutions. find solutions for local access that don't involved access roads everywhere. It appears your engineering and design teams have little or no regard for anything that doesn't have at least four wheels and weight at least 3500 lbs.
- This visual survey is excellent! Appreciate the effort that went into building it. Please, please consider those off us who live on Old Bee Caves Road in terms of access to and from our neighborhoods. Thank you!
- I'm watching you! Please listen to the locals voices!
- You are doing great gathering input and presenting great options. Only 2 complaints - the project is moving extremely slow and I have no idea how or why the city council is backing the "Fix 290" concept but please do not reintroduce this ineffective concept.
- Slow and steady
- Y'all are doing lousy! Y'all don't listen to the Oak Hill community. Y'all need to take you freeway plans to I-35 where you can get more bang for your buck. No toll road in Oak Hill please!
- Trying
- TXDOT should weigh the voices of the people who live within a neighborhood in the Y heavily. We need to access to surface streets and don't want to ruin our quality of life by having large flyovers and multiline highways running through the heart of our neighborhood. TXDOT should reconsider Option F
- CSS is important and i appreciate the efforts, hopefully it can be started soon
- Good communication so far! I didn't quite understand the purpose of this exercise, but love the tool you used.
- Why are there no questions about how bad the traffic is?
- Please widen the roads as soon as possible, more lanes equal less traffic
- doin' great ... as long as you don't limit access for our neighborhood.
- I hope that the creek water shed is still a major priority.
- Not sure the mobile version of the web site is operating correctly.
- That remains to be seen but I'm glad you're seeking input. Needs to be better publicized.
- work seems to be progressing. temporary lanes are not well spaced, nor well marked. website is nice.
- So far, the changes to the Y seem to be making things worse. I can only imagine how horrible it will be with toll gates everywhere. Doubt I'll never be able to bicycle to/from home again due to the changes.
- Widen Mopac, I35 and 183 and quit wasting money doing market research on art sculptures.
- Thanks for asking for community input! I appreciate efforts towards environmental sustainability and historic preservation.
- Keep up the good work.
I have lived and/or shopped in Oak Hill since 1976. The road neglect is shameful.
- Thank you for asking for our opinion! I wish you all luck in the development of this project and I'm eager to see the results. If you ever need more input, I'm more than happy to be your testing ground!
- Great!
- Unfortunately, this survey seems to only concern the final aesthetics of what you are going to build, and does not offer the opportunity to submit any input into what should be built. Very misleading.
- Glad to give input. Need to get the word out more on what is happening.
- glad to see 1826 & 290 widened and two turn lanes from 290 w onto 1826. 1826 & 290 is very congested
- Good start ya'll. i would really like to see a

- Slow to get the Y expanded with more lanes to reduce congestion!
- I just want a road that does not back up, and that allows traffic to flow through in a reasonable amount of time.
- Ok
- Glad to see folks trying to make improvements! Let me know if you need clarification. I'd also like to help and stay involved if you need volunteers
- Stop trying to cram SH45SW down our throats. Build express lanes on South Mopac and run BRT lines all the way into downtown. Put regional rail on I-35 between San Marcos and Georgetown. Get people out of their cars with better options.
- Need traffic to move not beautification not environmental this is a highway system
- Impressive website. Easy to use interface. Perhaps a sign near the Y in Oak Hill to let people know how to find the website?
- good
- I Appreciate the upgrades to HWY 71. It was a death trap. Much safer now and once the improvements in progress are completed.
- I think this is fabulous, getting input from the people who use the roads. I like the change of the lights at Joe Tanner. I'm excited for the left turn to be put back in so from east bound 290 at Planet Fitness.
- Tired of surveys and studies. I want to see some results. Anything would be better than how the Y is now.
- This may be the most stupid survey ever. No wonder the Y in Oak Hill has been stalled for 20 years
- Wish improvements were coming faster. Traffic is bad.
- Good
- meh
- Communication efforts have to be commended. We'll see how this progresses, but I'm encouraged...as long as the City Council follows process and doesn't rubber stamp items through the consent calendar without public comment.
- I'm stuck at the Y daily and think about how messed up it is. I like that you're thinking about aesthetics too, but really they need a better traffic pattern and more lanes.
- Would appreciate if the decision making can be expedited! We need traffic solution yesterday!
- New improvements are a great start, but let's get going on a better ultimate solution!
- This is stupid. Priority number one is making traffic flow. No one cares about streetscaping if they're not moving. Let's stop focusing on making it pretty but useful.
- When are we going to be able to drive thru the Y when it's finished?
- Great
- Thank you for asking!
- I am against a mammoth tolled structure. Don't elevate it and don't toll it.
- I like the new road improvements at the intersection of William Cannon and 290
- Good!
- Very good! Glad you're collecting this info!
- Toll inbound only!
- Getting there. The current improvement project is a good start. Currently, I travel thru this intersection multiple times per week for business, it is a major point of congestion and accidents.
- Great! Very well laid out website.
- Need to consider more options for EIS than just options A and C. Most of the decision has already been made! What's the point of an EIS if you won't consider a variety of options?
- Not good. You need to design a Parkway that is really a parkway with little or no elevation.
- We are going too slow. Traffic has become a daily struggle for me and family and is not getting any better. Please finalize a plan soon

- I have a sense that community feels that road construction and tolling interests have greater sway than residents and motorists.
- Please continue the fight to prevent a huge neighborhood-separating, ugly, expensive elevated flyovers and double-taxed tolls. :)
- I appreciate the opportunity to complete this survey
- This survey was great. I would like to also see cost implications of some of the options next time. Sometimes I like one option slightly more than another, but if it were significantly more expensive to either build or maintain, I may choose something different.
- Still wish we had the overpasses at 290 and William Cannon and at the "y".
- fine start on community input NOW what will you do with it and how will you keep us engaged and up to date? What about the impact on the fragile watershed and other critical environmental issues? Have you done an environmental impact study? Will you make it public? How do we access it? Thanks for getting this dialogue going! Make it a real ParkWay we can all be proud of.
- This is great. Thank you so much.
- This was fun!
- Not doing well because you have not retained an option that is a parkway or parkway like.
- It will serve your project well to listen to the concerns of the people directly affected by the proposed changes.
- I'd like to see a non-tolled, non-elevated parkway.
- You are doing ok, but I really hate that you stole the Oak Hill Parkway name and then did away with the only Parkway option, that is Option F. I don't agree with the importance placed on the emergency separate route from the main lanes of traffic. With three lanes each way, one of the lanes could be cleared for emergency vehicles. Those vehicles are just going to get stuck when they get to the Mopac area anyway. It seem very suspicious that that criteria coincides so nicely with the toll road approach to financing a highway that will cost more and do more environmental damage than necessary. Just saying.....
- Get it? GET OFF YOUR ASS AND FIX THE DAMN HIGHWAY.
- I am impressed
- Do more for alleviating traffic and spend less on non productive high maintenance decoration.
- The process has been good. I don't like the fact Plan F got mysteriously put back on, when those that live in area voted against this plan. Displeased about the shady back room deals being made to keep this plan afloat. Goes against asking the community for their input
- You've made a huge mess and left it there for 20 years!
- The project is taking too long and has really made the 290 and William Cannon intersection very dangerous
- NO toll roads!
- Austin is never easy to please. Thanks for trying to do something to make sure our infrastructure can keep up with growth.

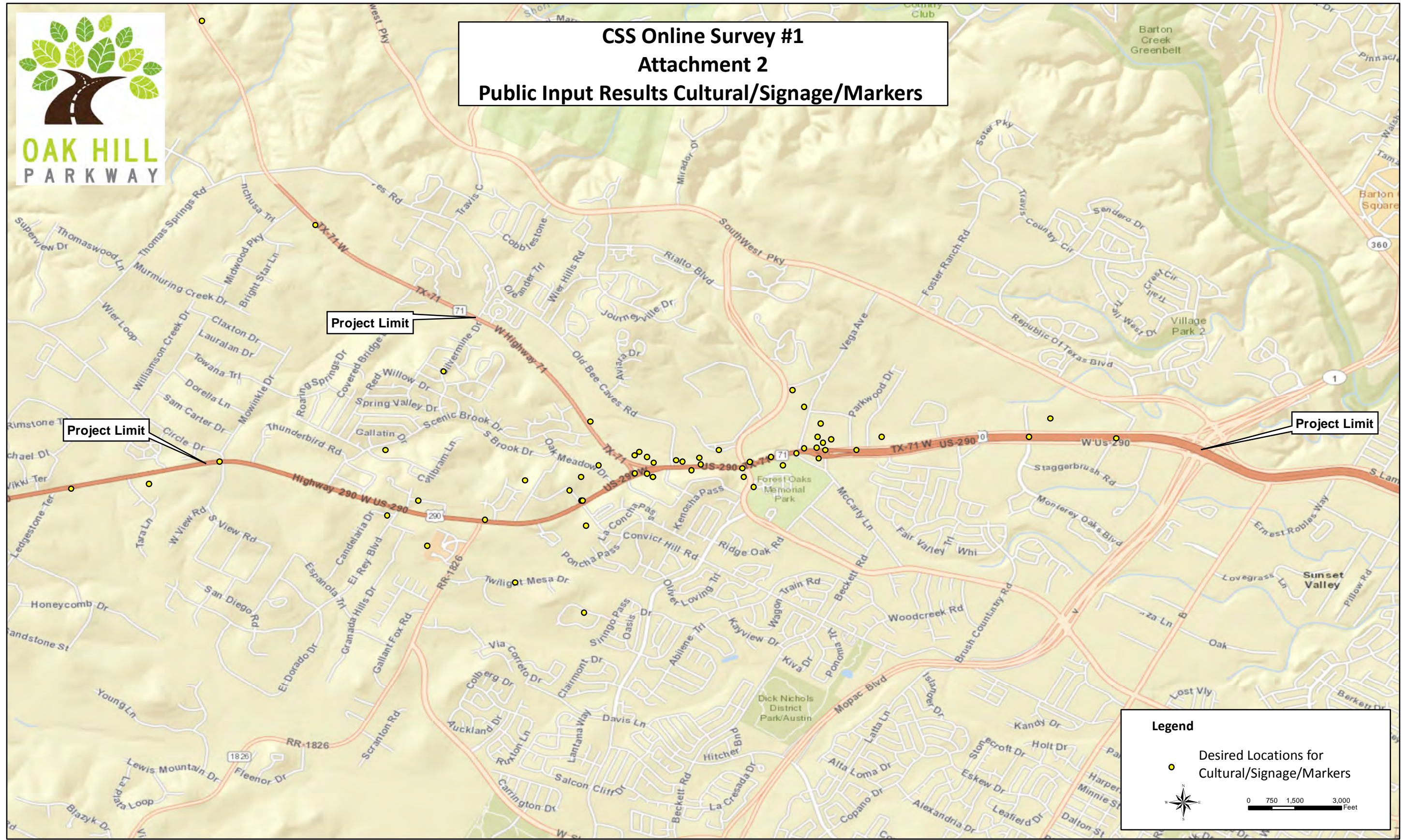


**CSS Online Survey #1
Attachment 1
Public Input Results - Bicycle/Pedestrian**



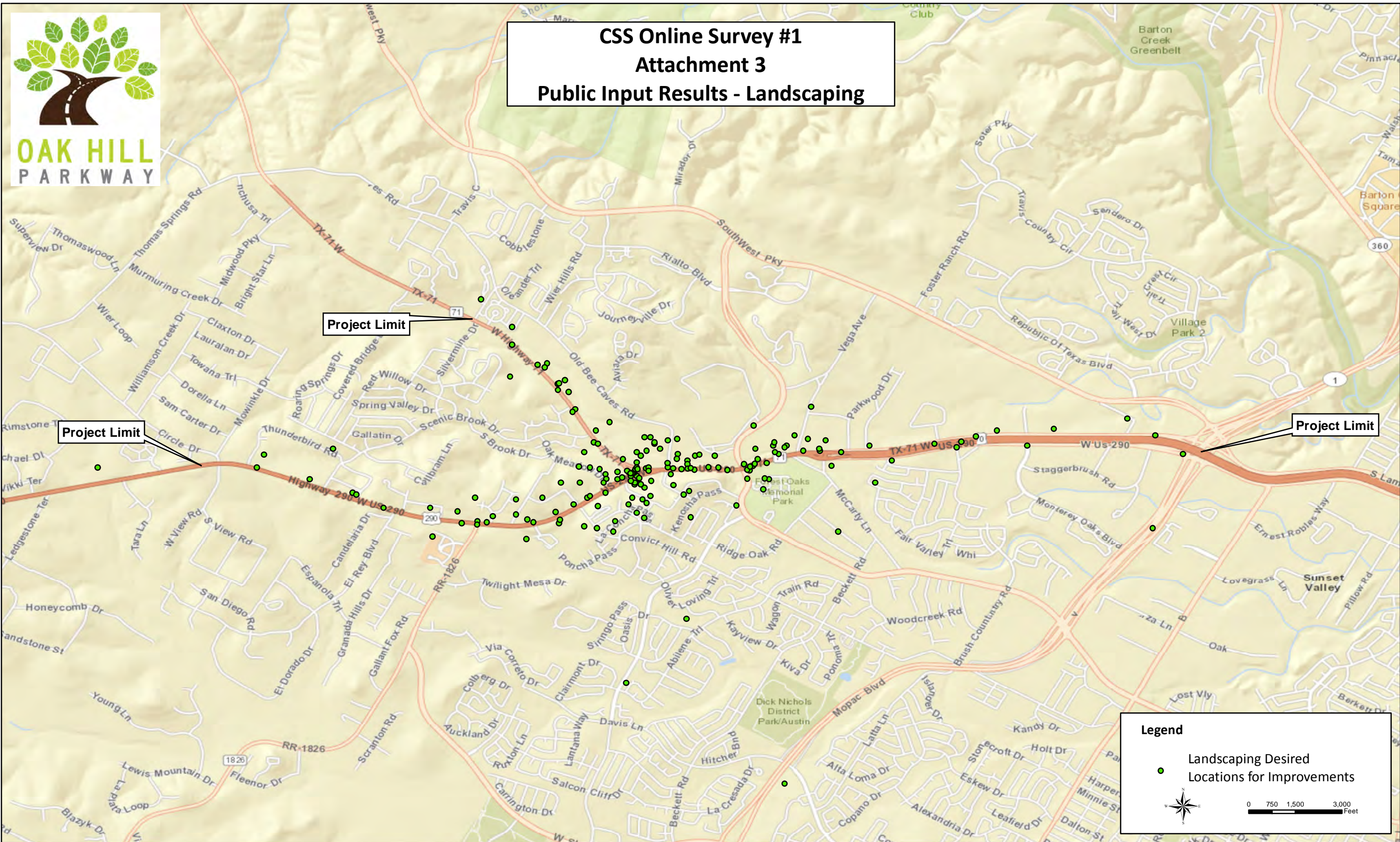


**CSS Online Survey #1
Attachment 2
Public Input Results Cultural/Signage/Markers**



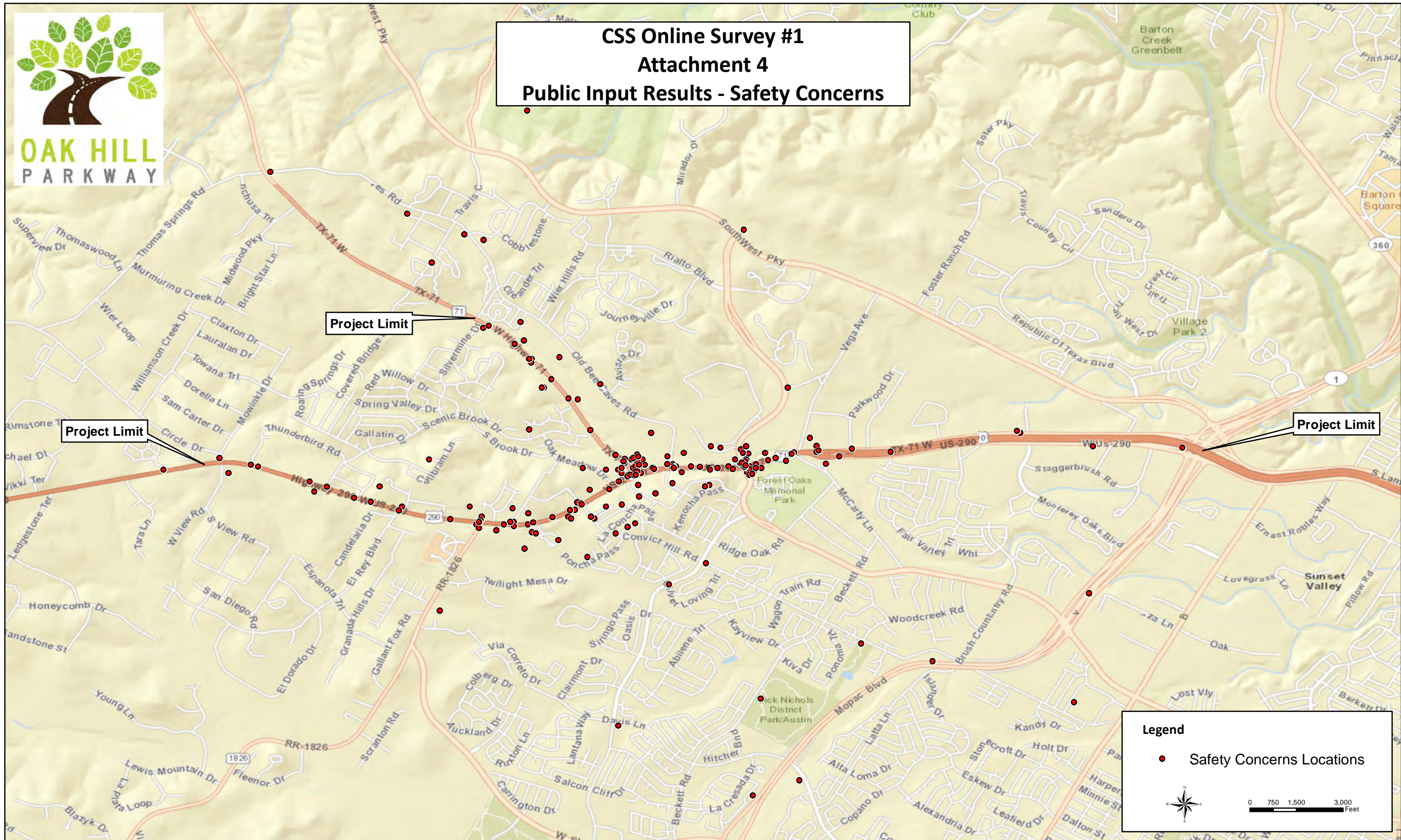


**CSS Online Survey #1
Attachment 3
Public Input Results - Landscaping**



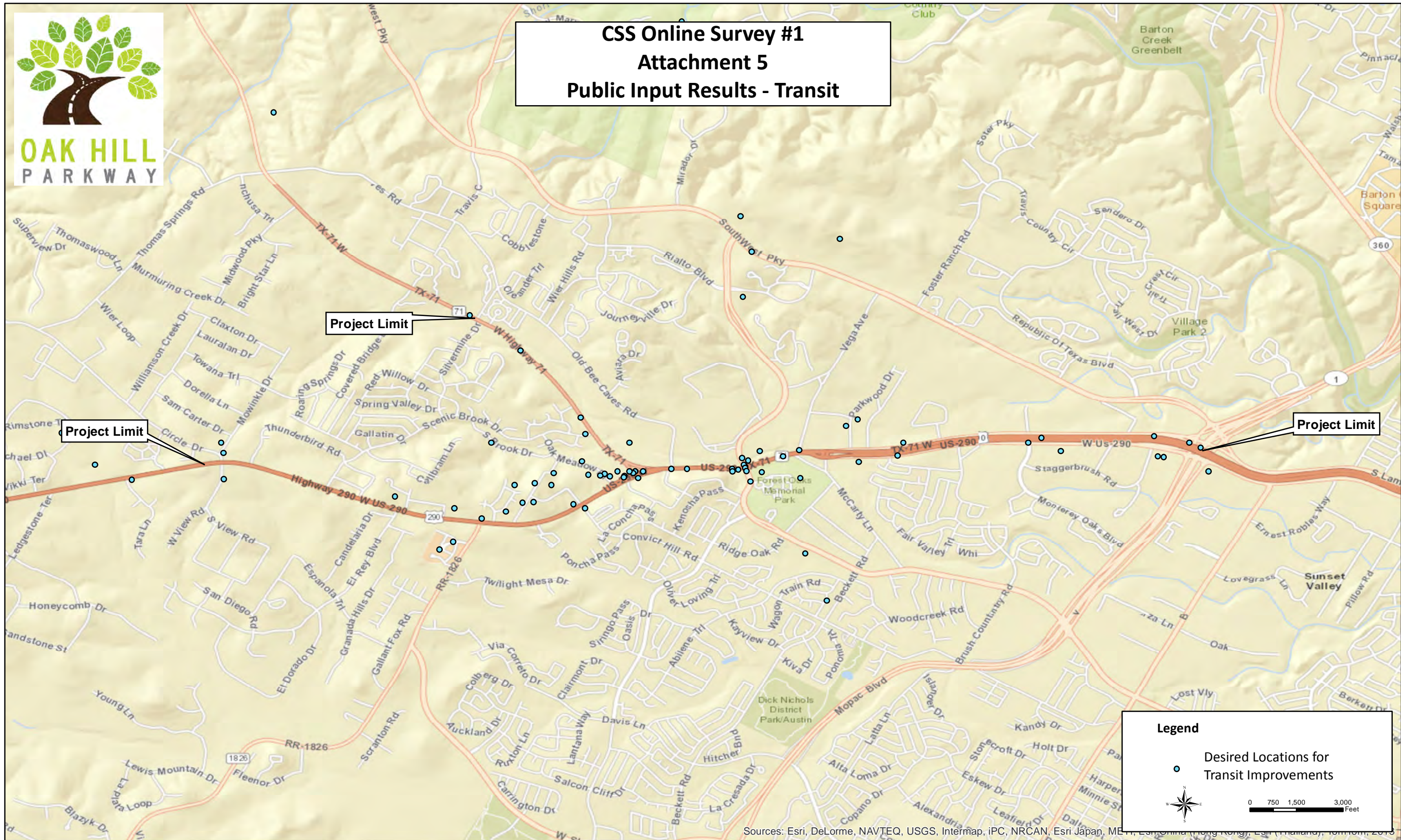


**CSS Online Survey #1
Attachment 4
Public Input Results - Safety Concerns**





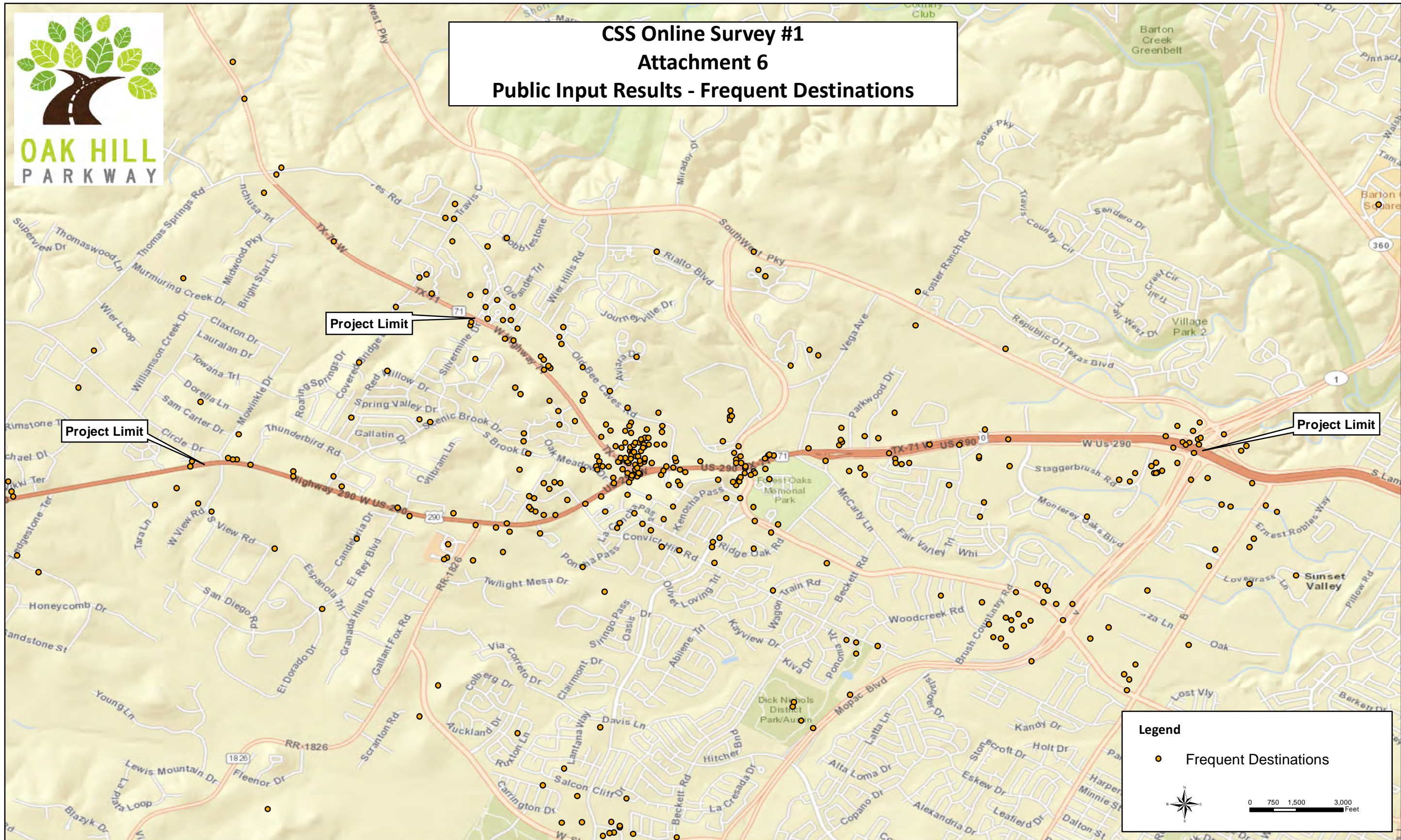
**CSS Online Survey #1
Attachment 5
Public Input Results - Transit**



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, MEIT, Esri China (Hong Kong), Esri (India), Swisstopo, 2013



**CSS Online Survey #1
Attachment 6
Public Input Results - Frequent Destinations**



Legend

- Frequent Destinations

0 750 1,500 3,000 Feet