



# Oak Hill Parkway Project

## Community Survey

### Summary

Conducted in conjunction with the Open House

Held on June 17, 2014

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

## Summary

- 44 Community Surveys were received between June 17 and June 27, 2014.
- 8 surveys were completed via the Virtual Open House; 36 were submitted in writing and entered into Survey Monkey manually.
- 13 people indicated they would like to be included in the CSS process.
- 30 people Strongly Agreed or Agreed that they understood the evaluation screening process; 3 Strongly Disagreed or Disagreed.
- 28 people Strongly Agreed or Agreed that the criteria used to evaluate and narrow the mobility concepts are appropriate; 9 Strongly Disagreed or Disagreed.
- 25 people Strongly Agreed or Agreed with the results of the evaluation process; 12 Strongly Disagreed or Disagreed.
- 6 of the comments specifically stated support for Concept F.

**Q1. After reviewing the information provided at this Open House regarding the evaluation screening process, I understand the process that was used.**

Strongly Agree	14
Agree	16
Neutral	10
Disagree	1
Strongly Disagree	2

Answered Question	43
Skipped Question	1

**Q2. The criteria used to evaluate and narrow the mobility concepts are appropriate.**

Strongly Agree	16
Agree	12
Neutral	6
Disagree	6
Strongly Disagree	3

Answered Question	43
Skipped Question	1

**Q3. I agree with the results of the evaluation process.**

Strongly Agree	13
Agree	12
Neutral	7
Disagree	4
Strongly Disagree	8

Answered Question	44
Skipped Question	0

**Q4. Please provide any additional comments regarding the evaluation process and results.**

<b>1</b>	I vote for concept F. What's important about concept F is that we keep the thorough fare as a NON-TOLLED PARKWAY and DON'T turn it into a big heavy duty freeway tollway. It's cheaper, more compatible with the neighborhood connectivity (i.e. large overpasses are noise and overwhelming), more environmentally sensitive.
<b>2</b>	The process seemed to ignore the community input: Concept F, the Parkway, was eliminated. Instead we get A and C, which are overkill for the actual needs. We don't need superhighway connections to improve 290West, all we need to do is fix the obvious blockages in the highway such as the McCarty Lane intersection and the Gas Station Traffic Light at the junction of 1826 and 290. Streamlining the current highway will restore 290 to a highway instead of current street with way too many options to enter and exit local businesses.
<b>3</b>	I believe the screening process is overridden by the policy directives of the mobility authority project funding structure: All roadway projects must be built as big as possible and tolled (to maximize excess bond sales to be used for transit projects); Alternative F, which appeared to be acceptable to much of the public, was rejected--- naturally---since it would be among the least costly alternatives and it is not easily tolled.
<b>4</b>	- No weighted evaluation to compare ALL concept was presented - Did the most green squares win? - The N/As worked against Concept F w/o considering the local community "wish list." - Cost was not considered or Concept F would be the winner!
<b>5</b>	I'm glad there is a balanced approach to evaluating options. I believe this process will lead to a reasonable solution. Option A gets my vote for both useful in/out patterns as well as options for greenspace improvements.
<b>6</b>	Concept F deserves to move forward along with A and C. Please do not eliminate it. There is no indication that there are not enough adequate routes or detour routes for emergency vehicles on Alt F, which has 18 access ramps. Alts. A and C have 12 and 10 respectively. The main thing is to keep this as a non-tolled parkway concept. Alt F is cheaper, better for the environment. Raise gas taxes and avoid tolls.
<b>7</b>	Great job! Appreciate your objectivity.
<b>8</b>	Would like to see project with max car throughput. I understand that was the 2007 plan, would have preferred that with the Southview/Circle Drive addition.
<b>9</b>	Prefer C but access to Old Bee Caves Road @ 290 would need work for EB 290 to NB OBCR.
<b>10</b>	Design F was unfairly eliminated. Criteria for assigning points did not allow F to get points the same way other concepts did. F was just as safe as other designs for emergency access.
<b>11</b>	We support concept A.
<b>12</b>	You appear to be making decision in a TxDOT vacuum.
<b>13</b>	Holding meetings in Oak Hill, another worthless meeting.
<b>14</b>	Public involvement/input in all stages will ensure the best overall concept succeeds.
<b>15</b>	Too many options. Build as a freeway as planned in the 80's!
<b>16</b>	Good work. It is hard to find a way to wind such a large project through developed areas. I appreciate the effort.
<b>17</b>	The criteria were not evenly assessed among all of the options. some criteria are more subjective than quantitative. the matrix doesn't take into account cost and environmental impact even in a cursory way. Therefore, option F is eliminated prematurely without considering the best aspects that that design.
<b>18</b>	Concept A is the best (and only) viable option to improve the dangerous and congested Old Bee Caves Road going onto 290 east/west.
<b>19</b>	1) I am not sure why plan F was eliminated. It should move forward with A and C. 2) It would be helpful to see vertical elevations of the major intersections. 3) At this point I like A better than C, but both alternatives cost too much.

### Q5. What do you like about the revised western transition past Circle Drive/South View Road?

1	Unnecessary and unwanted. I live near Circle Drive. No need to extend construction out this far, clean up McCarty Lane and FM 1826 instead. Also, longer traffic light waits at Scenic Brook, El Rey and Circle Drive will help to keep highway traffic flowing.
2	Looks great! You've addressed public feedback with a solution that works.
3	Taking Fix 290's input into consideration re: lowering ramp heights.
4	They look fine.
5	Looks like it does a good job of moving people from far west areas.
6	I am so relieved to see the extension past Circle C - otherwise there would soon be a bottle neck, delays and backed up traffic. I approve of the design.
7	I am satisfied with this revised plan.
8	D/K
9	OK
10	Build it!
11	better traffic flow
12	All I can say is improvement is a plus.
13	Good traffic flow. Bridges across side streets over the highway. Side roads for local traffic.
14	Concept A gives Red's Shooting Range access off of 290. Red's Shooting Range is used by the Austin Police Department for training the officers. They need easy access. It has continuous flow in the Oak Hill area for smooth traffic flow. It gives local businesses access.
15	That it avoids Buddys and has a smaller footprint.
16	It accounts for growth in the area west of the Y.
17	looks logical
18	Great concept

### Q6. What don't you like about the revised western transition past Circle Drive/South View Road?

1	Total waste of money. The Y is a rush hour problem, not a 24 hour jam, so need for overkill by extensive building.
2	Will take some getting used to, but it would work.
3	More bridges = more noise.
4	Nothing.
5	Nothing
6	N/A
7	D/K
8	not needed
9	?s
10	No access to Buddy's Corner Store (Circle Drive). Buddy's has been in business at this location for 40 years. Please do not take its access away.
11	I don't think the project should extend this far. Adds a lot of ROW cost, and traffic diminishes the farther west you go. I don't think the bang for the buck necessitates extending the project this far.
12	like
13	The "U" turn for eastbound traffic trying to get to Circle Drive or S View, but don't see an alternative.

**Q7. What suggestions do you have for improving the western transition past Circle Drive/South View Road?**

1	Longer wait times for traffic entering or crossing the highway at Circle Drive. Also, longer wait times at El Rey and Scenic Brook. This allows the 290 traffic, highway traffic, to flow more smoothly with fewer stops. Too often, just 1 vehicle entering from El Rey, Scenic Brook, or Circle Drive, will cause a complete traffic light cycle of 30 seconds or more. This is unfair to the 290 Highway traffic.
2	Not able to provide anything objective since I don't live there.
3	Build this as a parkway, please. Please do not toll this road.
4	Add crosswalks to get to the trail on the north side of Hwy 290 from the south side.
5	Looks like a vast improvement over last version.
6	No more growth. Build sound walls.
7	If possible, adding extra lanes is always welcome (given the booming population in Travis and Hays counties)!
8	D/K
9	Free Roads
10	Continue 290 W as a freeway to Dripping Springs!
11	Avoid stop lights right at the ends - just backs up traffic coming off the expressway.
12	A braided exit off 290 to Circle Drive. Therefore, giving easy access to Circle Drive.
13	Eliminate it. End the project after FM 1826. Adjust the lights at Scenic Brook and circle drive to favor US 290 through traffic to prevent backups. this is much cheaper. I have doubts that the projected traffic in the CAMPO plan will materialize.
14	like
15	None

**Q8. What about Oak Hill's existing "context" or surroundings is most important to you?**

1	What's important: That we keep the thoroughfare a non-tolled parkway and don't turn it into a big heavy duty freeway. The kind of cement doesn't matter. Therefore: we would like you to promote the "Dark Sky Initiative."
2	We badly need a wildlife corridor to preserve the abundant wildlife in the Oak Hill area. Many progressive states build in wildlife corridors, tunnels under or over the highway, so that game can safely cross.
3	A context that includes BOTH an environmental solution in context with the best ingress/egress solution available.
4	Definitely landscaping needs to retain natural beauty of the area. Bike and pedestrian facilities would make the area more functional and livable.
5	Keep our rural feel and consider our area's characteristics - not a bunch of concrete. Preserve as much green as possible. Any design should native materials and landscaping and have a Texas
6	Dark sky lighting.
7	Current area is so congested all pavement is an improvement. Keeping bikes away from traffic is important, as far as pedestrians, we don't currently see many.
8	Natural areas have always been important to OH residents. "Normal" landscaping "parkafies" and clears out understory vegetation. That is wildlife habitats. Leave it natural and/or restore riparian and natural areas.
9	Williamson Creek, concrete and height reduced
10	1) "Natural" feeling - plantings along roadway - trees, shrubs, cactus 2) Natural creek in its natural banks 3) Low level lighting - dark sky initiative 4) NO ugly water treatment or catch next cement an chainlink facilities
11	Options A & C will serve Oak Hill the BEST possible way! We need to balance "existing context" with upcoming development and provide relief to the driving population at the soonest.
12	Access is the number one issue; aesthetics are secondary. We are open to any such landscape improvements, but only if the residents currently live off of Old Bee Caves Rd can easily enter and exit the neighborhood!
13	No tolls - but fix clogged traffic. Residents say TxDOT has made it worse thru traffic light manipulation.
14	Free Roads
15	Leave as many trees as possible.
16	No eye sore elevated roads. I like pedestrian and bike access around Oak Hill. Surface grade roads are a big plus and add a homey feel.
17	Oak Hill still feels like a rural area (compared to Austin - MoPac corridor esp) due to green space, existing trees, and sale of transportation facilities. It's important to retain that feel and avoid "industrial" scale roadways.
18	Saving the multiple >200 year old trees and the creek
19	Historic building/Austin Pizza Garden
20	Sidewalks/some way to get across 290 if you're walking. Right now there is no SAFE way to get across 290 - particularly between William Cannon and 1826.
21	The natural environment and the quiet residential neighborhoods. Williamson Creek must be disturbed as little as possible. Noise and light should be minimized. We like our dark skies!
22	There's not much existing that's appealing as it used to be so I can't really say green space is important anymore, but keeping it looking like "southwest Austin" is important.
23	Making it aesthetically pleasing, convenient, maintain a natural look and feel.
24	The feeling of the beginning of the Hill Country.
25	minimal road noise from 290.

## Q9. How can we best implement the CSS process in Oak Hill Parkway area?

1	Listen to the people, and don't try to cram an unwanted design upon us.
2	1) Williamson Creek has drainage issues that need to be addressed with cleaning/dredging old debris and concrete. 2) It is perfectly fine to consider a combination of terrascaping and transportation needs.
3	Neighborhood input and options. Use OHAN for communication.
4	Please meet standards with the dark skies initiative.
5	Through OHAN. We are an organization of 33 neighborhoods.
6	Integrate CSS with trails groups.
7	Further study needs to be made concerning the shopping area with the HEB to make it safe for shoppers in cars and on bikes as well as pedestrians (which should increase with the trails and paths). Even if HEB moves the other stores are well utilized and traffic is HEAVY. Concept A does not take into account the part of our community behind Patton.
8	Either open house or group of interested citizens
9	Please move forward with either option A or option C! DISCARD option F completely!
10	D/K
11	Hold meeting in Oak Hill
12	1) Tree preservation and mitigation 2) Open/wild space preservation (shared use path is great but retain undeveloped nature of creek corridor) 3) Sound/light mitigation for new facilities esp if elevated
13	Plan A looks good with fewer bridges and smaller frontage road crosses the creek.
14	NOTE AT BOTTOM OF PAGE: Sure would like to see better traffic light timing from Convict Hill to Circle Drive. There are several lights in that section of 290 and there are times when one gets every red light - even when, for example, ACC is not in session (i.e. Sunday AM).
15	Meet with neighborhoods and local groups and environmental groups to ensure that the creek and aquifer are as little disturbed as possible. Design the project to minimize noise and light. Make sure the designs under consideration take the neighborhood's goal into account. Read the Oak Hill neighborhood plan and make sure that the highway is consistent with the goals in that document.
16	Landscape treatments, bike facilities, walking trails (maybe).
17	Above.
18	Listen! We want the Parkway (F).
19	1) A major highway, by its very nature, divides a community. To offset this problem the new design needs to insure that side roads and pedestrian walkways are provided for, and that look and feel good to those of us using them. 2) Whichever option is built, space should be allowed for a future rapid rail service.
20	Include noise barriers of some sort for Granada Hills since the proposed highway will be moved to the south and will most likely have higher speed limits thus more noise.