

Open House Summary
Comment and Response Report
for the MoPac Intersections Environmental Study
Open House held on October 24, 2013

MoPac Intersections
at Slaughter Lane
and at La Crosse Avenue

Prepared for
Federal Highway Administration and
Texas Department of Transportation
FINAL – November 7, 2014



OPEN HOUSE SUMMARY

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Open House Summary

The Central Texas Regional Mobility Authority (Mobility Authority), in conjunction with the Texas Department of Transportation (TxDOT), held an open house event on Thursday, October 24, 2013, at Parkside Village, 5701 Slaughter Lane, Austin, TX 78749. The purpose of the event was to introduce the MoPac Intersections Environmental Study, the proposed intersection improvements, and to gather public input. Displays of the project location and preliminary options were available for review from 10:00 AM to 7:00 PM. The open house was held near the two intersections being studied. A Virtual Open House was held at www.MoPacSouth.com from October 25 through November 4, 2013 for those who were unable to attend the open house and wanted to review the materials.

Study Summary

The MoPac Expressway intersections at Slaughter Lane and La Crosse Avenue in southwest Austin were originally constructed in 1992 and have grown increasingly congested over the years. Traffic congestion at these intersections has created operational problems, causing travel delays and adversely affecting access, safety and mobility.

The Mobility Authority and TxDOT are working with local partners to study possible mobility and safety improvements on the MoPac Expressway at the intersections of Slaughter Lane and La Crosse Avenue. Proposed improvements could include extending the MoPac mainlanes through those intersections by using an overpass, underpass, or other intersection concepts.

Notices and Public Outreach

LEGAL NOTICES

Legal notices for the open house were published in the *Austin American-Statesman*, the primary newspaper in the region with a Sunday circulation of 155,682, on Sunday, September 22, 2013, and Sunday, October 13, 2013.

Copies of the legal notices are provided in **Attachment A**.

POSTCARD INVITATION

A postcard invitation was mailed to 15,694 addresses in 20 post office carrier routes in Southwest Austin on Wednesday, October 2, 2013.

E-BLAST

The study team distributed an e-blast on October 10, 2013 to 512 stakeholders in the MoPac Intersections/MoPac South corridor to invite them to the open house.

ELECTRONIC NEWSLETTER

An electronic newsletter was distributed to 619 people and organizations on October 31, 2013 during the official comment period encouraging them to join the study process by participating in the virtual open house. This newsletter was distributed to businesses, neighborhood associations, home owners' associations, individuals and community groups who had attended meetings, submitted business cards or requested verbally or online to receive the information.

Copies of the postcard invitation, e-blast, and e-newsletter are available in **Attachment B**.

ADDITIONAL NOTIFICATION/OUTREACH EFFORTS

- A media alert providing information about the open house was distributed to media outlets. The notice of the meeting was published in a variety of media calendars in the weeks leading up to the event. KVUE.com, *Austin American-Statesman*/360.com, and impactnews.com are some of those who published event information.
- A notice was also sent to 30 stakeholder groups. The notice of the meeting was published in a variety of business and neighborhood community calendars and online in the weeks leading up to the event. BikeAustin, Austin Chamber of Commerce, Circle C HOA, Shady Hollow HOA, South Mopac Neighbors' Alliance, eventbrite.com, James Bowie High School, and the Barton Springs Edwards Aquifer Conservation District are some of those groups who published event information.
- The Mobility Authority sent out 98 letters to elected officials in a five-county region to inform them about the initiation of the MoPac Intersections Environmental Study, the proposed intersection improvements, and the October 24, 2013 open house. (NOTE: The letter also included information about another MoPac South Environmental Study and the November 7, 2013 open house for that project.)
- The study team initiated discussions with 64 key stakeholders representing 18 organizations beginning August 15, 2013 and ending October 17, 2013, to obtain input and get the word out about the open house. Below is a list of stakeholder meetings:
 1. Barton Creek Square Mall on August 15, 2013
 2. Bike Austin on August 16, 2013
 3. Downtown Austin Alliance on August 19, 2013
 4. Hill Country Conservancy on August 23, 2013
 5. The Trail Foundation on September 6, 2013
 6. Shady Hollow on September 9, 2013
 7. Circle C HOA on September 10, 2013

8. Intel on September 11, 2013
 9. Oak Hill Association of Neighborhoods on September 11, 2013
 10. West Austin Neighborhood Group on September 19, 2013
 11. Old West Austin Neighborhood Association on September 20, 2013
 12. Capital Metro on September 19, 2013
 13. Save Barton Creek Association on September 23, 2013
 14. Greater Austin Chamber of Commerce on September 27, 2013
 15. Austin Area Research Organization on September 30, 2013
 16. LBJ Wildflower Center on October 14, 2013
 17. South Central Coalition of Neighborhood Associations on October 15, 2013
 18. Barton Springs/Edwards Aquifer Conservation District on October 17, 2013
- The study team attended three community meetings to distribute the invitation and information: October 8, 2013 for the SH 45SW Open House, October 18, 2013 for the Circle C HOA Food Trailer Night and October 22, 2013 for the Oak Hill Parkway Open House.

Examples of the additional notification and outreach can be found in **Attachment C**.

Open House Information

OPEN HOUSE DATE, LOCATION, AND FORMAT

The Mobility Authority and TxDOT held the open house on Thursday, October 24, 2013 in Parkside Village, 5701 Slaughter Lane, Austin, TX 78749. It was held outdoors in front of a commercial property between BurgerFi restaurant and Matthew Horne Dentistry. This “Meet and Greet” style event was designed to be a casual, come-and-go format in an accessible, location for the community. Hours were 10:00 AM to 7:00 PM.

A parking lot welcome tent hosted registration activities. Study team members served as guides to walk with neighbors to an open sidewalk area behind the tent where they could view study information and participate in interactive displays. Sticky notes and green dots were utilized as one of the methods to obtain feedback from attendees, who could post them directly onto the exhibits. A court reporter transcribed comments as well. Attendees were encouraged to fill out comment forms and leave them in one of two boxes, one stationed in the exhibit area and the other in the registration tent. In addition, they were encouraged to fill out community surveys and post them at the event for others to read. Study team members were available to provide information and assistance and answer questions.

Five informational and interactive exhibits were posted on the windows of the storefront to make it easy for people to walk back and forth to explore the exhibits.

The exhibits included:

- Welcome
- What is the Problem?
- Constraints Map
- What Options Best Meet Your Needs?
- How to Submit Comments

Copies of the information and display boards can be found in **Attachment D**.

REGISTRATION AND HANDOUTS

Attendees were asked to sign in and were provided these handouts:

- Fact Sheet - MoPac Intersections Environmental Study
- Comment Form
- Community Survey Form
- Sign Up for Updates Form

Two handouts were provided that related to an adjacent project called the MoPac South Environmental Study, which is considering improvements on MoPac South from Cesar Chavez Street to Slaughter Lane:

- Fact Sheet - MoPac South Environmental Study
- Postcard – Invitation to November 7, 2013 MoPac South Environmental Study Open House

Handout materials are included in **Attachment E**.

Photos of the open house are available in **Attachment F**.

ATTENDANCE

One-hundred and fifty-seven people registered for the event. Registration forms are included in **Attachment G**.

VIRTUAL OPEN HOUSE

The Mobility Authority published a Virtual Open House at www.MoPacSouth.com for those who were unable to attend the open house and wanted to review the materials. The Virtual Open House was displayed from October 25 through November 4, 2013. The results included approximately 430 unique webpage views during this period.

COMMUNITY SURVEY

One hundred and two people filled out community surveys. Eighty-three were completed at the open house, and nineteen were submitted on-line. Community survey forms and results from the on-line survey are included in **Attachment H**.

PUBLIC COMMENTS

The public comment period occurred from September 22 through November 4, 2013. During this time, comments could be submitted by mail, online at

www.MoPacSouth.com, by email or by fax. Attendees at the open house were invited to leave their completed comment forms in boxes provided at the meeting and/or verbalize their comments to a court reporter. The deadline to receive comments was Monday, November 4, 2013, at midnight.

One hundred and twenty seven people provided comments either at the event by filling out comment forms (73), online via web mail (45) or to a court reporter (9).

MAJOR THEMES

Build Alternative

A majority of the respondents stated that they wanted something built now. The No-Build Alternative is not acceptable. A desire was expressed to expedite the study, design and construction of overpasses or underpasses at Slaughter Lane and La Crosse Avenue (most favored underpasses to minimize noise and visual impacts, particularly at La Crosse Avenue because of the LBJ Wildflower Center).

Some of the respondents wanted the least disruptive, most cost effective solution that is environmentally sound to be selected.

Another desire was to finish the Slaughter Lane/La Crosse Avenue intersection construction before SH 45 SW is built.

No-Build Alternative

Approximately 10 to 12 percent of respondents favored the No-Build Alternative due to concerns about visual and noise impacts, environmental impacts and a perceived connection to SH 45 SW.

Bicycle/Pedestrian

A considerable amount of respondents also raised concern for bicycle and pedestrian safety. Most suggested to separate bicyclists and pedestrians from heavy traffic and provide connectivity east and west near the Veloway.

Interim Improvement (completed while environmental study is underway)

Several respondents provided suggestions of improvements to be made while the study is underway such as: lengthening the green light for northbound MoPac traffic at Slaughter Lane (currently only 2 to 3 cars can get through each green light); dedicating a left turn lane on southbound MoPac at La Crosse Avenue; extending a right turn lane on northbound MoPac at Slaughter Lane; extending/dedicating left turn lanes on southbound MoPac at Slaughter Lane to improve traffic flow and reduce collisions.

Comments are available as **Attachment I**.

Court Reporter Comment Transcript is in **Attachment J**.

Comment and Response Report

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
1	Aitchison	Beuce	Oct. 24, 2013	Comment Form	I prefer MoPac underpasses at all intersection changes. The last thing we need are elevated flyovers to ruin the views (modest views) that we presently enjoy. Thanks for asking for my comment	Support for underpasses. Concerns about changes to current view.	Comment noted. This study will include a collaborative approach called context sensitive solutions to develop transportation facilities that fit within its surroundings.
2	Altal	Saad	Oct. 31, 2013	Web Mail	Questions 1-What measures are being taken to make sure that car traffic coming from Intersection of RR 1826 and SH 45 and heading North on MoPac is not hindered by traffic coming from RR 1626 and heading North also on MoPac? 2-From the perspective of a car driver heading south on MoPac going to the intersection of 1826 and SH45 and hindered by a. Slaughter/MoPac intersection b. Drivers South on MoPac but taking 1626 to go to Manchaca/Buda/Kyle 3- Are you considering elevated structures? it help with environment... examples a. 1626/SH45 joint can be elevated in both directions...or even better see below b. MoPac create an overpass over Slaughter to bypass it and that overpass continue (elevated) to RR 1626 Thank you	Concerned about effects from traffic coming from RR 1826, RR 1626 and SH 45SW. Support for overpass at Slaughter Lane.	Comment noted. 1.) and 2.) See SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team. 3.) In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
3	Archer	Aaron	Oct. 28, 2013	Web Mail	I just attended the open house held on Thursday, October 24. I am submitting comments from that meeting electronically rather than hard copy. Having reviewed the options, I am in favor of MoPac being constructed as an overpass at the two subject intersections. I believe this configuration is especially important for the La Crosse intersection to maintain connectivity in the Circle C neighborhood. Allowing the residents and elementary students from the east side of MoPac to the west side of the Circle C neighborhood to via underpass rather than on a bridge will make this more manageable. Obviously, aesthetics, light pollution, and noise impacts are also high on the list of important design elements for this intersection, both during construction and for the completed project. Any design should include appropriate landscaping and minimize night time lighting to the extent practical. Lastly, I believe the team could make significant, low cost improvements to these intersections today to make the safer and easier to navigate until this project is completed. I have submitted some of the suggestions in a prior message. Specifically, a dedicated left turn lane on southbound MoPac at La Crosse, an extended right turn lane on northbound MoPac at Slaughter, and extended/dedicated left turn lanes on southbound MoPac at Slaughter would improve traffic and reduce the risk of collision. These improvements could be made now. Please also review the design of the William Cannon intersection that was completed years ago when designing this project. Traffic backs up on the exit ramp to MoPac during periods of high traffic. Please do not recreate this intersection at Slaughter. Provide an exit ramp of appropriate length to accommodate the queue and keep traffic flowing on MoPac. As you probably already know from traffic counts, a majority of traffic is turning left on Slaughter from southbound MoPac at this intersection.	Support for overpasses. Support for interim improvements such as dedicated left-turn lanes and extending right-turn lanes. Concerns about lighting, noise, and aesthetics.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. All highway illumination will be designed to conform with the latest edition of the TxDOT <i>Highway Illumination Manual</i> . Analyses will be conducted to determine the warrant and extent of continuous illumination and safety lighting along ramps and at intersections. The decision-making procedures that govern highway illumination in Texas do contain provisions for addressing sky glow and light trespass issues, including consideration for alternative luminaires (e.g. LED) and glare shields. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study.
4	Baker	John K.	Oct. 24, 2013	Comment Form	If it rains 10" in 5 hours, it is likely to flood even a well-drained underpass. I strongly favor overpass for both streets. Even well designed drains will plug often.	Support for overpasses. Concerns about drainage.	Comment noted. A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
5	Barden	Eric	Oct. 24, 2013	Comment Form	Stoplights at Slaughter And N. MoPac only stays green for a few seconds Fast growth requires a coordinated response, especially with new development on 45 & imminent construction of SW SH45 Right turn lane is too short at Slaughter	Need to improve traffic signal timing and lengthen turn lanes. Need coordinated response taking into account SH 45SW.	Comment noted. See SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.
6	Barnes	Bill	Oct. 25, 2013	Web Mail	The current design of the intersections at Slaughter & MoPac and La Crosse & MoPac create significant traffic congestion do to poor traffic management. Traffic lights which control traffic on MoPac in the direction of heavy traffic during high commute periods are often very short duration and therefore do not relieve the backed up traffic. Recommendation is to eliminate the lights altogether and update the intersections to function similar to William Cannon & MoPac. Additional ideas for relieving congestion on South MoPac from Circle C to downtown Austin include light-rail service or "downtown direct" bus service with a suburban commuter station at the loading/unloading terminal (non-downtown).	Support for overpasses and transit.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit www.projectconnect.com/ for more information.
7	Bastian	Theresa	Oct. 24, 2013	Web Mail	I do not want any construction to increase the capacity of south MoPac! I oppose the building of SH 45SW as well!	Support for No-Build Alternative. Opposition to SH 45SW.	Comment noted. See SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
8	Baze	Jason	Oct. 24, 2013	Comment Form	Place cycle and pedestrian lanes a buffered distance from traffic. Safer for cyclist. Make bike lanes out of sidewalk type wearing surface. Asphalt is much more costly than side walk in cost savings will be realize.	Support for bike and pedestrian paths – separate from roadway.	Comment noted. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.
9	Beckley	Donna	Oct. 24, 2013	Web Mail	I'm aware there was a meet and greet today about the MoPac South intersection "improvements". While I wasn't able to attend, I'm told there was a vote being taken for options of an overpass, an underpass, and no construction. I would like officially log my vote as NO CONSTRUCTION. Please TxDOT leave southwest Austin alone!	Support No-Build Alternative. Request to log vote.	Comment noted. Participants at the meet and greet were invited to offer comments and provide opinions about the nature of the transportation problem and possible solutions. No vote was taken.
10	Bloor	Daniel	Oct. 25, 2013	Web Mail	Tunnel under both Slaughter and La Crosse. Anything else would be a waste of resources. They tunneled under Boston harbor while I lived there. We should be able to tunnel under these two intersections! I cannot believe the estimated 2-3 year study time period. Get to work and get this project done.	Support for tunnel.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
11	Bosada	Davis	Oct. 24, 2013	Comment Form	No! No! But as I see, information looks a little manipulated giving options to do first and not do last. Impact on the area, environmental, economic. MoPac N to S starting on Davis a dedicated lane to Slaughter, U turn on MoPac.	Concerns about impacts to the environment and economy. Support for U-turn at Slaughter Lane.	Comment noted. Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study.
12	Brawn	B.	Oct. 25, 2013	Web Mail	Putting overpasses/underpasses on MoPac at Slaughter and La Crosse will negatively impact the local community and property values. Please help keep MoPac local and reject the proposal for overpasses/underpasses.	Support No-Build Alternative. Concern about property values.	Comment noted. The potential for direct, indirect and/or cumulative adverse community impacts will be evaluated with all alternatives being considered.
13	Brelsford	Kevin	Oct. 24, 2013	Comment Form	As an immediate help, please extend the turning lane on MoPac headed south that allows right turn from southbound MoPac onto Slaughter heading west. It would beneficial to extend that 3 rd lane/ turning lane to Davis Lane	Support for the extension of turn lanes at Slaughter Lane and Davis Lane.	Comment noted. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.
14	Brotherton	James	Oct. 24, 2013	Comment Form	Prefer the option of MoPac under La Crosse as I would rather look at road surface than see underpass from our subdivision. There would be less noise and overall traffic noise with this option. Easier in and out for us to get to community pool.	Support for underpasses. Concerns about noise.	Comment noted. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.
15	Brotherton	Nancy	Oct. 24, 2013	Comment Form	I think the MoPac under La Crosse and Slaughter would be the best plan. The view in the wildflower park would be more attractive. The access in and out would be less cumbersome.	Support for underpasses. Concerns view from LBJ Wildflower Center.	Comment noted.
16	Bunch	Bill	Oct. 24, 2013	Comment Form	"No build" is bogus. There are several small scale improvements that could be implemented to improve traffic flow. These should be considered as the best, more affordable and solvent option	No-Build Alternative is bogus. Support for smaller scale improvements.	Comment noted. The No-Build Alternative assumes the proposed MoPac Intersections project would not be built but does include all other transportation improvements in the Capital Area Metropolitan Planning Organization's 2035 Long Range Transportation Plan. The No-Build Alternative is considered the baseline for comparison to other alternatives. Multiple options are being evaluated, including no-build, intersection improvements and grade separations.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
17	Bunch	Bill	Nov. 4, 2013	Web Mail	<p>Please accept these comments on the MoPac South Intersections environmental study, as part of the "open house" comment period, and submitted on behalf of the Save Our Springs Alliance.</p> <p>First, it was our understanding that the point of the exercise, in significant part, was to gain public input on a draft purpose and need statement. However, such a statement, if it exists, was not displayed at the meeting nor is it found on the MoPac Intersections environmental study website. If it is on there somewhere, it is well hidden and cannot be readily found. I spent considerable time looking and could not find it posted online anywhere. Please provide a copy, together with any other key initial study documents, at your earliest convenience. We would like to comment on the purpose and need statement, if one exists.</p> <p>The display graphics on the website either never download or take forever to download. I tried it on several computers and had the same problems. These files are not that complicated and could easily be sized for quick loading as image files, without all the underlying data files. Please make the websites functional -- the same applies to the 45SW and MoPac South website files from the meet and greet meetings. If it's not a file size issue, then it is some other glitch that should be fixed. It is not enough to pretend that these are posted for public access and viewing.</p> <p>Based on my in person view of the graphics at the meeting, the options proposed for both Slaughter Lane and La Crosse are misleading. They are posed as building bridges rather than fully described as adding main lanes to the existing MoPac. They should be accurately described as not just adding cross over grade separations but also adding mainlanes to convert the existing roadway into a freeway configuration with additional north/south MoPac lanes.</p> <p>The proposed options presented on the boards at the meeting also present false and unreasonably constrained options. For both intersections, the three options are (a) put east/west over north/south, (b) put north/south over east/west, or (c) do nothing. The intersections can easily be improved without building bridges and main lanes and converting MoPac South to a freeway in the process. These small scale improvements should be examined first, and implemented in lieu of the proposed bridges and mainlanes option. Such improvements could be modified roundabouts or other intersection improvements that would provide substantial improvements to the intersection operations without converting the road to a full freeway readily converted to a partially tolled interstate and interregional connector highway.</p>	<p>Could not find purpose and need statement at meeting or on website.</p> <p>Experienced problems downloading graphic on website.</p> <p>Options are unreasonably constrained.</p> <p>Support for smaller scale improvements.</p>	<p>Comment noted.</p> <p>One of the interactive exhibits displayed at this event was labeled "What is the problem?". It defined our current understanding of the problems at these intersections. The purpose behind this exhibit was to gain public input on the need for improvements by defining the problem. The information gained from this exhibit, comments and surveys will inform the development of the purpose and need statement. There will be opportunity for comment on the purpose and need at a future public meeting. The exhibits displayed at this meeting are included in Attachment B.</p> <p>The documents posted on the website were reviewed to ensure that they could be easily downloaded with a variety of internet speeds. No other feedback was received that the files could not be downloaded and over 500 people viewed the Virtual Open House webpage. Google analytics from the webpage are available in Attachment C.</p> <p>This study is at a preliminary stage and one of the purposes behind this open house was to gather public feedback early in the process. The input received at this meeting will be used to refine the options. This input will also help us describe the options in a way that is readily understood by the community. Several options for both intersections are being studied to provide operational improvements in addition to the grade separation.</p> <p>The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
17, cont.	Bunch	Bill	Nov. 4, 2013	Web Mail	<p>The project is not appropriate for a Categorical Exclusion, given the environmentally sensitive context, the scale of the construction required, the potential impacts on neighbors, the Wildflower Center, City of Austin public parks and preserve lands, Barton Springs, the Edwards Aquifer, and endangered Barton Springs and Austin blind salamanders. The CE is also not appropriate given that it is not a separate, stand-alone project.</p> <p>It is also misleading and unsound to separate this project out and pretend that it is a freestanding project and not part of the RMA's larger plan to build a tolled loop connecting South MoPac to Interstate 35. The proposed "intersections" are part and parcel to the connected MoPac South and 45SW "projects," as well as with the second phase of 45SW connecting from 1626 to I-35. Certainly the RMA's "toll and revenue studies" will show that the projects are financially and functionally integrated and should thus be analyzed together.</p> <p>Cooperating the Wildflower Center leadership as a "partner" paid to consult on the project does not reduce the impact on the Center, its gardens, and its hundreds of thousands of annual visitors. The arrangement only adds further questions about the reliability of the studies now underway. The elevated overpasses, combined with the much higher travel speeds, will significantly increase noise, air and light pollution to the Wildflower Center, adjacent homes, adjacent businesses, and adjacent park and preserve lands.</p> <p>Please confirm by return email that these comments were received.</p>	<p>Project is not appropriate for a Categorical Exclusion.</p> <p>Improvements to MoPac Intersections is not a separate project, it should be analyzed together with MoPac South and SH 45SW.</p> <p>Concerns about the LBJ Wildflower Center's involvement in the project.</p>	<p>The Mobility Authority, TxDOT and FHWA have agreed that this project meets the definition of an environmental assessment.</p> <p>The MoPac Intersections project has independent utility. Improvements to the Slaughter Lane and La Crosse Avenue intersections would have operational utility without having to make any other improvements to existing MoPac South or SH 45SW, and would function without the construction of SH 45SW to the east.</p> <p>SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.</p> <p>Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.</p> <p>The Ecosystem Design Group, which is part of the LBJ Wildflower Center, is helping evaluate the current level of ecosystem function along the MoPac corridor and making recommendations on areas in which to preserve, restore or enhance ecosystem function. They will also suggest appropriate, plant based, storm water management strategies to enhance hydrologic function.</p> <p>The LBJ Wildflower Center is engaged in the project as a stakeholder. An early stakeholder meeting occurred on October 14, 2013.</p> <p>Email confirmation was sent on November 4, 2013 from Melissa Hurst. See Attachment I.</p>
18	Chapman	Aleksiina	Oct. 24, 2013	Comment Form	<p>A Shared-use path, regardless of the build option would greatly improve conditions for cyclists and pedestrians. Grade separations and physical separation from vehicular traffic could make this into an attractive area to bike and walk.</p>	<p>Support for a physically separated shared-use path.</p>	<p>Comment noted.</p> <p>Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
19	Clary	Karen H.	Oct. 24, 2013	Comment Form	<p>Concerns:</p> <p>1) Potential for increased traffic noise to adversely affect visitors to the Wildflower Center, which would reduce visitor ship in the future. We rely on admission fees to support the operation of the center – so a drop in visitor ship could potential adversely affect the center.</p> <p>2) We have a concern that a new intersection, depending on how it is designed, could adversely affect public access to the center. We would like to work with you to insure a positive outcome on this issue.</p> <p>3) Lighting. We would like to see roadway lighting that <u>does not</u> increase light pollution in the vicinity of the W.F.C. We would like to see designs that actually reduce the current light pollution over MoPac OVERALL, including from headlights on vehicles.</p> <p>4) Invasive species – we have concerns about the spread of invasive species from the highway right of way to the wildflower center. We would like to work with you on best management practices to resolve this issue.</p> <p>5) Public access during construction phase – we are concerned that construction may block public access to the W.F.C. We would like to work with you to insure that public access is not affected.</p>	Concern about traffic noise, reduced public access (during and after construction), light pollution, and possible invasive species at the Wildflower Center.	<p>Comment noted.</p> <ol style="list-style-type: none"> 1) A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study. 2) In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. 3) All highway illumination will be designed to conform with the latest edition of the TxDOT <i>Highway Illumination Manual</i>. Analyses will be conducted to determine the warrant and extent of continuous illumination and safety lighting along ramps and at intersections. The decision-making procedures that govern highway illumination in Texas do contain provisions for addressing sky glow and light trespass issues, including consideration for alternative luminaires (e.g. LED) and glare shields. 4) Seeding and replanting will be completed in accordance with Executive Order 13112 on Invasive Species (www.invasivespeciesinfo.gov/laws/execorder.shtml). We will work with Wildflower Center on best management practices. 5) Traffic control during project construction would be in accordance with the <i>Texas Manual on Uniform Traffic Control Devices</i>.
20	Clary	Karen H.	Oct. 24, 2013	Comment Form	<p>We (the Lady Bird Johnson Wildflower Center) have concerns about the following:</p> <p>1 – increased roadway noise from traffic – affecting</p> <p>2 – effect of a new intersection negatively affecting access to the W.F.C.</p>	Concern about traffic noise and reduced public access to the Wildflower Center.	<p>Comment noted.</p> <ol style="list-style-type: none"> 1) A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study. 2) In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. An underpass at La Crosse Avenue and MoPac Expressway would improve access to the Wildflower Center by removing the through traffic from the intersection. Turning movements would also be improved in all directions with through traffic not having to pass through a signalized intersection.
21	Cohen	Jeff	Oct. 25, 2013	Web Mail	<p>The intersections at MoPac and slaughter and MoPac/La Crosse need either an underpass or an overpass. The simple fact is this area is growing rapidly. Given how car centric our culture is traffic needs must be met. Whether the answer is an underpass or an overpass, I don't know but whichever is in the opinion of professional engineers the best and most cost effective option is the one that should be chose. given how much protection the aquifer receives already I do nothing an underpass/overpass would have much of a long term effect</p>	Support for most cost-effective option.	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p>

Table 1. Public Comment and Response Summary

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22	Cohen	Tara	Oct. 24, 2013	Comment Form	An underpass seems to have the least environmental impact as I can tell. Had a study been done regarding impact on the aquifer with an underpass at Slaughter and La Crosse? In the end whichever option (under or overpass) has the least environmental impact to the surrounding areas should be implemented. No action is NOT an option. Thank you.	Support for option with the least environmental impact.	Comment noted. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study.
23	Cortez	Tiffany	Oct. 24, 2013	Comment Form	I drive this intersections every day to get to work. I'm looking forward to any improvement done to MoPac. Whether it be under or over MoPac is not important to me, but including bike lane would be a big safety plus.	Support for a bike lane.	Comment noted. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.
24	Criswell	Barret	Oct. 24, 2013	Comment Form	Thank you for your information and opportunity to respond. Any info on IH45 extension & how this would affect MoPac @ Slaughter & La Crosse Ave.	Interest in effect SH 45SW would have on MoPac Intersections.	Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
25	Dally	Senovia	Oct. 24, 2013	Comment Form	I believe the overpass over Slaughter is the best solution & probably more cost effective. Underground poses flooding problems, getting too close to pipe lines & possible caves/ creeks. We can use current road as ramps to get off in our neighborhood too. In regards to La Crosse I would think the overpass could go over La Crosse, wish it would go pass Escarpment but I'm sure this will be your next project	Support for overpasses. Concerns about drainage, streams, karst features, and underground utilities related to underpasses.	Comment Noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option. An assessment of potential impacts to karst features (caves) and streams is included in this study. Improvements will be designed to avoid or mitigate any potential conflicts with existing utilities, including underground pipelines.
26	David	Cindy	Oct. 24, 2013	Court Reporter/ Verbal Comments	Okay. We live in an area that's affected by the noise from MoPac and Slaughter, Slaughter in the morning, MoPac in the evening, and we would like to have an option that would reduce the sound, preferably the underpass at both locations if possible. We do want to make sure that Slaughter Creek isn't affected by its capacity to carry water away from the neighborhood in either of the options, and we would like it to be as pretty as possible. That's it.	Support for underpasses. Concerns about traffic noise, drainage and aesthetics.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study. A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
27	Davis	Dave	Oct. 25, 2013	Web Mail	If it is necessary to construct overpasses at the intersections of MOPAC/Slaughter & MOPAC/Lam Crosse please have the overpasses cross over Slaughter & La Crosse. Exiting Circle C onto an overpass would be detrimental to the residents of the sub-division. Additionally it would seem that less area would be required for construction of overpasses on MOPAC. thank you	Support for overpasses.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
28	Davis	Eric	Oct. 24, 2013	Comment Form	Issue is volume. No build will not stop development (continued) and the volume/time/traffic issue. Whether under or over, one must be done to address the long term. But, with this, 45 must be considered, or a solution for MoPac South turning left onto Slaughter as an alternative, would be much preferred underpass at both intersections and completion of 45. I think Circle C and Shady Hollow impacts would be improved...	Support for underpasses and SH 45SW.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
29	Davis	Stephen	Oct. 25, 2013	Web Mail	I STRONGLY prefer MoPac underpasses at both intersections; MoPac crossing beneath Slaughter and beneath La Crosse. Thank you	Support for underpasses.	Comment noted.
30	Derrick	Ann	Oct. 24, 2013	Comment Form	UNDERPASS BETTER – -topography will suited to it - less environmentally intrusive -quieter than an overpass -less intrusive visually than an overpass	Support for underpasses.	Comment noted.
31	Derrick	John	Oct. 24, 2013	Comment Form	1) Choosing the underpass situation will have the additional feature of being quieter. And keeping the unseen impacts to all minimum 2) These improvements are much needed BUT it makes no sense if MoPac from Slaughter to the lake aren't improved to handle the extra traffic The same goes for the TX-45 extension to Buda	Support for underpasses. Improvements are also needed to MoPac South and SH 45SW.	Comment noted. 1) See In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. R2b. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study. 2) Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.
32	Dougherty	Cathy	Oct. 24, 2013	Comment Form	Those overpasses are a great idea and can't come soon enough. Having teenagers that are driving I really don't want them on MoPac x-ing La Crosse, it's a dangerous intersection I know of one death and it have been in accident there as well. The person ran the red light on MoPac. Also not having a turn lane on Northbound MoPac @ Slaughter is ridiculous. People jump upon shoulder in morning to turn and go towards Bowie. Also don't forget U-turn lanes! Thank you.	Support for overpasses and U-turns.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
33	Draina	J.	Oct. 24, 2013	Comment Form	Lane for off ramps maybe 2. Either over or underpass whichever is more economical and environmentally beneficial to the community.	Support for most cost-effective and most environmentally beneficial option.	Comment noted.

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34	Ehrler	Tim	Oct. 26, 2013	Web Mail	MoPac should run UNDER Slaughter & La Crosse originally designed & structured/built for these options, least disruptive, most cost-effective, scalable for increased MoPac capacity (++)lanes), most effective traffic throughput	Support for underpasses.	Comment noted.
35	Eklund	Julie	Oct. 24, 2013	Comment Form	Slaughter is a very different situation than La Crosse. La Crosse not a bad intersection. Longer shoulder/lanes headed turning right onto Slaughter from MoPac North. Slaughter intersection very congested. Houses near La Crosse will be affected much more by overpass than underpass as will beauty of area.	Underpasses will cause fewer impacts at La Crosse Avenue. La Crosse Avenue intersection is not as congested as the intersection at Slaughter Lane.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. This environmental study is planning for long-term needs. The need for improvements at La Crosse Avenue will consider future traffic levels and operational requirements.
36	Esparza	Manuel	Nov. 3, 2013	Web Mail	I support the option of MoPac going under Slaughter and La Crosse first. As a secondary I would support them going over both streets. I believe that going under is a safer option, especially during icy times where the speed would be much less on an overpass with cross street traffic instead of the MoPac direct traffic. I do not support the "Do Nothing" option as this is a large problem that affects quality of life and productivity.	Support for underpasses.	Comment noted.
37	Espavza	Laura	Oct. 24, 2013	Comment Form	-All turn lanes need to be longer -create a safe way for bikes to cross MoPac on the way to the Veloway -add another lane to South MoPac -should not allow bikes on MoPac to 45	Support for longer turn lanes, an additional lane on MoPac South and a safe way for bikes to access the Veloway. No bikes on MoPac.	Comment noted. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.
38	Fellinger	Linda	Oct. 25, 2013	Web Mail	I think that MoPac should go over the Slaughter Lane intersection and under the La Crosse Avenue intersection.	Support for overpass at Slaughter Lane and underpass at La Crosse Avenue.	Comment noted.
39	Goodwin	Vikki	Oct. 24, 2013	Comment Form	I think road engineers need to determine whether Slaughter/MoPac is an overpass vs. underpass, but either way it needs to be done. "No Build" is not an option in this area of rapid growth. The only place I'd ever ride a bike is far away from MoPac or any arterial. I am looking forward to the Violet Crown Trail for recreational purposes, but we need roads for business/ commuting purposes.	Support for intersection improvements (overpasses or underpasses). Looking forward to the Violet Crown Trail.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.

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40	Groves	Eileen	Oct. 24, 2013	Comment Form	The total failure to appreciate the population and traffic from SW Austin using MoPac is governmentally negligent. MoPac should have been widened at least 5 years ago. The intersection of Slaughter and La Crosse when they were built should have been overpasses with U-turn lanes. Circle C has been building for over 15 years. Did you think no one would buy and live here and drive? Total failure of planning.	Support for overpasses with U-turns.	Comment noted.
41	Haney	Lisa	Oct. 25, 2013	Web Mail	The intersection at Slaughter and MOPAC is a nightmare. For a good portion of the day you will wait multiple cycles to get through, from all directions. Something needs to be done to fix the congestion issue. An underpass is the best option as it is the most appealing visually, but will allow for better flow on MOPAC and less cars waiting at the cross light. Additionally U-turn lanes heading north and south bound for the intersection and bike and pedestrian paths need to be added. For the intersection at La Crosse and MOPAC, an underpass would also be the best option. U-turn lanes and pedestrian/bike paths are also needed as there is significant bike/pedestrian traffic to the Veloway. The traffic/number of vehicles in this area increases every day, improvements to the highways need to be made to accommodate the increase in population quickly. Idling cars damage the environment and waste people's time. Drivers get frustrated and drive more aggressively creating even more driving dangers. Better traffic flow must be created and soon!!	Support for underpasses with U-turns and bike paths.	Comment noted. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
42	Haney	Wilson	Oct. 25, 2013	Web Mail	Please construct an underpass at Slaughter Ln and at La Crosse. Least add U-turns north and southbound. A bike path on lacrosse would be nice to route bicycle traffic safely to/from the Veloway.	Support for underpasses. Support for the addition of U-turn lanes and a bike path at La Crosse Avenue.	Comment noted. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
43	Harris	Phillip	Oct. 24, 2013	Comment Form	Creating an overpass on MoPac may have less impact (negative) on traffic during construction.	Support for overpasses. Concern about impacts to traffic during construction.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Traffic control during project construction would be in accordance with the <i>Texas Manual on Uniform Traffic Control Devices</i> .
44	Hatcher	Bill	Oct. 24, 2013	Comment Form	1) Please make MoPac quieter 2) Please help cyclist. MoPac south is a good place to ride and popular. Don't ruin it.	Concern about traffic noise. Support for access for bicyclists.	Comment noted. 1) A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study. 2) Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.

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45	Hempel-Medira	Deborah	Oct. 24, 2013	Comment Form	The area is growing and <u>NOT</u> doing anything will not stop area development. It historically hasn't & that will not change here or anywhere! Unless you make the area otherwise undesirable other than traffic, nothing will change. The "Y" will always be worse so that encourages southern development this direction. The best thing for everyone is to get the project done more quickly – even local residence benefit more by faster completion	Support for improvements in an expedited manner. Concern that congestion problems at the "Y" are pushing development toward MoPac Intersections.	Comment noted. Improvements to the "Y" or Oak Hill Parkway are being considered under a separate study, please visit www.oakhillparkway.com for more information. This comment has been shared with the Oak Hill Parkway Team.
46	Hernandez	Audrey	Oct. 24, 2013	Comment Form	There needs to be a separate area for the 3 types of travelers: North MoPac, South MoPac, and slaughter/residential. Fixing only these 2 intersections are only part of the problem. Consideration needs to be given to the other LARGE amount of traffic turning from East MoPac to Slaughter, in the Brodie and shady hollow areas. Expand 45 will help contribute to the problems immensely	Desire to separate local/residential traffic from through traffic. Expand SH 45SW.	Comment noted. The design of the improved intersection at Slaughter Lane will take into account the number of turning movements in all directions for both the morning and evening peak hours. The intersection will be designed to accommodate the projected traffic in 2035. R45 SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
47	Herzog	Greg	Oct. 24, 2013	Court Reporter/ Verbal Comments	I think it's important that we develop these two overpasses prior to the construction of 45 because it doesn't make any sense to have all the folks on the Brodie side come onto MoPac from the south if they can't get through lights at Slaughter and La Crosse.	Build SH 45SW before MoPac Intersections.	Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
48	Hoover	Susan B.	Oct. 24, 2013	Comment Form	Underpasses at these two intersections are what was originally planned. The noise of overpasses is not appropriate in this area. An overpass at Lacrosse would ruin the open vistas from the Wildflower Center.	Support for underpasses. Concern about traffic noise associated with overpasses.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.
49	Hughes	Kevin	Oct. 24, 2013	Web Mail	I am a 2.5 year resident of Circle C and am a strong opponent to the construction proposals in general. I have discussed with several neighbors and there is strong agreement that the disruptive effects of sound, environmental impact, and devaluation of property values is something we feel is inevitable with the proposed construction. It is for these and other reasons we oppose construction.	Support for No-Build Alternative. Concerns about traffic noise, environmental impacts and decreases in property values.	Comment noted. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study. The potential for direct, indirect and/or cumulative adverse community impacts will be evaluated with all alternatives being considered.

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50	Jellison	Jason	Oct. 24, 2013	Web Mail	Please finish the studies sooner than 2-3 years. Expanded lanes along MoPac are needed right away. With SW45 coming soon, the increased lanes on MoPac will be vital. Four to five 'free' lanes are needed in both directions with optional HOV and toll lanes available.	Support for adding lanes on MoPac South, especially due to SH 45SW.	<p>Comment noted.</p> <p>SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.</p> <p>Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.</p>
51	Johnson	Russell	Oct. 24, 2013	Court Reporter/ Verbal Comments	A big traffic circle, can't say it any better than that. -All of these -- all of these thoughts are just simple XY, you know, straight lines, a big traffic circle. They use them in Europe. It works every time, and they handle much bigger traffic loads than this. I lived there for four years. They would never put stoplights at an intersection like this.	Support for roundabouts.	<p>Comment noted.</p> <p>Several options for both intersections are being studied to provide operational improvements in addition to the grade separation.</p>
52	Jones	Cynthia	Oct. 24, 2013	Comment Form	I support underpasses at both intersections	Support for underpasses.	Comment noted.
53	Jones	Dave	Oct. 24, 2013	Comment Form	As someone that commutes through both intersections and lives in Circle C, I would like the 20 plus minutes back I spend waiting for this light. Please build both underpasses. Thanks!	Support for underpasses	Comment noted.
54	Juettner	Carie	Oct. 24, 2013	Comment Form	My biggest traffic concern at the moment is the lack of a left turn lane at La Crosse on southbound MoPac. The stretch of highway between Slaughter and La Crosse is 60(?) MPH. Cars pass Slaughter and those going straight get into left lane to speed up. Meanwhile, drivers who live in the Wildflower Park neighborhood of Circle C (and those going to the Veloway or Wildflower Center) have to slow down (a lot) to make a 90° left turn onto La Crosse. It has become a dangerous situation now that so much more traffic is suing that road. I think both plans to make MoPac go over/under La Crosse would strongly alleviate this problem, but I still think a left turn lane would be beneficial. And it needs to be a LONG lane/ Just a few yards will not fix the problem.	Support for underpasses and extended turn lanes at La Crosse Avenue.	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p> <p>The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.</p>
55	Katz	Erica	Oct. 25, 2013	Web Mail	I was unable to attend the Meet and Greet event yesterday. Although I understand the need for expanded capacity on South MoPac, I oppose the construction of overpasses at Slaughter and La Crosse. I would like to see thoughtfully designed underpasses that minimize the traffic noise and visual obstructions for the many residences near these intersections. I would also like to see safe pedestrian and bicycle routes incorporated into the new intersections. If underpasses are environmentally feasible, I see no reason to construct loud and unsightly overpasses in what is primarily a residential area. Thank you for your consideration.	<p>Support for underpasses.</p> <p>Support for safe bike/pedestrian access.</p> <p>Concerns about traffic noise and visual obstructions related to overpasses.</p>	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p> <p>Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p> <p>A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.</p>

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56	Klaes	Leo	Oct. 24, 2013	Comment Form	Please consider bicycle commuting from the east side of MoPac to the Veloway. The only safe routes require riding on the sidewalk and very indirect routes. I would like to see a paved bicycle path along the east side of MoPac between Slaughter and La Crosse. This would allow bicyclists a safe route from the east side. Also please ensure that the design incorporates safe, improved shoulders for bicyclists to use along all of MoPac	Support for safe bicycle access.	Comment noted. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.
57	Klaes	Leo	Oct. 24, 2013	Court Reporter/ Verbal Comments	I guess the first thing I want to say is that I am completely against toll roads in this area. If that's their only funding method or that becomes their only funding method, then I'm against doing any improvements through there. My preference is the alternatives with MoPac going underneath the cross streets. Just due to the terrain it looks like that would be the cheaper option and I think it would be more acceptable to the communities around. I'm a cyclist, and I'm very concerned about bicycle safety and mobility in that area. Right now crossing MoPac on Slaughter is very dangerous. There are no shoulders. Your only option is to ride on the sidewalk, and then crossing multiple lanes of MoPac is not safe even in the crosswalk areas. Because of that, I generally avoid riding through that area and take very indirect routes to try to get to The Veloway. I come from the east side of MoPac, and there's not a direct route there that's safe. There used to be an entrance behind Bowie High School to The Veloway, which allowed people on the east side to get to The Veloway, but they closed that, put a fence up. It would be nice if they'd reopen that. If that's not an option, the other potential solution that could be incorporated in this work is a bike path on the east side of MoPac that connects Slaughter to La Crosse. That would allow people coming from the east side on the sidewalk of Slaughter to get to The Veloway without going through the intersection at MoPac. I guess that's all I wanted to say.	Support for underpasses. Support for safe bicycle access. No toll roads.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail. Improvements to the MoPac intersections of Slaughter Lane and La Crosse Avenue are not anticipated to be tolled.
58	Klampfl	Werner	Oct. 10, 2013	Web Mail	As a resident of Shady Hollow for the past 16 years, I have seen countless "studies" that fail to recognize core issues or resolve any problems related to traffic in SW Austin. For years we have been battling over the need to implement the SW IH45 expansion to link IH45 at MoPac with 1626. The reason this is needed is to address the huge volume of traffic that uses Brodie Lane from 1626 to Slaughter Lane and along Slaughter Lane to MoPac. The traffic tie-ups at MoPac and Slaughter are caused by the high volume of Hays County residents needing to turn east on Slaughter, creating an ever increasing bottleneck. Southbound traffic on Brodie near the Slaughter intersection is usually at a standstill due to the single lane of traffic towards 1626. By completing the SW IH45 extension, traffic on MoPac would be able to move smoothly southbound at the Slaughter intersection because the volume of commuters needing to turn east at Slaughter would be reduced significantly. A simple lengthening of the turn lane to accommodate additional cars turning at Slaughter would suffice. Likewise, adding a turn lane at La Crosse to accommodate southbound MoPac traffic to turn east onto La Crosse would free up the current left lane that sees bottlenecking during peak periods. The left lane should be for through traffic only - not for left turns onto La Crosse. The current setup is not only inefficient, but highly dangerous because traffic in the left lane is more likely to experience crashes involving turning traffic.	Support for SH 45SW. Support for lengthening or adding turn lanes.	Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
59	Krueger	Adriana	Oct. 24, 2013	Comment Form	MoPac over Slaughter Extra turning Right lanes to Slaughter Right turning lane further out MoPac to Slaughter. No build in La Crosse, don't see it as an issue yet.	Support for overpasses. Support for extending turn lanes at Slaughter Lane. Support for the No-Build Alternative at La Crosse Avenue.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane. This environmental study is planning for long-term needs. The need for improvements at La Crosse Avenue will consider future traffic levels and operational requirements.
60	Lewis	Julie	Oct. 24, 2013	Comment Form	This project is badly needed today. MoPac should be 8 lanes from 45S to 45N. Short term help would be a double turn lane from Slaughter westbound to MoPac north. What we really need is better transit connections. If there was some kind of commuter rail from here to the capital it would be full every day.	Support for improvements to MoPac South. Support for transit.	Comment noted. Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study; please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team. Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit www.projectconnect.com/ for more information.
61	Lundquist	Karen	Oct. 24, 2013	Comment Form	I'm concerned about noise levels and views from the Wildflower Center if MoPac is raised. I prefer it to go under to help preserve the beautiful resources at the Center.	Support for underpasses. Concern about traffic noise.	Comment noted. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.
62	Lyle	Bane	Oct. 24, 2013	Court Reporter/ Verbal Comments	Okay..I just think -- I think it needs to be done mainly for safety and traffic movement, and to me it looks like either one will solve that problem..The biggest thing, I think, is what's it cost and how quick can it be done?..And that's it, the cheapest one, I think, is the one they ought to select and do it. I mean, there's all kinds of other things you can do with bicycle paths and so forth, but the way these proposals are up here, they are too pretty close. Whichever one is cheaper, get it done. That's the way I'd -- I think it should be. That's my suggestion.	Support for most cost-effective option.	Comment noted. Cost is one of several factors considered in the overall decision-making process but is not the over-riding factor. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.

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63	MacLeod	Scott	Oct. 29, 2013	Web Mail	I am strongly opposed to the no build options for both Slaughter and Lacrosse. Traffic is growing on MoPac south from new residential development, not to mention the strong potential that Texas 45 will be built to give relief to the poor residents of Shady Hollow. I am ambivalent about the over or underpass alternatives, with a bias towards the lower cost option. However, I do recognize the impact on residents near La Crosse and MoPac from an overpass.	Support for most cost-effective option.	Comment noted. Cost is one of several factors considered in the overall decision-making process but is not the over-riding factor. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
64	Martone	Jessica	Oct. 24, 2013	Comment Form	I have no problems with the traffic flow in the MoPac, Slaughter Lane and La Crosse Ave. area. It is fine the way it is! The environmental impact that changing this area would be horrific! Keep our Hill Country views beautiful! NO BRIDGES!!!	Support for the No-Build Alternative.	Comment noted.
65	Mayberry	Warren	Oct. 24, 2013	Comment Form	I would support that whichever option (over/under) TxDOT do 2 things: Manage traffic flow during construction -police presence -construct @ non-peak hours -adjust light @ alternate routes -suggest alternate routes for school busses Secondly- put in adjacent improvement leaving up what we have & placing only 2 lanes is flawed & does little to remedy or relief current tension or manage for growth. That is poor use of tax payer dollars at the best!	Support for traffic management during construction and plan for future growth.	Comment noted. Traffic control during project construction would be in accordance with the <i>Texas Manual on Uniform Traffic Control Devices</i> . A full traffic analysis of the intersections is being conducted. Several alternatives are being studied to improve the efficiency of the intersections in addition to the grade separations.
66	McGauley	Daniel	Oct. 24, 2013	Comment Form	Just extending the turn lanes further would help, especially since people are doing that anyways. Lanes under slaughter would be awesome though.	Support for underpasses and longer turn lanes.	Comment noted. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
67	McLean	Jesse	Oct. 29, 2013	Web Mail	<p>Thank you for the opportunity to provide comment on the MoPac Intersection Study. I support design and construction of new facilities to improve safety and congestion at the Slaughter Lane and La Crosse Drive intersections. While I believe underpasses would best serve pedestrian/bicycle and neighborhood-friendly safety/aesthetics, I also understand that hydro-geologic considerations may limit the feasibility of cutting too deeply below natural grade. Allowing Slaughter Lane and La Crosse to cross over MoPac through lanes would provide a superior human-scale experience; whereas typical overpass designs are intimidating to the human-scale and often discourage pedestrian/bicycle connectivity from one side to the other. If overpasses present the most feasible alternative, please place extra emphasis on retaining the parkway character of MoPac and perhaps breaking away from the typical pillar & buttress design. Considering the efforts that have gone into planning the Violet Crown Trail and previous open space set-asides that include trails, any design solution needs to enhance the pedestrian/bicycle connectivity between west and east neighborhoods. Due to the high number of families in the area and the location of neighborhood amenities (Veloway & wildflower center on east side; pool, metro park, retail/eateries on west side) there is great potential for pedestrian/bicycle users to be in groups and to be less experienced at navigating complex intersections.</p> <p>To the extent it can be provided in the design, softened material transitions (paint schemes, landscaping, styled light standards, etc.) should be incorporated to help retain neighborhood aesthetics. +10'-wide natural surface trails (decomposed granite or similar) that are separate from the adjacent lanes would help enhance the pedestrian/bicycle experience. Anything that simplifies the complexity of crossing MoPac and increases safety over current conditions will be an improvement. Thank you for consideration of my comments.</p>	<p>Support for underpasses.</p> <p>Concern for bike/pedestrian access, lighting and aesthetics related to overpasses.</p>	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p> <p>Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p> <p>All highway illumination will be designed to conform with the latest edition of the TxDOT <i>Highway Illumination Manual</i>. Analyses will be conducted to determine the warrant and extent of continuous illumination and safety lighting along ramps and at intersections. The decision-making procedures that govern highway illumination in Texas do contain provisions for addressing sky glow and light trespass issues, including consideration for alternative luminaires (e.g. LED) and glare shields.</p>
68	Menecee	William	Oct. 24, 2013	Court Reporter/ Verbal Comments	I would like to see it as soon as possible. Do it as soon as you possibly can. I want overpasses, underpasses. I really don't care, but I'd like to see changes made quickly.	Support an expedited solution.	Comment noted.
69	Miller	Kathi	Oct. 24, 2013	Comment Form	I feel the over/underpass are part of a plan to build SH45SW and eventually connect to I35. This would vastly increase traffic in Circle C and along S MoPac. I'm opposed to SH45. I do not believe it will relieve traffic on Brodie. I'm also concerned that an overpass at La Crosse will harm the Wildflower Center, reduce property values, and impact neighborhoods. Therefore, I oppose the overpasses.	Support for the No-Build Alternative on MoPac Intersections and SH 45SW.	<p>Comment noted.</p> <p>SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.</p>
70	Moncrieff	Bradford	Oct. 24, 2013	Comment Form	Mobility is fine. Don't mess with it. No toll road!	No toll road.	<p>Comment noted.</p> <p>Improvements to the MoPac intersections of Slaughter Lane and La Crosse Avenue are not anticipated to be tolled.</p>
71	Moncrieff	Will	Oct. 24, 2013	Comment Form	No need to improve this intersection. Once the Oak Hill Y is improved all will be well	<p>Support for No-Build Alternative.</p> <p>Improvements to the "Y" will solve the problems at these intersections.</p>	<p>Comment noted.</p> <p>Improvements to the "Y" or Oak Hill Parkway are being considered under a separate study, please visit www.oakhillparkway.com for more information. This comment has been shared with the Oak Hill Parkway Team.</p>

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72	Moncrieff	Will	Oct. 24, 2013	Court Reporter/ Verbal Comments	I feel there's no need to improve the intersection of Slaughter and MoPac because once 290 is improved at the Y at Oak Hill, people will stop using Slaughter as a cut-through to the cities, and the congestion will ease at that point.	Support No-Build Alternative. Improvements to the "Y" will solve the problems at these intersections.	Comment noted. Improvements to the "Y" or Oak Hill Parkway are being considered under a separate study, please visit www.oakhillparkway.com for more information. This comment has been shared with the Oak Hill Parkway Team.
73	Moorefield	Newland	Oct. 24, 2013	Comment Form	Underpasses at Slaughter are preferable to overpasses if the environmental impact is not too great. There is absolutely no need for overpasses/ underpasses at La Crosse Ave. Absolutely must add safer mobility options for pedestrian and bikers. The Veloway is a precious place and bikers who ride, risk their lives to get there. Re: La Crosse: Build with the consideration that you are dividing a neighborhood. Wildflower park is east Circle C. A No-Build there must be the only option.	Support for underpass and safe access for pedestrians and bikes at Slaughter Lane. Support for the No-Build Alternative at La Crosse Avenue.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail. This environmental study is planning for long-term needs. The need for improvements at La Crosse Avenue will consider future traffic levels and operational requirements.
74	Morgan	Craig	Nov. 4, 2013	Web Mail	I am happy these projects are finally gaining steam. I have lived in Wildflower Park section of Circle C for over three years. My neighborhood is at the Northeast corner of the MoPac/La Crosse intersection. I would like to recommend that underpasses at both locations be built, especially at the La Crosse intersection. I can already slightly hear traffic on MoPac, but it is not very loud. If an overpass is built, the noise from cars passing over the elevated structure would become much louder than what we currently hear. An underpass would be much quieter. Again, I prefer the underpass condition. The overpass option would be met with a lot of resistance. I would prefer a 'no build' option to an overpass option. Thank you.	Support for underpasses. Concern about traffic noise associated with overpasses.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.
75	Muehr	Paul	Oct. 27, 2013	Web Mail	I take MoPac across Slaughter Lane and La Crosse every day to get to/from work and shopping. This project impacts me a great deal, every day, so I would like to add my comments to the request for input from the public. These overpasses are desperately needed today. You won't have any problem getting support from anyone who drives that stretch of road daily. The fact that the environment study will take 2 years is quite disappointing. The fact that construction wouldn't even start until after 2015 is more depressing. Please find a way to expedite all of the processes between now and final construction of some solutions to these bottlenecks. Is there anything that can be done to the light cycles to optimize traffic throughput in the years that we will be waiting for the real solution? Suggestions: Analyzing the current light cycles for MoPac traffic at Slaughter Lane to see if a more optimized solution or more sophisticated controller/programming could provide some temporary relief. The light cycles have had a couple of sudden changes for the worse over the past 2 years, i.e. someone touched the light cycle and made it worse, literally overnight. This suggests that the current programming is not optimal. Adding an inside left turn lane on MoPac as you approach Slaughter Lane from either direction would help in the interim as would extending the North bound MoPac to East bound right turn at Slaughter Lane.	Support for overpasses. Suggest optimizing light cycles and adding left turn lanes at Slaughter Lane.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
76	Nalle	Camille	Oct. 25, 2013	Web Mail	<p>I want my questioner to count has my feedback. This will ruin CCR and surrounding neighborhoods.</p> <p>Car running lights and speeding, BUT that happens all over Austin!!!</p> <p>CCR is VERY active. If you build the new roads that will shut down all activity, ie: bikers, runners, walkers. It will not be safe for them to be in the roads anymore!</p> <p>If this happens, you will be ruining thousands of homes values, water, polluting the air and water source. Raping the hill country land!! That's why we moved to CCR is for the land that surrounds the area. If Hays wants a lesser commute to Austin, then move to Austin and pay our city taxes! Not to mention all your proposing is moving traffic from 35 to MoPac. MoPac can't handle that increase. That's think about this for a minute...</p> <p>Homeowners. We are the only ones being affected by this. Not stockholders.</p> <p>Not building... What about a metro rail?</p>	<p>Support for No-Build Alternative.</p> <p>Concern for bike/pedestrian safety, home values, water quality and air quality.</p> <p>Support for rail.</p>	<p>Comment noted.</p> <p>Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p> <p>An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study.</p> <p>Regional commuter rail, bus rapid transit, urban rail and transit express lanes are being studied under a separate project called Project Connect; please visit www.projectconnect.com/ for more information.</p>
77	Nance	Patrice	Oct. 24, 2013	Comment Form	<p>Finish the 45 expansion (will reduce traffic on Slaughter Ln!). Finish south Bay to MoPac expansion to decrease traffic through the neighborhood and past Kiker! Install a traffic light at this intersection (So Bay/MoPac) for safety.</p>	<p>Support for SH 45SW.</p> <p>Need traffic light at South Bay and MoPac.</p>	<p>Comment noted.</p> <p>SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.</p>
78	Nebhut	Patricia	Oct. 29, 2013	Web Mail	<p>In regards to MoPac/Slaughter Intersection, issues are the following:</p> <ul style="list-style-type: none"> - When travelling NB on MoPac between 5-7pm, only 2-3 cars are able to proceed during each green light, before it turns red again. Typically takes at least 3 lights before you get through that intersection - Turn lane from NB MoPac to EB Slaughter is too short, and cars pass you on the breakdown lane - SB MoPac traffic, turning WB on Slaughter drive way too fast in the breakdown lane, even with the turn lane extension <p>PREFERRED FIX - ROUTE MOPAC UNDER SLAUGHTER (minimize noise)</p> <p>In regards to MoPac/La Crosse Intersection, issues are the following:</p> <ul style="list-style-type: none"> - SB MoPac traffic, turning EB on La Crosse have no lane to the left to get out of the way to make the turn, slowing down traffic. <p>PREFERRED FIX - ROUTE MOPAC UNDER La Crosse (minimize noise) Not Asked, but HWY 45 needs to be repainted to better accommodate bicyclists. In many spots, the bike lane on the right disappears to make a left turn lane, which is very very very dangerous for the bicyclists. There needs to be more separation between cars and bicycles.</p>	<p>Support for underpasses and safe bike/pedestrian access.</p> <p>Concerns about signal timing, length of turn lanes, and traffic noise.</p>	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p> <p>Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p> <p>The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.</p> <p>A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.</p>

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79	Nelson	Christopher	Nov. 1, 2013	Web Mail	For what it's worth, as a commuter from the Meridian neighborhood, I would certainly like to see overpasses or underpasses added at La Crosse and Slaughter to eliminate the need to stop at those cross streets. With MoPac's speed limit at 65mph going through both intersections, and given the number of bicyclists around La Crosse and the number of vehicles coming from Slaughter, the intersections seem increasingly dangerous as well. Lastly, if the extension of 45 to 1626 is ever completed (and I'm certainly in favor of it), the amount of traffic moving *through* the Slaughter and La Crosse intersections will certainly increase--making the existing delays and danger even worse if overpasses/underpasses are not put into place. Thanks for the opportunity to comment.	Support for Build Alternative (overpasses or underpasses) and SH 45SW. Intersections are dangerous for bicyclists and vehicles.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.
80	Not given	Not given	Oct. 24, 2013	Comment Form	1 East west on slaughter is the major problem during rush hour times (growing problem between MoPac & I-35) 2 Northbound on MoPac from Slaughter is also a major challenge	Concern about traffic traveling east-west on Slaughter Lane and north on MoPac.	1) Comment noted. 2) Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.
81	Not given	Not given	Oct. 24, 2013	Comment Form	-Extend left turn lane eastbound slaughter to northbound MoPac -Extend left turn lane southbound MoPac to eastbound Slaughter -Extend right turn lane southbound MoPac to westbound Slaughter	Support for extended turn lanes.	Comment noted. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
82	Not given	Not given	Oct. 24, 2013	Comment Form	<p>Short term, low cost changes: Northbound MoPac at Slaughter: -restripe to provide a long right turn lane on to Slaughter. (drivers now use the shoulder for a right turn lane, but it since it is not marked Cars enter at different spots, creating a hazard. But the idea is logical.) -Provide a dedicated left turn lane, in addition to the current option lane. Southbound MoPac at Slaughter: -restripe to provide a much longer right turn lane at Slaughter. -Provide a second left turn lane. Southbound MoPac at La Crosse: -restripe to make a right turn lane. (none there now, but drivers use shoulder on their own because it makes sense, and enables them to get out of the way of 65 mile an hour traffic wanting to continue on down MoPac. Long term, major changes: -overpass, Slaughter at MoPac -Overpass, La Crosse at MoPac -Widen MoPac to 3 lanes, as it is from Wm. Cannon on north. Other thoughts: If the project to connect South MoPac further and to I-35 goes forward, South MoPac will become an extremely crowded road, with gridlock worse than I-35. Bicycles provide enjoyable pastimes. They are, however, not the solution to our rapidly growing city traffic problem. Distances are too great, and it is too hot to ride a long ways to work then be able to work. The amount of money spent on expensive bike trails, bridges, lanes to the detriment of auto traffic is way out proportion to the very small number of those riding bikes for other than pleasure.</p>	<p>Support for short term and low cost solutions. Support for overpasses. Too much money is spent on bicycle access.</p>	<p>Comment noted. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p>
83	Not given	Matt	Oct. 24, 2013	Comment Form	<p>Please think of cyclist and walking pedestrians. Hundreds of cyclists call this area their home. Please be aware of limited sight distances when designing turn lanes and ground cover.</p>	<p>Support safe accommodation for bicyclists and pedestrians.</p>	<p>Comment noted. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p>
84	Not given	Mike	Oct. 24, 2013	Comment Form	<p>S. MoPac is a high speed roadway that should not have traffic lights. It should be free flowing with no stops. Whether it should go under or over the intersections should be determined by engineers. Either way traffic will continue to get worse with the population growth in the city.</p>	<p>Support for Build Alternative.</p>	<p>Comment noted.</p>
85	Not given	Tariq	Oct. 24, 2013	Comment Form	<p>Slaughter lane has become terribly busy at the Beckett intersection. Alamo Draffhouse does not have exit on MoPac increasing traffic at this intersection. Overpass for Slaughter & Lacrosse should be pursued simultaneously.</p>	<p>Support for overpasses.</p>	<p>Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p>
86	Otsroot	Aaron	Oct. 24, 2013	Comment Form	<p>Please do not build SW Hwy 45 the runoff water will present an environmental hazard to the underground water supply, the additional traffic on MoPac from 45 will only serve to make MoPac worse.</p>	<p>Support for No-Build Alternative on SH 45SW.</p>	<p>Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.</p>

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87	Patek	Paul	Oct. 28, 2013	Web Mail	I would like to suggest that South MoPac go over Slaughter and La Crosse. Also, PLEASE build SH 45SW already. The excessive traffic on Brodie Lane b/w Slaughter and 1626 during rush periods of the day affect our neighborhood negatively by diminishing Air quality, excessive traffic noise, decreased safety for children, and makes emergency access difficult.	Support for overpasses and SH 45SW.	Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
88	Pavlinik	Caroline	Oct. 11, 2013	Web Mail	I take slaughter to MoPac northbound every day. There is a daily traffic back up of at least a mile of vehicles wanting to turn north onto MoPac. Why can't there be two right turn lanes to enter MoPac from the East side of Slaughter? There are two receiving lanes for cars entering MoPac northbound from the west side of slaughter but only one right turn lane for cars entering MoPac northbound from the East side of slaughter. This is a daily traffic nightmare! Please consider two right turn lanes!!!	Support for two right turn lanes at Slaughter Lane.	Comment noted. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.
89	Perkins	Rick	Oct. 24, 2013	Comment Form	I think both of the projects are badly needed. The future growth of this area and traffic fleeing the problems at HWY 290 require expansion. The time frame should be expedited. Also the underpass/overpass should be built to accommodate the HOV lanes. Please also consider building express, tolled, lanes to FM 1826	Support for both projects. Support for adding lanes to FM 1826.	Comment noted. This study focuses on improvements at the Mopac intersections of Slaughter Lane and La Crosse Avenue. There are other studies underway to address additional transportation improvements in the area. This study will take future growth into consideration in determining the need for improvements.
90	Peterson	Kristina	Oct. 24, 2013	Comment Form	I really don't want the roadway changed but I am sick to death of waiting in traffic. If it has to be done an underpass is the way to go to keep noise down in the neighborhood. Not sure what effect that will have on aquifer.	Support for underpasses. Concern for impacts to Edwards Aquifer and traffic noise.	Comment noted. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.
91	Pogonat	Teodora	Oct. 24, 2013	Comment Form	Completely against construction of any overpass in this area. Concerned for the environmental impacts of noise and air pollution that will increase in this area.	Support for the No-Build Alternative. Concerns about environmental impacts.	Comment noted. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
92	Prakash	Ramya	Oct. 24, 2013	Court Reporter/ Verbal Comments	<p>Okay. So basically I'm an architect, and I really like open issues. So I've been thinking about this intersection for almost two years now because in the past two years, it's been really, really bad with all the traffic increasing south. So whatever they are trying to do with the underpass and Slaughter and La Crosse, they should also start thinking about widening the lanes from the William Cannon intersection to the ones like all the way to Meridian because basically it's just too crowded in the mornings. And to cross about two miles, you wait for almost 40 minutes in peak hours, and 7:30 to 9:00 is like really bad and after that or before that. Sometimes it's good, sometimes it's bad. With all the school zones as well, it gets really bottlenecked. And a few things that they are proposing to do is I would think the underpass is a better idea, but I'm not sure about how the creek floods. So I'm not aware of those things. But I think an underpass with a La Crosse and Slaughter exit like how up on 35 I know there are like two roads with exits. I've seen like similar examples in a lot of places. So apart from that, I think whatever they do, they should try to do soon because the moment they start taking a lot of time to execute this whole project, it's going to get really bad to deal with or they might have to leave it a lot more.</p> <p>And another thing I wanted to say is they should have had a carpool lane because a lot them do drive -- most of them go downtown. I've seen a lot of cars having more than one person. So if there's like two plus, I know a HOV lane for them would really help and it could promote carpooling because Austin is not really big. Either they are going on 360 or they are going to downtown. So that is something that will help. That's it.</p>	<p>Support for underpasses.</p> <p>Support for HOV lanes on MoPac South.</p>	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p> <p>Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.</p>
93	Prieto	Hillary	Nov. 4, 2013	Web Mail	<p>I would like to see a safe crossover for pedestrians when going to/from The Wildflower Center and the west side of MoPac. Pedestrians and cyclist want to get from one neighborhood to the other and currently there isn't even a sidewalk. A dedicated passage/bridge would be ideal. I live in the Wildflower section of Circle C and want to keep the noise level low. Would like to have La Crosse go OVER MoPac. Please be creative, keep it beautiful and have an open mind. Thanks for your time!</p>	<p>Support for underpasses.</p> <p>Support for safe bike/pedestrian access.</p> <p>Concerns about traffic noise.</p>	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p> <p>Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail.</p> <p>A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.</p>
94	Randall	Evan	Oct. 24, 2013	Comment Form	<p>I absolutely support this. The slowdown and idling of cars is way more environmentally dangerous than building a road. I want to get home 15 minutes faster as well.</p>	<p>Support for Build Alternative.</p>	<p>Comment noted.</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
95	Ravnsborg	Shana	Oct. 25, 2013	Web Mail	I strongly believe the intersections of MoPac with Slaughter and La Crosse need to be made into overpasses. In the last 4 months, I've seen 2 near misses in what would have been catastrophic crashes. One was someone stopped at the red light at La Crosse, who turned left on NB MoPac into traffic coming at full speed on a green - at 5 PM on a Sunday. The second was 9:30 PM on a Monday when heading SB on MoPac (again at full speed) south of Slaughter, only to find a car NB in the SB lanes - also at full speed. These intersections are extremely unsafe for the highway speeds involved. They need to be made into over/underpasses for the safety of all of us who drive these roads every day. I also would strongly argue for MoPac to go UNDER Slaughter and La Crosse. That will allow the traffic noise to be minimized in the neighborhoods and retain some semblance of the natural landscape. I understand that further development is necessary and important and look forward to the completion of these projects - and lowering MoPac seems to be such an important aspect to not destroying the look / feel of the area, while allowing the traffic to flow unimpaired.	Support for underpasses. Concern about traffic noise.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.
96	Reesor	Rob	Oct. 27, 2013	Web Mail	I commute daily on MoPac from Slaughter to Steck and return. MoPac, in general, is years behind where it needs to be to handle the amount of traffic. On my southbound commute, traffic is confounded by losing the right lane at 5th Street and, inexplicably, the left (fast lane) at 360. Finally, traffic is backed up at least to Wm. Cannon by the fact that there's a very long stoplight at Slaughter. Clearly, there are many problems that require solutions. For one, MoPac should overpass Slaughter with proper exits like Wm. Cannon. Years ago, the problem intersection was Wm. Cannon, then the overpass was built there and all was good for a while. Now the problem has moved south to Slaughter. Their solution is obvious. Of course, La Crosse will be the next problem. Just run frontage lanes from Slaughter to La Crosse so people can use that exit. I lived for several years in Silicon Valley. They managed to stay ahead of highway needs. We should follow their lead.	Support for overpasses.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
97	Rigsbee	Ken	Oct. 24, 2013	Comment Form	The best help would be the construction of SH45SW to take Hays Co. traffic off of neighborhood streets and onto a limited access expressway.	Support completion of SH 45SW.	Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
98	Rigsbee	Ken	Oct. 27, 2013	Web Mail	This is a follow-up question (I gave comments at the open house): I'm not sure of the relative elevations, but what size pump would be required to drain an underpass at La Crosse and MoPac to get the water up to Slaughter Creek?	Concern about drainage.	Comment noted. A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option.
99	Ritea	Neal	Oct. 24, 2013	Comment Form	WHAT EVER IS CHEAPER.	Support for most cost-effective alternative.	Comment noted. Cost is one of several factors considered in the overall decision-making process but is not the over-riding factor.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
100	Rivera	Jorge E.	Oct. 24, 2013	Comment Form	Please do underpasses to minimize noise polluting and aesthetic reasons. Please include pedestrian walkway/path on Slaughter/ MoPac. There is a lot of foot traffic there. Please include protected bike lanes for La Crosse/ MoPac. High bike traffic there due to Veloway	Support for underpasses. Support for bike/pedestrian access. Concerns about traffic noise.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study. R14
101	Schwartz	Tracey	Oct. 24, 2013	Comment Form	Need a northbound exit to Davis MoPac under Slaughter is better option DO NOT GO OVER SLAUGHTER & LA CROSSE! My house overlooks MoPac & don't want to see trucks cars higher than current levels.	Support for underpasses. Need a northbound exit to Davis Lane.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.
102	Semple	Chas	Oct. 29, 2013	Web Mail	MoPac underpassing Slaughter would materially reduce my current commute time, and would appropriately anticipate future growth of the region. I feel that too many people are espousing concern about growing pains, and I don't feel that enough concern is being voiced about the pains that will come from being inadequately prepared for growth.	Support for underpasses.	Comment noted.
103	Shults	Richard	Oct. 24, 2013	Comment Form	Please consider traffic flow without traffic lights as I have indicated with the attached papers. Thanks.	Support for improvements without traffic lights.	Comment noted. Several innovative, alternative intersection configurations are being evaluated for both Slaughter Lane and La Crosse Avenue. These include traffic circles, diverging diamonds, and single-point urban interchange configurations, in addition to standard diamond interchanges.
104	Simmons	Steve	Oct. 24, 2013	Comment Form	These overpasses are long overdue. With all commercial and residential growth that has occurred and will occur the community needs this relief.	Support for overpasses.	Comment noted.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
105	Sinton	Alan	Oct. 31, 2013	Web Mail	In the examples shown there are underpasses and overpasses for Slaughter Ln. but in either case there is no representation for a Diverging Diamond configuration. For examples of this type of interchange please see https://www.google.com/search?q=diverging+diamond+interchange&espv=210&es_sm=119&source=Inms&tbn=isch&sa=X&ei=31xyUtzIA8nNsASRyIDgAw&ved=0CAkQ_AUoAQ&biw=1018&bih=626 . I think that such a solution would enable higher through put for East bound traffic on Slaughter to enter the North bound MoPac traffic lanes. Per the below mentioned code §201.811(a)(5), my wife is an employee of TxDOT but I send this message independently.	Support for diverging diamond configuration.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue Several intersection configurations are under consideration including a diverging diamond.
106	Smith	Stephen	Oct. 29, 2013	Web Mail	I think that MoPac should become an UNDERPASS at Slaughter and an Overpass at La Crosse. The underpass makes more sense at Slaughter sense there seems to be a large rise there already that it would be easier to make an underpass by excavation. It is also a major road with commerce all over it already....so going up over it would seem to be more problematic. The next intersection at La Cross is much smaller so, it seems a bridge over that would work easier and less expensive. At the end of the day, traveling back to the burbs from in town on MoPac is just ludicrous when it gets to the long stops and traffic at Slaughter. An overpass or underpass, either one would be great for the traffic movements around there. The La Cross intersection just is a few people turning off it....and causing a major slow down for the majority of folks that are passing it by....and causing a lot of near wrecks as people slam on their brakes there.	Support for underpass at Slaughter Lane and an overpass at La Crosse Avenue.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.
107	Smithson	Will	Oct. 24, 2013	Comment Form	These two intersections need to be converted to interchanges before SH45SW connects to MoPac to the south – otherwise just longer queues at lights	Complete improvements before SH 45SW.	Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
108	Sneed	Janice M.	Oct. 24, 2013	Comment Form	Twenty-five years ago I was the chairperson of the Shady Hollow committee opposed to the intersection of Brodie lane to FM1326 and no public officials listened to our concerns. I am very concerned that every possible aspect of a solution for MoPac and Slaughter/ La Crosse be examined for long term effect to the surrounding community. The wildflower center will likely be adversely affected by an overpass and increase in traffic if the 45 extension east is built. I am very concerned that the underpasses be funded before the 45 extension is built.	Support for underpasses. Concerns for long-term effects. Build intersections before SH 45SW.	Comment noted. The potential for direct, indirect and/or cumulative adverse community impacts will be evaluated with all alternatives being considered. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
109	Southers	Eric	Oct. 28, 2013	Web Mail	<p>I think the obvious fix is to have MoPac under the Slaughter and La Crosse streets with limited access exit ramps for each, which looks like how it was planned originally. However, I do have an alternative which may seem controversial at first glance, but could alleviate the rush hour traffic issues while not being near as expensive of a fix and the construction would be a fraction of the time. Restrict left turns during rush hour periods, while constructing U-turn lanes at both MoPac intersections. This will allow the traffic light cycle time to be much shorter and therefore more freely moving traffic on MoPac during the higher traffic times. Only straights and right turns are allowed. Thus, allowing both north/south and east/west traffic lights to be green at the same time, and alternating between just those 2 options. For example: Driving MoPac southbound wanting to turn left onto Slaughter eastbound, at 5pm on a weekday. Left turns onto MoPac and Slaughter are restricted at this time. You would drive straight at the Slaughter Lane intersection and take the U-turn at La Crosse. Travel MoPac northbound and take a right onto Slaughter eastbound. Another example: Assume you were driving eastbound on Slaughter Lane and wanting to go MoPac north again during a restricted left turn time. Therefore you would take MoPac south (via a right turn "keep moving" lane or yield sign to merge onto MoPac south). Upon approaching the La Crosse intersection, you would then take the new U-turn lane and proceed MoPac north back toward and through the Slaughter Ln intersection.</p> <p>[Another option would be: at the MoPac intersection go straight on Slaughter eastbound and U-turn onto Slaughter westbound at Sendera Mesa Dr. intersection and then take a right on MoPac northbound] Of course this solution adds miles to the trip, but it keeps the traffic flowing at a much higher rate. Some of the money saved could be used to fully implement a MoPac South on-ramp from Davis Lane and a MoPac North off-ramp to Davis Lane, as well as U-turn lanes at Davis lane. The downside of this is educating local drivers and providing adequate signage and a way to block people from being able to take left turns during the restricted times. Looking forward to seeing whatever solution is chosen implemented.</p>	<p>Support for underpasses.</p> <p>Suggest super street style improvements.</p>	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p> <p>The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.</p>
110	Stelzer	Jeanne	Oct. 24, 2013	Comment Form	<p>I vote for No Change – or just a turnaround lane @ Slaughter for southbound going back to northbound. Putting an over/underpass @ slaughter will cause more cars to take the La Crosse exit, which will mean much more traffic going by Kiker, and will cause worse backups at La Crosse/ Escarpment intersection.</p>	<p>Support for No-Build Alternative or just a U-turn lane at Slaughter Lane.</p>	<p>Comment noted.</p> <p>The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.</p>
111	Stephensen	Becky	Oct. 24, 2013	Court Reporter/ Verbal Comments	<p>First, I'd like to say I wonder if we really researched the right-hand turn lanes on Slaughter and widening those, if that will alleviate a good part of this congestion issue I believe the biggest problem is Slaughter. I believe there's very little problem at La Crosse and MoPac..And I wonder if -- if it's feasible to fix all of the issues at Slaughter before even considering tackling La Crosse. The only issue I see as far as between Slaughter and La Crosse is heading north on MoPac from La Crosse, the right-hand turn lane onto Slaughter, is nonexistent, and there's huge traffic issues in the morning getting to Bowie High School. So that's it.</p>	<p>Support for adding right turn lanes.</p> <p>Support for the No-Build Alternative at La Crosse Avenue.</p>	<p>Comment noted.</p> <p>The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.</p>

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
112	Strickel	Joahn	Oct. 24, 2013	Comment Form	Under or over doesn't matter – it is just important that a crossover be built at slaughter and la cross, especially if 45 is built. Also, an entrance onto the MoPac feeder from business in shopping center (Alamo Drafthouse, etc.) will be helpful	Support for Build Alternative. Consider entrance to feeder road from shopping center.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.
113	Strickel	Ray	Oct. 24, 2013	Comment Form	The work to connect MoPac to 45 is a must. However, putting over or underpasses at slaughter and la cross is also a must. It doesn't matter to me if they go over or under. It will to some folks.	Support for Build Alternative. Support for connecting MoPac to SH 45SW.	Comment noted. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team.
114	Suiter	James	Oct. 26, 2013	Web Mail	South MoPac project.....Prefer for MoPac to run underneath both Slaughter and La Crosse to keep the aesthetics intact by not having huge overpasses.	Support for underpasses.	Comment noted.
115	Taylor	Jay	Oct. 24, 2013	Web Mail	I strongly oppose the development of any over/under passes at MoPac/Slaughter or MoPac/La Crosse. Any construction of such a nature would severely impact the environment, the water table and create unwanted noise. It would also detract from the neighborhood and not make our streets any safer. While we do need to improve the congestion that builds at Slaughter/MoPac, this could be done without taking on such an expensive and environmentally destructive project. The addition of dedicated left turn lanes at Slaughter/MoPac and extending the right turn lane would meet the needs of the drivers. It is easy to see that during rush hour, most traffic is turning left to go over to Shady Hollow and Sendera neighborhoods. The amount of traffic that continues south on MoPac to 45 is minimal in comparison. Therefore, construction of an over/underpass at La Crosse is not needed nor warranted.	Support for No-Build Alternative. Support for dedicated left-turn lanes and extended right turn lanes. Concern for environmental impacts.	Comment noted. The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
116	Taylor	Jennifer	Oct. 25, 2013	Web Mail	I am against the overpasses at La Crosse and Slaughter. The underpasses are not necessary and will cause the neighbors who live very near La Crosse and Slaughter to lose value in their homes, it will create more light and noise pollution, more pollution and it is only being built in anticipation of a SH45 expansion, which may or may not happen - as SH45 has not been cleared by a Federal environmental study (and due to the delicate nature of the land it will be built over will probably NOT be cleared for construction). The ONLY POSSIBLE underpass (Yes UNDERPASS) may be at Slaughter, totally not needed at La Crosse as that intersection goes directly through the Circle C neighborhood with houses backing up to MoPac. You need to take the concerns of the people who will be directly impacted by this construction, not the commuters who will pass through but not have to deal with the negative impacts of the overpasses. Also, these are TOLLED projects - I'm against tolls.	Support underpass at Slaughter Lane. Support No-Build Alternative at La Crosse Avenue. Concern for noise and light pollution. No toll roads.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. This environmental study is planning for long-term needs. The need for improvements at La Crosse Avenue will consider future traffic levels and operational requirements. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study. Improvements to the MoPac intersections of Slaughter Lane and La Crosse Avenue are not anticipated to be tolled.
117	Taylor	Mike	Oct. 25, 2013	Web Mail	I'm against any expansion of MoPac's southern end. Overpasses at Slaughter & La Crosse stand to ruin that section of SW Travis County & the residential areas of Circle C. As an expansion of 290/71 through the Y in Oak Hill is the more pressing project - through more of a commercial and not residential, area - let's focus efforts on directing traffic that way without disrupting the environmentally sensitive Edwards aquifer and the Circle C neighborhood.	Support for No-Build Alternative. Support for Oak Hill Parkway project. Concerns about the Edwards Aquifer.	Comment noted. Improvements to the "Y" or Oak Hill Parkway are being considered under a separate study, please visit www.oakhillparkway.com for more information. This comment has been shared with the Oak Hill Parkway Team. An assessment of potential environmental impacts including land use, socio economics, parks, cultural resources, soils, hazardous materials, vegetation, wildlife, threatened and endangered species, water resources, water quality (Edwards Aquifer), floodplains, traffic noise, air quality, visual and aesthetics resources is included in this study.

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
118	Taylor	Sue	Oct. 24, 2013	Comment Form	Highway expansion is a must. The area is growing at a fast pace. The light situation at Slaughter and La Crosse must be rectified. As a homeowner @ La Crosse intersection I have strong opinions about the noise levels being increased. An underpass at La Crosse would help mitigate this problem. The topography lends itself to an underpass for MoPac. Accordingly, an overpass fits to land @ Slaughter intersection.	Support for underpasses. Concerns about traffic noise.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
119	Thormahlen	Barry	Nov. 4, 2013	Web Mail	<p>I just received the Postcard notice of the Public Scoping Meeting and Open House meeting on Nov. 7th, 2013 for the MoPac South Environmental Study. For over 2 ½ years I have been suggestions two short term quick fixes on how to help relieve congestion on North Bound (NB) MoPac (LP1) at Davis Lane and SBL1 at William Canyon. I suggested that the three NB lanes of LP1 be extended south to Davis Lane on ramp; the pavement is already in-place. This one act of re-stripping would help decrease Davis Lane NB on ramp traffic, which backs up a ¼ mile down Davis Lane in the mornings. This on ramp traffic currently back up NBL1 because it is only 2 lanes wide. FYI, Davis Lane is being widened right now, so more traffic will be coming WB down Davis Lane to get on MoPac. See one of the e-mails I sent almost 2 yrs. ago. I was told over 2 ½ years ago that an Environmental Study would have to be done before these lanes could be re-stripped.</p> <p>How long does it take to complete this type of study? ____ Has it even begin.</p> <p>____My other suggestion: was for SBL1 to extend the 3 lanes another ½ mile past where the SB William Canyon on ramp where it merges onto SBL1. Note: SBL1 concrete pavement is in place, only re-stripping would be required. In the afternoon this merging traffic backs up the SBL1 at the SB William Canyon off ramp. This area is a real mess in the afternoon. If a short section of concrete or asphalt pavement were lid between the two long concrete bridges (South of William Canyon) on SBL1, the 3 SB lanes could be extended another mile. This would be well past where the William Canyon on ramp traffic mergers onto SBL1, this would greatly relieve the back-up caused by this SB on ramp traffic from William Canyon. Thank you for your interest.</p>	Support of improvements to MoPac South.	<p>Comment noted.</p> <p>Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.</p>
120	Truesdale	Lynne	Oct. 24, 2013	Comment Form	<p>Longer turn lanes More lanes on MoPac</p>	Support for longer turn lanes.	<p>Comment noted.</p> <p>The Mobility Authority is considering improvements such as signal timing, ramp reversals, restriping, turn lanes, etc. in conjunction with the grade separations at La Crosse Avenue and Slaughter Lane.</p>
121	VanLeeuwen	Leslie	Oct. 24, 2013	Comment Form	No overpasses should be built anywhere near the Wildflower Center.	No overpasses near Wildflower Center.	Comment noted.
122	Vranes	Nick	Oct. 31, 2013	Web Mail	<p>Please build underpasses and/or overpasses immediately. Make MoPac a true expressway and relieve the traffic congestion at these intersections. Don't kick this can down the road or soon enough south MoPac will be just like the rest of the roadway and there won't be room to expand.</p> <p>South Austin is booming and more homes equals more demand for the road. I care absolutely nothing about an environmental impact. Build the road now! Tax me if you need to! Toll it if you need to!</p>	Support for Build Alternative.	Comment noted.
123	Wallace	Marian	Nov. 2, 2013	Web Mail	For the intersection at MoPac and Slaughter, please do an underpass vs. an overpass and use standard intersection lights for the frontage road. Do NOT use circles or any goofy traffic patterns! Thank you -	Support for underpasses.	<p>Comment noted.</p> <p>In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue.</p>

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#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
124	Wallace	Scott	Nov. 3, 2013	Web Mail	I use the La Crosse/MoPac intersection multiple times a day as it is the only way out of our neighborhood. In the last 10 years it has gone from non-signalized (with multiple fatalities) to signalized (with multiple accidents) and continues to grow in usage. In particular the geometrics, sight distance, proximity higher speed south of the intersection, etc. on the NB side make it a dangerous intersection. An interchange is needed for safety and to accommodate future traffic. Due to the crest in MoPac and proximity to nearby houses and the Wildflower Center, an underpass should be built. The noise levels in these quiet neighborhoods and the tranquil Wildflower Center would be greatly increased by an overpass.	Support for underpasses. Concerns for traffic noise.	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study.
125	Williams	Ellen	Oct. 24, 2013	Comment Form	I prefer overpasses at both Slaughter and La Crosse. -An underpass could flood, with Slaughter Creek right there. Especially with a flash flood. -Digging an underpass could create a great deal of dust and noise. Dust (as with St. Augustine build) could impact resident's health. -Overpass is probably cheaper and faster with less impact on temporary traffic patterns. -Not building at la cross, but widening and adding turn lanes might work, but not sure of long-term impact	Support for overpasses. Concern about drainage and construction impacts (traffic, dust, and noise).	Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option. Traffic control during project construction would be in accordance with the <i>Texas Manual on Uniform Traffic Control Devices</i> . An assessment of potential impacts during construction and measures to minimize these impacts will be conducted as part of this study.
126	Williams	Lisa	Oct. 24, 2013	Comment Form	The right-turn only lane could begin further back. A U-turn only lane could be created for turn-arounds! No overpasses or underpasses would be needed. This would be much cheaper and would not make our neighborhood intersections look like Houston. Four-way stop at La Crosse with bike lanes for bikers going to La Crosse. Thanks	Support for No-Build Alternative. Support for extended turn lanes, added U-turn lanes and four-way stop at La Crosse Avenue. Support for bike lanes.	Comment noted. Pedestrian and bicycle access will be accommodated at each intersection. Also, we are coordinating with the Hill Country Conservancy regarding the Violet Crown Trail (http://www.hillcountryconservancy.org/land-projects/violetcrowntrail/) and the City of Austin regarding the Circle C Trail. Several options for both intersections are being studied to provide operational improvements in addition to the grade separation.

Table 1. Public Comment and Response Summary

#	Last Name	First Name	Date	Method	Comment (verbatim)	Comment (Summary)	Response
127	Wymen	Cary	Oct. 24, 2013	Comment Form	<p>Must be done before 45. Underpasses would probably be quieter. Consider flooding. Northbound light currently much too short. The intersections should be coordinated with the Chavez to Slaughter work and any proposed expansion of 45. The underpasses should match those projects in capacity.</p>	<p>Support for underpasses. Build SH 45SW before intersections. Concerns about flooding and traffic noise. MoPac Intersections, MoPac South and SH 45SW should be a coordinated effort.</p>	<p>Comment noted. In light of the public input received in fall 2013 and continuing engineering analysis, MoPac Intersections Team is focusing on the design of an underpass at both Slaughter Lane and La Crosse Avenue. SH 45SW is being considered under a separate study; please visit www.sh45sw.com for more information. This comment has been shared with the SH 45SW Study Team. A comprehensive drainage analysis is being performed. Designing for proper drainage will be an integral part of either option. A traffic noise analysis and consideration of potential impacts to the Edwards Aquifer will be part of this environmental study. Improvements to MoPac South from Cesar Chavez Street to Slaughter Lane are part of a separate study, please visit www.MoPacSouth.com for more information. This comment has been shared with the MoPac South Study Team.</p>