



MOPAC SOUTH

ENVIRONMENTAL STUDY

Community Survey Summary

Conducted for Open House #2

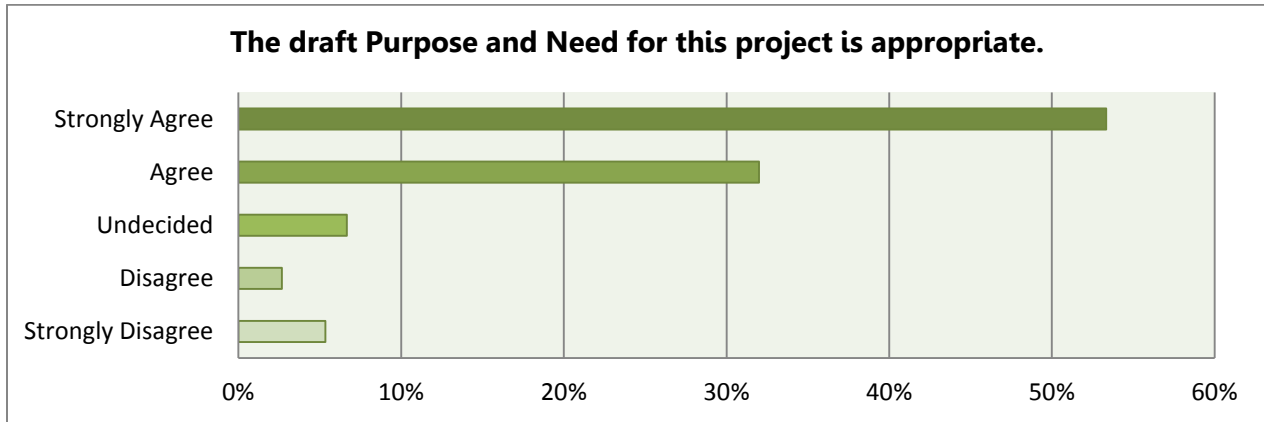
Held April 29, 2014 at Barton Creek Mall, Austin, Texas

During the Open House and concurrent Virtual Open House, participants were afforded the opportunity to provide additional input via a community survey. The survey is not a scientific poll. The results only reflect the view of those Open House and Virtual Open House participants that chose to participate.

Summary

- Seventy-seven community surveys were received between April 29, 2014 and May 9, 2014. Fifty-six were received via www.MoPacSouth.com and twenty-one were received at the Open House on April 29, 2014.
- Over 50 percent of respondents think the Draft Purpose and Need for this project is appropriate.
- Over 65 percent of respondents *agree* that adding one or more General Purpose Lane(s) in each direction would meet the Purpose and Need of the project, while another 53 percent feel that adding one or more High Occupancy Vehicle (HOV) Lane(s) would suffice. Meanwhile, over 60 percent of respondents *disagree* that adding one or more Transit Only Lane(s) in each direction would meet the Purpose and Need, and another 48 percent *disagree* that adding one or more Express Lane(s) in each direction would suffice.
- Public or alternative transit options, protection of the environment, and reduction of traffic congestion are the most frequent items listed as factors that should be considered for inclusion in the purpose and need.
- Major goals that should be included in the study are protection of the environment and green space along the corridor; public transit; and congestion management now and for the future. Several respondents indicated that accommodations for bicycles and pedestrians should not be considered a goal of the study.
- Other alternatives to be considered include: public transit including light rail; dedicated bike lanes and trails for pedestrians; full-time HOV lanes with one reversible lane; combined HOV or transit-only lane; and more bus routes south of river.
- Other evaluation criteria that respondents feel should be considered for the preliminary alternatives include: cost of the project including a minimized reliance on tolling; time to build the project; the impact on local residents; and improved conditions for bicyclists and pedestrians.
- Eight of 21 respondents feel that bicycle and pedestrian accommodations should not be considered one of the major evaluation criteria for the reasonable alternatives.
- Eighty percent of respondents listed transit, and 65 percent listed environmental/water quality as major topics of interest.
- The majority of respondents live in Southwest Austin (68 percent) and work in Central Austin (47 percent).

Question 1:



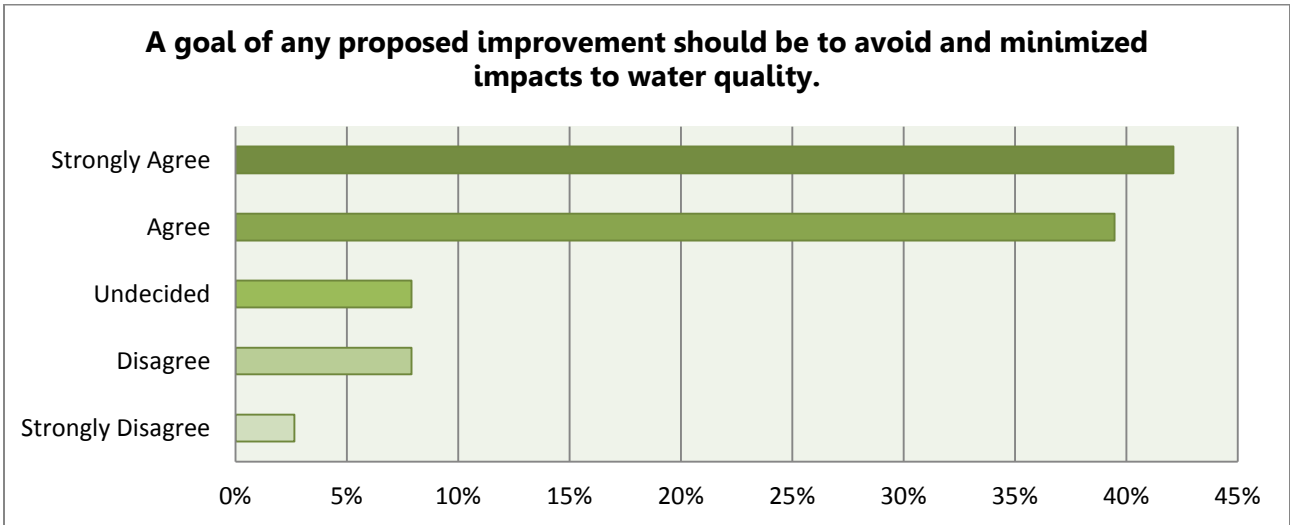
Question 2:

Please list any other factors that should be considered for inclusion in the Purpose and Need.

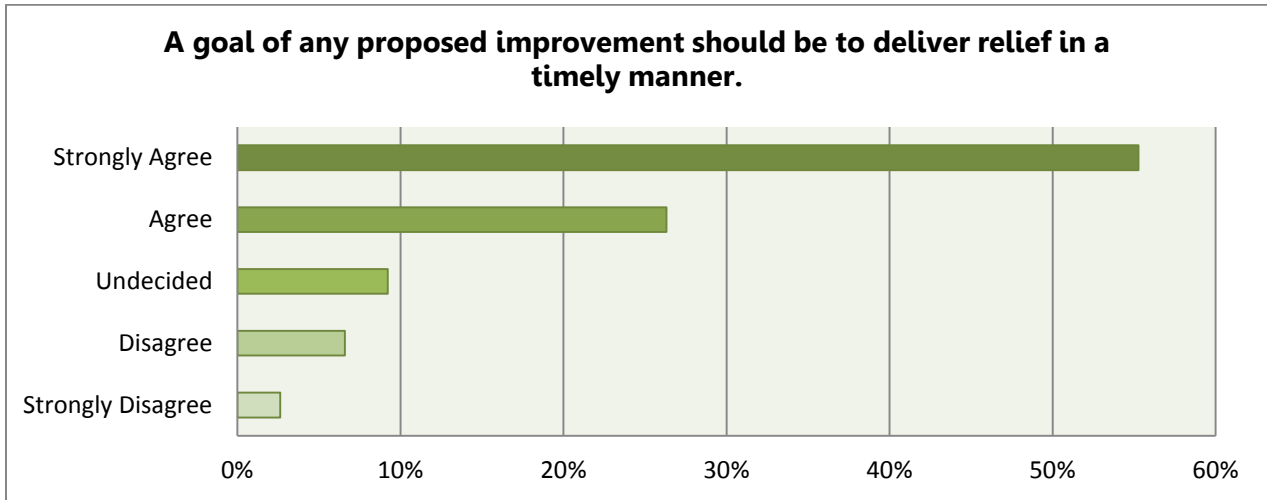
1	Strengthen the public transit network from southwest Austin to the downtown corridor
2	In purpose: protecting the environment. Removing as few trees as possible especially those of protected and heritage size, not impacting water quality to the aquifer and Barton Springs. In need: it is not true that current congestion is creating unreliable travel times, and that existing facilities don't meet current traffic demand. There are other alternatives to speed up traffic such as coordinating better the lights at Lacrosse and at Slaughter. This is a very sensitive area and there is no need to increase capacity of MoPac South by constructing more lanes or adding underpasses or other.
3	A flyover or something to relieve the congestion on MoPac and Slaughter. If a flyover isn't feasible, then at least some kind of continuous flow lanes need to be considered.
4	Add more non-tolled travel lanes.
5	Edward's aquifer
6	None
7	Consideration given to future rail travel as well as bus-based mass transit.
8	Completion of other road improvements currently in progress including impact of completion of lower Manchaca road & FM1626 road improvements and Lone Star Rail on traffic volumes on MoPAC. The potential economic impacts to the City of Austin and Travis County's Federal 10A Permit for the Balcones Canyonlands Preserve (BCP) including whether or not the entire permit and the \$100 Million+ taxpayer investment would be put at risk by any additional construction on MOPAC south - including but not limited to karst considerations and geological features whose potential degradation could lead to negative impacts on current water supplies. (e.g. the collapse of the Costco area detention pond)
9	To find transportation solutions that support a quality of life equal to or better than what it currently is for all who live in the study area, not just speed things up for those who commute through the study area.
10	Environmental factors. Cost for users and the public funding the project.
11	Create a LINK to SH45 Future HOV Lanes. Create a LINK to a Ride Share Location at the intersection of MOPAC South and SH 45 South
12	Current and future congestion levels will contribute to higher emissions that may threaten the ability to meet air quality standards
13	Provide adequate roadway capacity for current and forecast population.
14	Provide reliable, reasonable travel times.
15	Safety of southbound exit ramp from MoPac south to Bee Cave Road. Drivers must cross 3 lanes of traffic who speed south on the access road (from Barton Springs Road), toward Bee Cave

	Road. Cars who are also trying to exit MoPac are behind me while I'm trying to carefully weave and cross 3 lanes without getting broad-sided or rear-ended.
16	Suggest inclusion of "reasonable" as well as "reliable" travel times. If MoPac South becomes congested enough, RELIABLE travels times (at 5 mph) will be achieved, but I doubt this would be an acceptable outcome for those who use the road.
17	We need to think bigger than what you have listed. We will always be behind. Please think outside the box to fix the problem.
18	Whatever we do should not harm Barton Creek, its greenbelt/park, or its recharge zone. Whatever we do should not preclude the Violet Crown trail in any way.
19	Need alternative transportation planned as well as lanes.
20	How a new road will affect people who have bought homes in this area. The home values, commutes, and living quality for people who have lived in this community for years.
21	Before putting more cars on S. MoPac, there needs to be a plan for what happens when they get north of 360.
22	Public transit options (in Need section)
23	Please include in the "need" section: Design of existing facilities does not manage driver behavior to ease congestion (but rewards bad behavior).
24	On ramp mobility at southwest parkway to MoPac northbound. It's terrible at rush hour.
25	"Forecasted population, traffic and employment growth WILL result in increased congestion, delay, and lower quality of life" (current need statement #2 is not a sentence like the other statements)
26	Congestion leads people to consider alternatives: scheduling off peak travel, work from home, bike, bus, etc. Congestion can be a good thing!
27	Create safe (longer, smoother) transition and merge lanes
28	SH 45 extension will increase congestion on S. MoPac.
29	bicycle access & safety very important; add lane marker farther back from intersection to allow drivers better response time; add "left lane for passing" signs
30	need to reduce amount of time cars are on the road to reduce smog; also car regulation may help like highway traffic lights in California
31	My fear is that as improvements are made the area will attract more people/businesses increasing congestion in spite of the improvements. The environment is the main concern - this area is the recharge zone for Barton Creek/Springs aquifer. What you do and how you do it will impact Austin into the future. Water quality and our future as a livable city are intertwined growth should be directed towards central Austin and west of IH 35.
32	I would hope "transit" includes alternative form of travel: public transport, bicycle, pedestrian, etc.

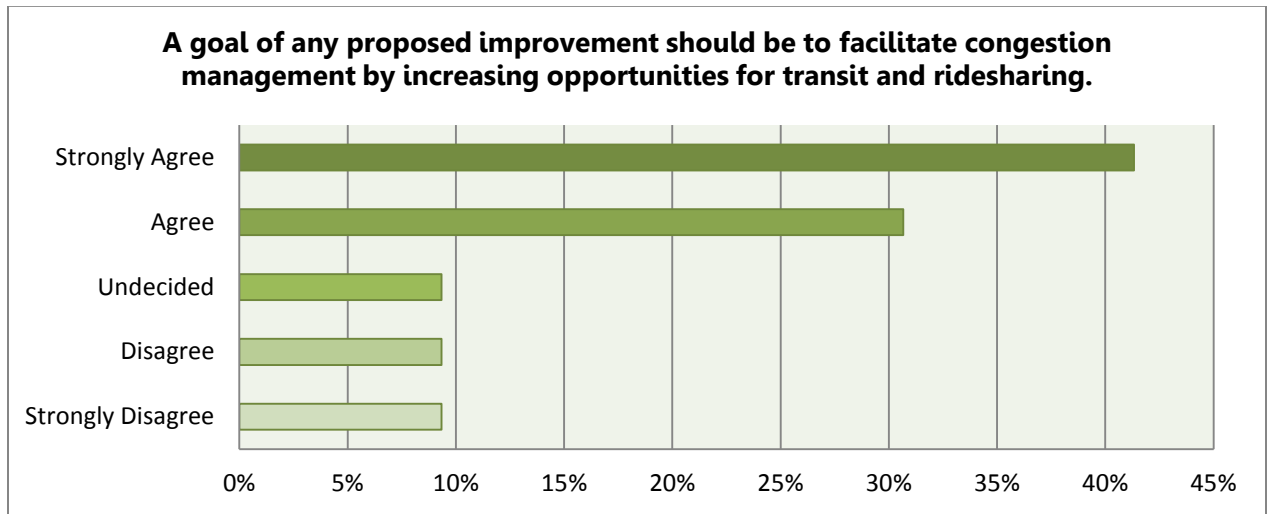
Question 3:



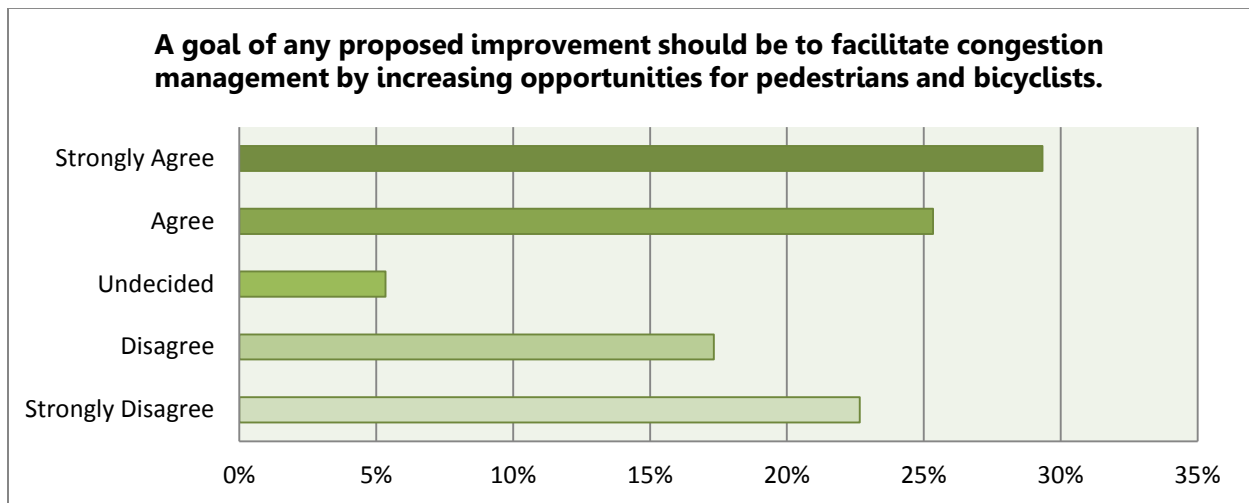
Question 4:



Question 5:



Question 6:



Comments:

- I just don't think there's a large enough percentage of people who can bike to work.

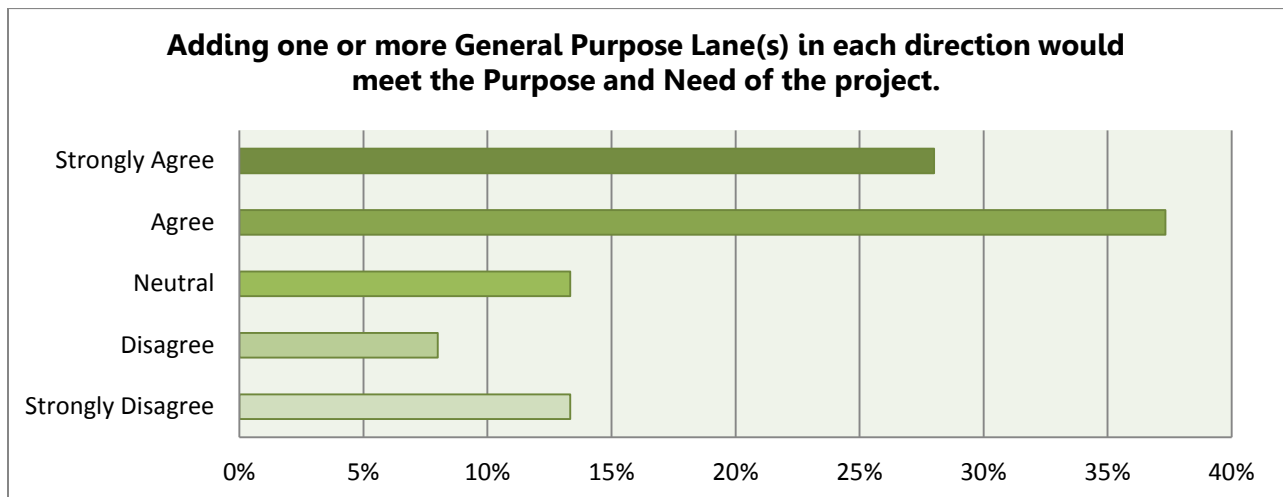
Question 7:

Please list any other goals or objectives that should be considered for the MoPac South Environmental Study.

1	Pricing equity
2	Protect the environment, not just water quality. This means reduce removal of trees, especially those of protected and heritage size, and reduce removal of native vegetation currently in ROW. Also reduce soil compaction caused by heavy machinery during construction
3	Relief at MoPac and Slaughter
4	Add more non-tolled travel lanes.
5	Minimize reliance on tolling as a source for funding the project. If the road improvements cannot be justified by a projected increase in the area's property tax base or by projected increases to sales tax revenues from businesses along the improvement corridor then perhaps the improvements should not be made.
6	No. 3 above should read "or" instead of "and" minimize impacts to water quality. Impact on quality of life of those residents that live within the sound and air quality sphere of influence. Economic impact on residential property values and healthcare costs (air quality). TTI studies that demonstrates that increase in capacity does not solve congestion problems but exacerbates them.
7	If the bicyclists want their own lane then they need to pay for it through annual registration, annual bicycle inspection, some sort of insurance and holding them accountable to the traffic laws.
8	The goal should also be to recoup from land owners and developers any increase in their property value as a result of this publicly funded improvement. One thought would be to charge transportation impact fees similar to those charged for water and waste water service.
9	MoPac is for cars. Any consideration of bicycles or pedestrians is inappropriate. Such modes of transit are for short distances only. MoPac is a corridor for moving automobile traffic from one end of the town to the other
10	The primary goal of any proposed improvement should be to facilitate congestion management by increasing road capacity and minimizing congestion bottlenecks.
11	Develop Link to a Ride Sharing Transit Hub at Far South MoPac and SH45
12	The impact of the project on other area facilities, particularly those offering parallel routes, should be thoroughly evaluated.
13	Bypassing the La Crosse and Slaughter lights as soon as possible is the key need for the communities of South Austin.
14	Minimize cost of commuting, dollars, time, and other resources
15	Maintain esthetic character of scenic roadways.
16	Safety for cars exiting southbound MoPac, trying to reach Bee Cave Road (west-bound)
17	What is meant in #5 by "transit"? Mass transit? Public transit? Bus? Regional rail? "Transit" alone could mean nearly anything. Re: #6: pedestrians and bicyclists would be better served on a separate transit route such as the Violet Crown Trail or a thoroughfare with bike lanes such as Manchaca Road.
18	An additional goal of any proposed improvement should be to facilitate congestion management by increasing existing roadway capacities... especially along freeways and future tolling freeways under consideration for this project. Many commuters, like myself, do not have the option to take public transportation and bike/walk to work and do not see any proposed plans to correct this problem.
19	Be a leader in transit not a follower. This is Austin. Let's do it better than any other city!
20	A goal of any proposed objective should be to not only alleviate the congestion now, but should

	take into account the population boom in south Austin and also solve the congestion issues for the next 20 years.
21	Current and expected population growth in the communities south of Lady Bird Lake.
22	Assess the impact of more cars on roads as opposed to better mass transit options.
23	Please take into account the neighborhoods near MoPac south, the kids crossing to get to Kiker Elem and Bowie High and the need to provide safe, quiet options.
24	Water and "air quality should be considered as part of the goal as less drivers on the road helps air quality.
25	No more bikes and no more pedestrians! They cause congestion by getting in the way of drivers. Please please please don't waste money on public transportation systems. This is America and we use cars. It will be a cold day in hell before I stop driving my vehicle to work or offer to take someone else to work in my vehicle. My time is precious and I will not waste my family time on "protecting the environment" or giving hippies a free pass to piss me off by dicking around in the road on a bike. Poor people ride buses, and we shouldn't be concerned for them since they weren't concerned enough to make something of themselves.
26	Eliminate the left exit to Loop 360 East. This exit is a hazard to safety and there is a right exit to take up the slack. Instead of the left exit, a third general purpose lane could be created between Loop 360 and Hwy 290.
27	Reduce speed limit on Hwy 45 south to 65 mph
28	Alleviate current traffic conditions without promoting sprawl by using expensive congestion pricing along any additional lanes. After debt has been paid off, toll should remain & proceeds should be used for transit projects within the CoA.
29	Protect green space and minimize too much extra wall barriers alongside of road (eye sore)
30	Over all EIS from south most MoPac to north most; Honest assessment of benefits of not building SH 45 SW
31	public rail system would help
32	Impact on Aquifer; run off from impervious cover; stripping of vegetation - impact on wild life; water quality; deer - will [the] move further into neighborhoods
33	Maintaining, supporting, and enhancing the green space w/in the corridor.

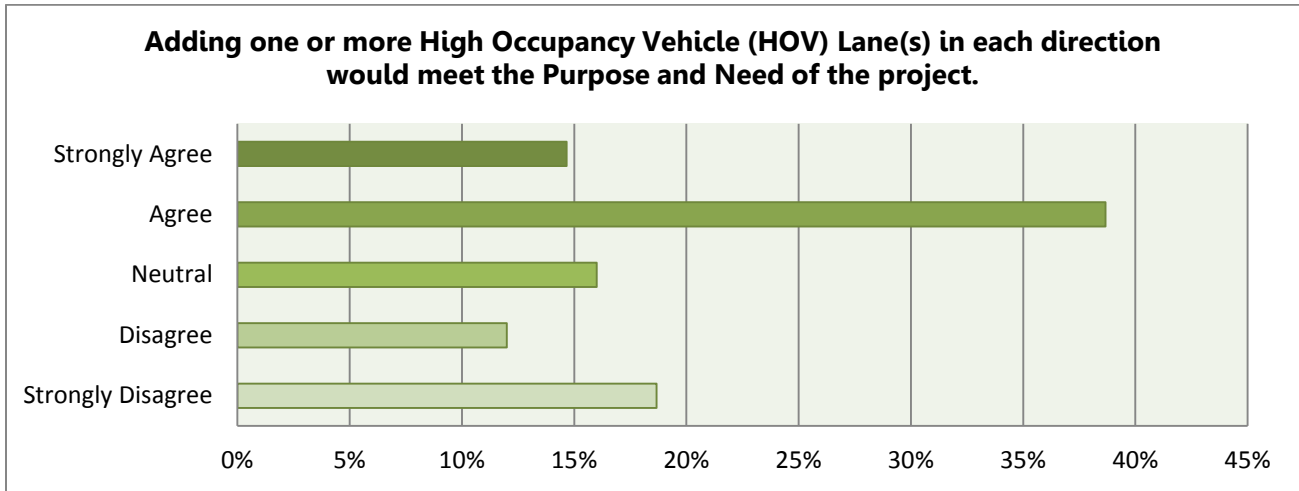
Question 8:



Comments:

- Terrible idea.

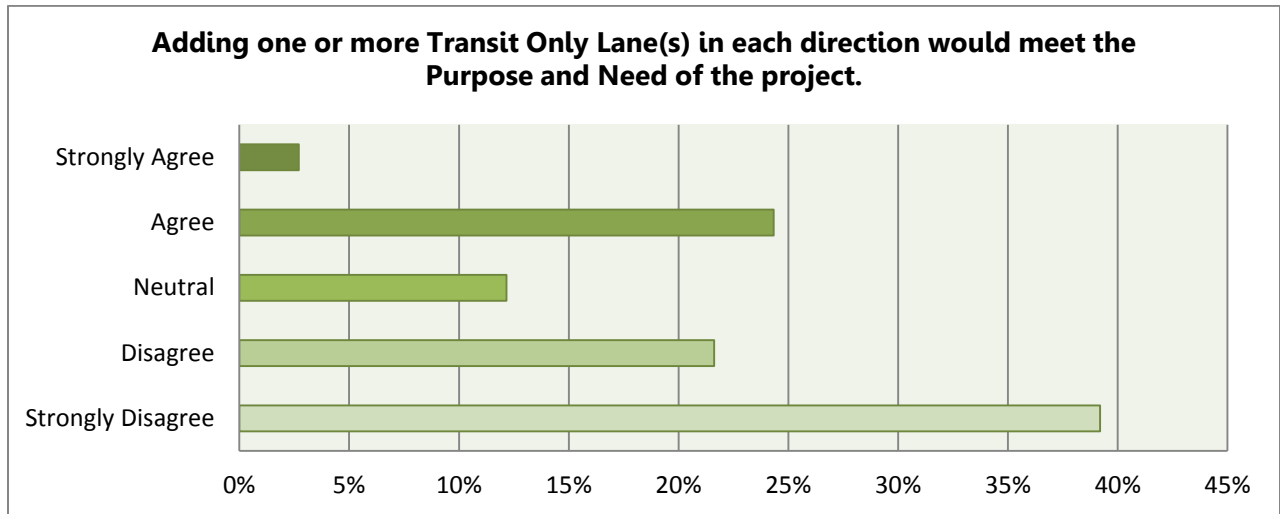
Question 9:



Comments:

- can be time restricted
- Acceptable
- Does not work in Houston!

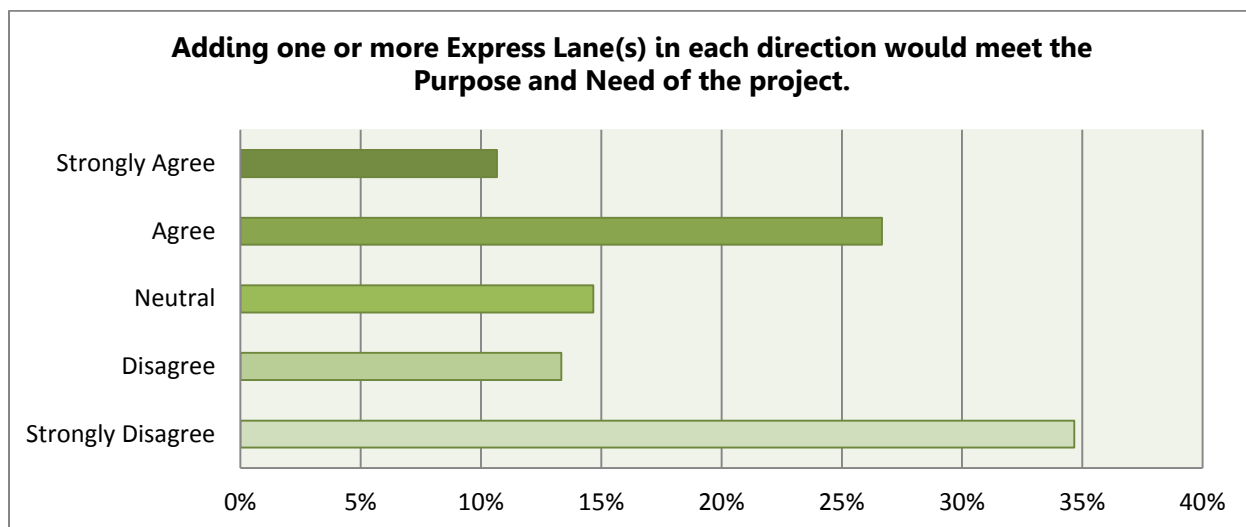
Question 10:



Comments:

- Acceptable.
- Only in conjunction with improvements to CapMetro.

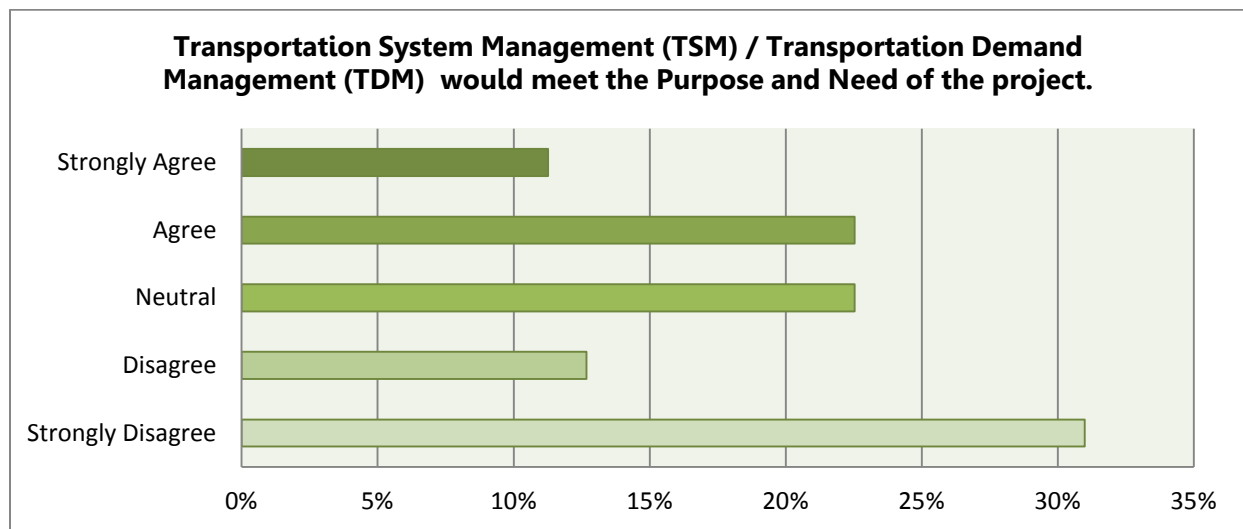
Question 11:



Comments:

- Best plan
- Not enough traffic use on regular basis make a significant difference

Question 12:



Comments:

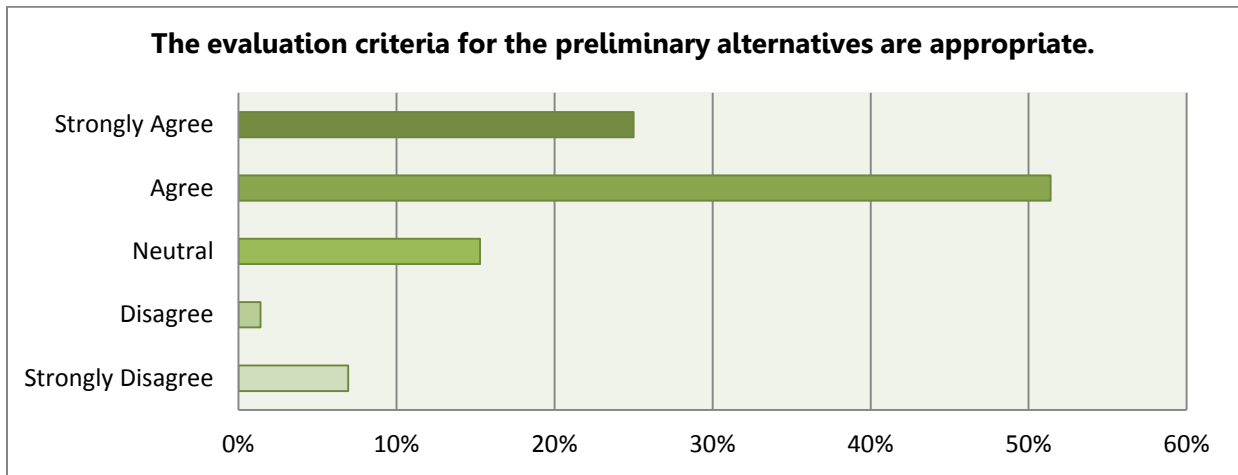
- Good ideas in here" and "The 1980's city council called; they want their policy back.

Question 13:

Please list any other alternatives that should be considered for the MoPac South Environmental Study.

1	Your question does not allow for the fact that it will take several measures to meet the purpose and need of the project. Other alternatives: Expand public transport, including light rail. A train could travel north from Circle C in a fraction of the time it currently takes to drive at 8am. Open dedicated bike lanes and trails so that even students can safely ride downtown.
2	NO BUILD
3	Add more non-tolled travel lanes.
4	Appears to be enough roadway, currently the left side shoulder, between slaughter and William Cannon to add a general purpose lane immediately.
5	Look for a way to tie the Circle C community into the rail system currently being expanded on the north side of Austin. While the building of such a connection is likely beyond the scope of this initial project, planning for a rail route right of way and where a Circle C metro station might be constructed would allow the current improvements to be made in a way that would not require them to be undone in the future to make way for a Circle C rail metro stop.
6	If it ends up being built, sound & visual impacts; aesthetic considerations, advance storm water management technology that incorporates natural settings
7	Ensuring bike paths along the length of the project that would be adequate for commuters.
8	Create a Ride Sharing Transit Hub at Far South MoPac and SH45. Extend the Study Area to the intersection with SH45 Southwest
9	Add shade structures to block sunset glare - especially in winter months. The head-on glare of the setting sun frequently blinds drivers and brings traffic to a stand-still until the angle changes enough for drivers to move safely. I know this sounds ridiculous but it is a real issue for mobility.
10	Building over/under passes to bypass the La Crosse and Slaughter lights is the key way to help the community. I do not expect additional lanes need to be added at this point, only the bypasses
11	Regional rail!
12	Can we safely put some sort of bike Lane on MoPac?
13	For most of my commute from slaughter (which needs a second right turn lane to get on n bound MoPac) through the river the shoulders are the size of 2-2.5 lanes and MoPac is only 2 lane. An easy start is to repaint the shoulders to become at least one additional lane. Also, the exit on to sw pkwy and 290 flyover should be changed into exit option lanes. There's a bunch of new congestion since the flyovers were finished bc the 2 forced exit lanes now remove additional lanes from the heaviest traffic-north bound travelers on MoPac.
14	Full time High Occupancy lanes with/or one reversible lane is a workable option, but takes some labor to reverse directions twice a day.
15	Combine HOV or TOL with improvements for bicyclists and pedestrians. Any alternative considered should include bike/ped improvements.
16	Eliminate the Left Exit for Loop 360 on MoPac Southbound. Instead of the exit, continue the third lane to Hwy 290.
17	Light rail would help alleviate auto congestion.
18	Use digital signs to control lane usage - especially during peak travel times.
19	Traffic lights @ William Cannon would help entry traffic flow to highway
20	more bus routes from South of river [or] rail line would reduce more cars then adding tolled lanes. Do Not build SH-45 over the recharge zone of the aquifer - this will increase available land for increased density leading to an increase in traffic requiring more roads it's a circle [****]

Question 14:



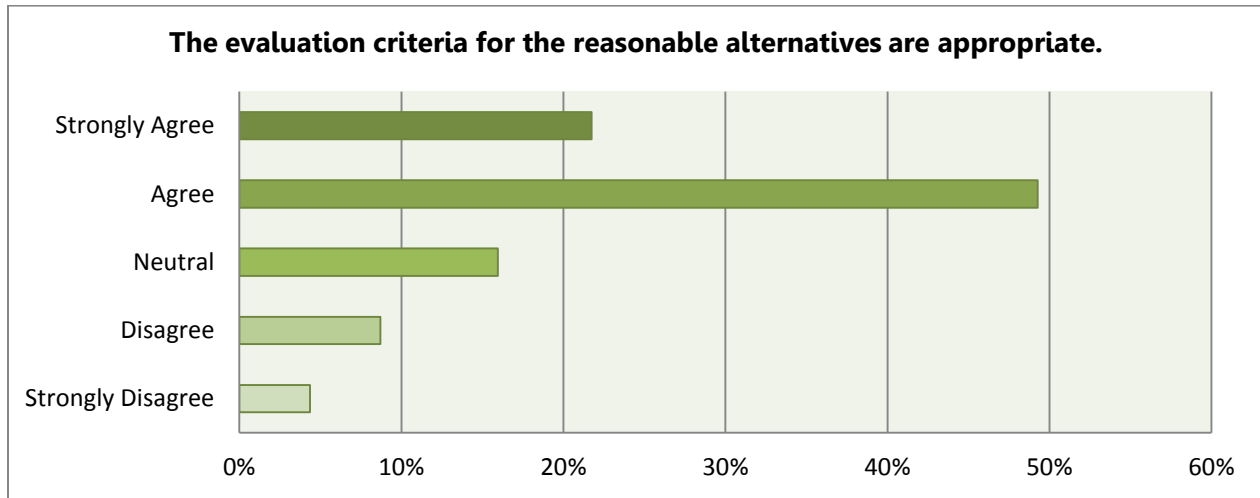
Question 15:

Please list any other evaluation criteria that should be considered for the preliminary alternatives.

1	Emergency response should not be a primary criteria
2	environmental protection (water quality, minimizing tree and vegetation removal)
3	Add more non-tolled travel lanes.
4	Minimize reliance on tolling as a means to fund the project.
5	Is is cost effective? Who pays for it and how? What are the unintended consequences of the alternatives? What will be the impacts on other roads in the area>
6	What about those of us who need the quiet car ride alone to regroup. I for one do not like to be around people. If you insist on using existing roads, how about removing the traffic lights on 360 and 183 to free up traffic. Seems like Austin is the traffic light capital of the world...and they are all red.
7	Maintain the quality of life for those who live in or near the study area. Enhance the beauty and livability of the area.
8	Cost of the project. Environmental impacts.
9	Safety
10	Adequately mitigate forecasted emissions for the corridor.
11	For any transit, HOV/rideshare, pedestrian, and bicyclist alternatives considered in the study, the evaluation should include an evaluation of the expected adoption rate type of those alternatives by commuters contributing to the current congestion problems. The perceived and sometimes actual lack of flexibility that those options provide may not be viable alternatives for the commuters.
12	reliable and reasonable travel times
13	Does the alternative harm the environment, particularly the Barton Creek greenbelt and recharge zone?
14	Cost and time to produce the selected alternative
15	I travel off peak intentionally, so I may have a abstract approach.
16	Does the transit only option create opportunity for the majority of tax base (to improve travel times for all who wish to take it)?
17	Improve conditions for bicyclists and pedestrians?
18	Common sense, general purpose lanes are better than special use lanes! Also, electronics signs indicating current travel times so motorists can take alternate routes.
19	Impact on Residents in Area.
20	environmental concerns; rapid growth in Hays County will put added pressure on S. MoPac

21	What can be done quickly for improvement with bigger project to follow
22	Look at commuter rail options to get people out of cars; cover the bus stops - who wants to freeze/wet in winter or die of the heat/sun the rest of the year?

Question 16:



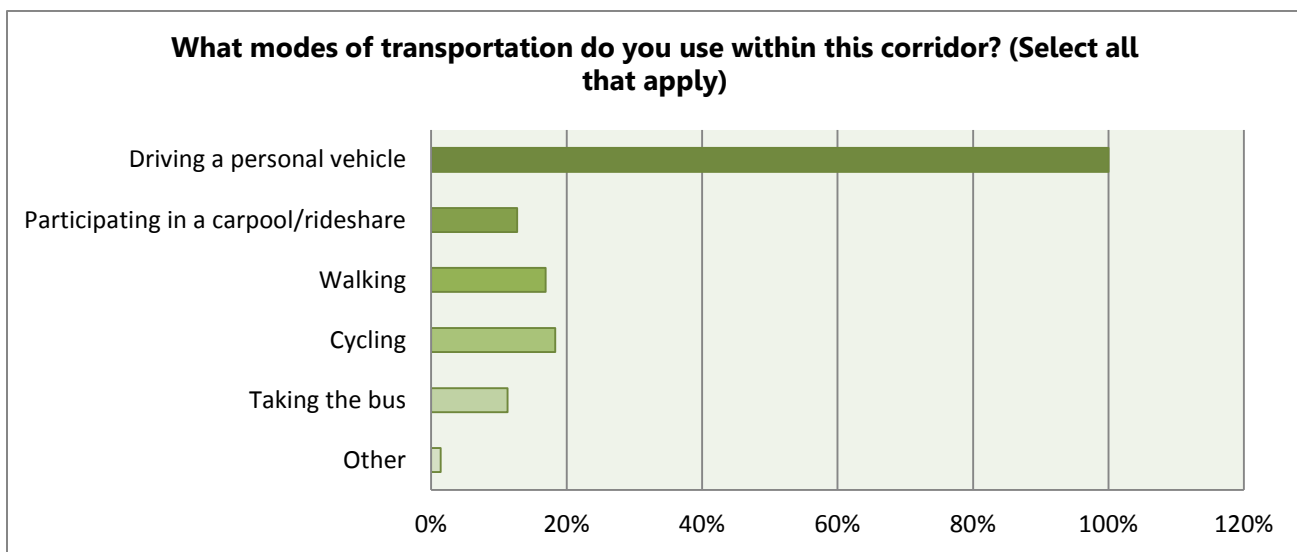
Question 17:

Please list any other evaluation criteria that should be considered for the reasonable alternatives.

1	"avoids unnecessary impact to the natural environment" is not strong enough. It should be "minimizes impact to the natural environment, including water quality and tree removal". Saying "unnecessary impacts" allows road construction impacts because TX Dot sees those as necessary
2	Add more non-tolled travel lanes.
3	Minimize reliance on tolling as a means to fund the project.
4	Should cost benefit analysis that goes beyond the "user" because the economic impacts go beyond just the user. Include more specific considerations such as: Healthcare costs, residential property value impacts, impact on property tax revenues, cost benefit analysis of social management alternatives including but not limited to positioning of school locations that currently contribute to congestion.
5	Again, bicycles and pedestrians don't have any business on a major road.
6	Some are ok, but there should be NO impact to the natural and human environment. When we say "unnecessary." that assumes that some other need trumps the goal of protecting the environment. That thinking is what got us into this mess and has almost destroyed the natural beauty of Austin that folks live here for.
7	Bullet points 7 and 8 (bicycles, pedestrians) are inappropriate evaluation criteria. This is a highway. Bicycles and pedestrians should stay off. For those who travel by pedal or foot, there should be alternative routes through the city. They shouldn't be mixed in with MoPac traffic.
8	Need to Extend the Study Area so an HOV Lane can be seamless between SH45 and Downtown
9	Affordable (construction and M&O)
10	Emissions (see above)
11	Alternative evaluation... Avoid negative impact on congestion during construction? Side note... A roadway improvement project should not be burdened with consideration for bicycle and pedestrian accommodations. While it is a potential "nice" side benefit for recreational use, the typical commute distances and many months of high temperatures in this area makes it unlikely to provide any congestion relief.
12	While I spend most of my life as a pedestrian, I am not going to walk the 10 miles to the office. MOPAC is NOT a pedestrian route and should not be a bicycle route either

13	Please see earlier comments.
14	Remember that most travelers on MoPac South live in the outlying communities so that pedestrian and bicycling may not be as important to consider in selecting the alternative. MoPac is for vehicular traffic not people and bike. Improve MoPac so that cars will use it and the side streets more appealing bikes and people.
15	Why should people who ride the bus and ride bikes have the same weighting as those who pay to use the road through taxes? Shouldn't the people who are paying for this have a greater say? Bus fare only pays for the bus. Bikes pay no such tax for road construction or toll. Although bus and bikes help the environment, the tax payer should have influence and priority.
16	Do not take vehicle transit lanes for one single additional bike.
17	Fuck bike Fuck buses Fuck Pedestrians Fuck the human environment Fuck the natural environment BUILD ROADS AND MAKE PEOPLE PAY TO USE THEM!
18	Consider the positive benefits of congestion: it prompts people to use creative alternatives!
19	Completion of the Violet Crown Trail
20	Protect the environment; Limit traffic from I35 to MoPac; Low cost
21	beef up the trail system - create commuter access for bikes - look at the Netherlands - whole roads for bikes only

Question 18:



Comments:

- I want to bike, but SW PKWY is unsafe
- "no good routes for me" in response to Taking the bus
- "[wish I could]" in response to Taking the bus

Question 19:

What are your destinations when you bike or walk in this corridor?

1	I cannot bike because the MoPac bridge across Barton creek is unsafe.
2	none -- it's nearly impossible to bike safely from the Westcreek neighborhood -- you have to

	cross MoPac and it's dangerous! South Lamar is even worse!
3	north and south
4	I don't bike or walk this corridor today
5	Don't walk or bike.
6	Near Capitol
7	Wildflower Center, neighborhood parks
8	Typically headed for the Barton Creek Mall, Church, downtown, north Austin, Round Rock, or Georgetown areas.
9	areas away from MOPAC because of the air quality and noise issues
10	I am hoping to be able to bike and walk to shop and go out to eat once the planned trails are in place. I would love to be able to ride the bus downtown for the occasional meeting that I attend downtown. For the most part I work from home and am able to avoid the rush hours so that others who cannot avoid them have more room on the road.
11	Zilker Park, Austin High School, Downtown, Dick Nichols Park
12	Travis country, Dick Nickols park, St. Catherine's, Veloway
13	There are none.
14	Austin, N Austin
15	Parks at Slaughter road in Circle C, Veloway, occasionally work.
16	Dick Nichols Park and the NEW Violet Crown Trail
17	I don't bike or walk this corridor.
18	Downtown or North Austin/Dallas, Brodie lane retail, William Cannon retail, AUS airport
19	recreational use only (e.g. green belt)
20	I don't bike or walk in this corridor.
21	Does "in this corridor" mean "exactly on MoPac South"? I don't feel safe walking or biking on MoPac, even though bicycle is my main mode of transportation to and from work. When I travel routes parallel to MoPac, I bicycle along alternative routes such as Brodie, William Cannon, Brush Country, Manchaca Rd., and trails such as the one that connects Oak Parke to the Veloway. I believe bicyclists and pedestrians would be better served by improving bicycle and pedestrian infrastructure elsewhere. I do not want to bicycle next to vehicles spewing carbon monoxide at 75 mph.
22	None
23	Local stores, kids' school, parks
24	Almost everything from my daily commute to work to kids' activities etc. Most of everything I do is north of my house.
25	Do not use
26	Downtown
27	Downtown
28	None
29	None. It is too dangerous to walk or take a bike because I live off Southwest Parkway where the road is too narrow and there is no sidewalk (or transit service).
30	Downtown
31	A friends home right up the street
32	Downtown
33	Friend's house
34	None - can't do it now.
35	None
36	Area stores, greenbelts
37	Arbor trails, Dick Nichols Park, Patton-Small schools, Ladybird Johnson Wildflower and Veloway
38	Lake Austin
39	Exercise - No destinations

40	Nowhere now.
41	Looking forward to Violet Crown Trail for recreation. Biking/walking not an option for work as Realtor nor for volunteer work on various Boards.
42	Varies
43	stores down the street at Arbor walk
44	recreational in the neighborhood
45	Travel to daycare from home. From daycare to work.

Question 20:

Where would you like to bike and/or walk along this corridor?

1	Downtown
2	From Westcreek downtown -- along MoPac or Lamar on a dedicated trail
3	yes provided that they are built right minimizing the impact to the environment and with trails having a 100 ft. buffer from the edge of the creeks
4	I will walk the Violet Crown Trail for leisure when it's completed but I don't intend to use it to commute. I wouldn't bike in this corridor in the future I'm sure.
5	Don't walk or bike.
6	Never
7	retail shops along Escarpment and Slaughter
8	Would love to see a better connection between the walking trails around Costco and the nice natural areas to the south between where Convict Hill passes under MoPac and the wildflower center on La Crosse. The scenery is beautiful along that corridor but walking or biking there on MoPac is not a safe thing to do.
9	I would not.
10	I would love to bike to all of the parks along the way and also to downtown and Zilker Park. Also, as I stated above, I would like to bike to the local eateries without risking my life riding on the same path as cars and trucks.
11	Parallel to (but separate from) MoPac to go to Zilker Park, Town Lake, Downtown.
12	along MoPac on a separate asphalt mix used path that runs from slaughter to Barton creek bike bridge
13	This question is illogical. MoPac is for high volume, high velocity automobile traffic. Are you looking for open season on bicyclists/pedestrians?
14	creeks and VCT
15	Would love to have better access to Brodie Lane, Sunset Valley, and shopping on Slaughter and Exposition.
16	Violet Crown Trail and the planned Williamson Creek Trail between Oak Hill and MoPac
17	No-where.
18	I would not
19	On alternative routes, not next to a 6-lane highway.
20	I would like to be able to bike/walk safely from South Brodie Lane, over to the Circle C Veloway and Jogging Trails, but not along MoPac.
21	Stores and parks
22	I wouldn't. I don't think people should walk or bike on MoPac.
23	Not interested
24	Across MoPac to Veloway
25	The majority are in vehicles, not bicycles. Bicycles should stay off a major highway.
26	Never
27	I would like to bike to work or even the store but it is simply too dangerous on Southwest

	Parkway.
28	Nowhere. There are trails in the greenbelt.
29	NO WHERE! We shouldn't encourage people to walk or bike on public roads. Its dangerous and annoying
30	yes and HOV and for motorcycles
31	Alongside the roadway on a separated shared-use path at least 12' wide
32	No
33	None; We do not need bikes or pedestrians on MoPac.
34	I feel there is plenty of space to walk and bike.
35	Slaughter Ln.
36	It would be Walmart/Target/Best Buy shopping areas and the Greenbelt Bridge if I could
37	To Town Lake from Slaughter /MoPac (possibly)
38	Slaughter/Brodie; Slaughters/MoPac; Brodie/1626; and many more...I sell homes in 3 counties
39	No
40	Separated bike path of solid surface
41	neighborhood
42	across the corridor, from park to park adjacent to the corridor.

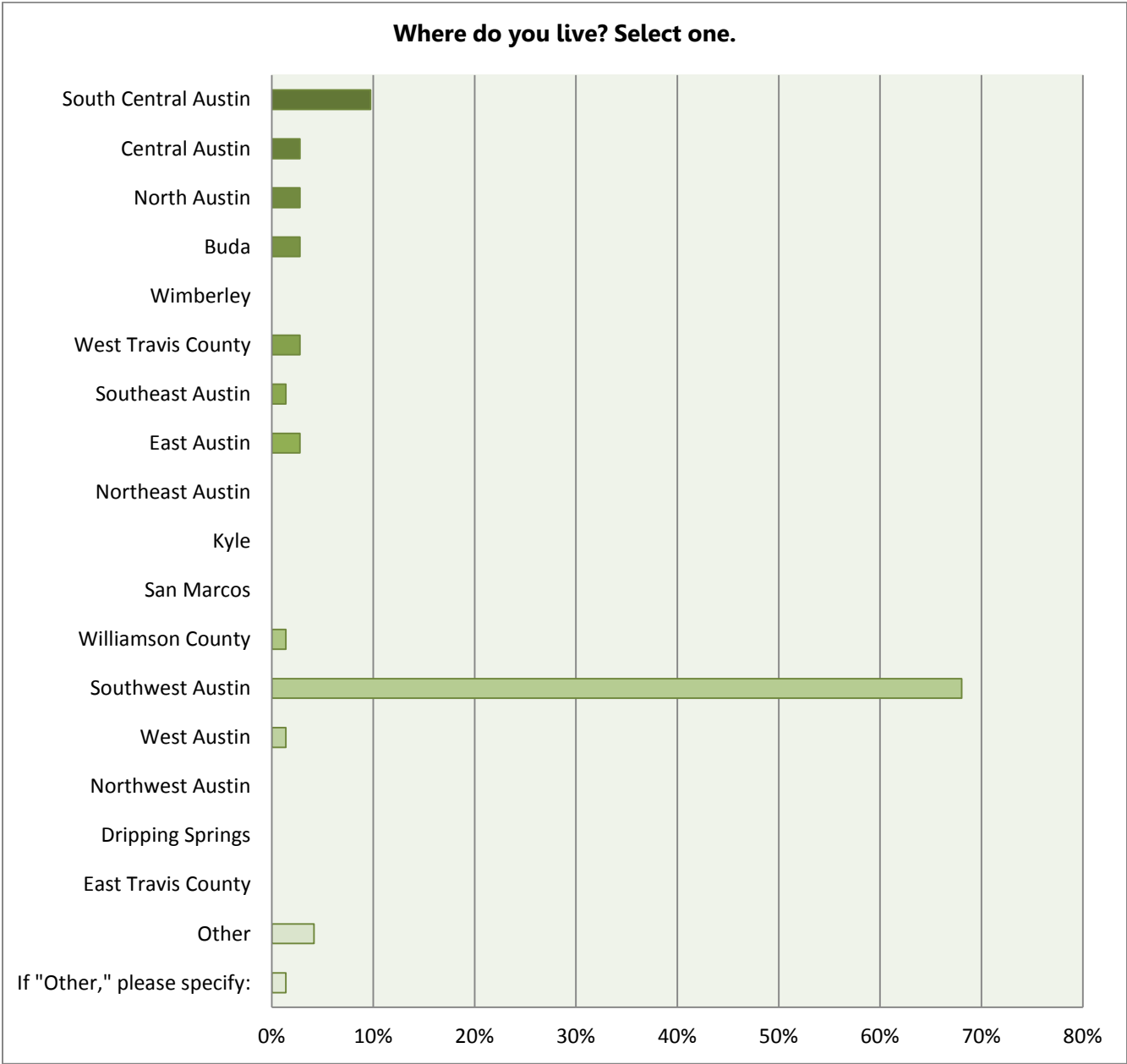
Question 21:

What intersections do you use when traveling in this corridor (by any mode)?

1	William Cannon, downtown, Rollingwood
2	William Cannon and MoPac 290/71 and MoPac South Lamar and 290/71
3	All of them but mostly Slaughter, Davis, 290E, 290W
4	Pretty much all of them.
5	Slaughter Lane, Enfield Road
6	MoPac & La Crosse and MoPac & Slaughter
7	I typically enter the corridor from either Slaughter lane or from the junction of 1826 and 45 going north before it turns into MoPac.
8	William Cannon & Davis
9	At the moment, I use William Cannon and MOPAC probably the most, with 290/71 second and then Slaughter after that, but not often.
10	US 290/MoPac, Loop 360/MoPac, William Cannon/MoPac
11	Bee Caves, LP 360, William Cannon, Slaughter
12	slaughter
13	I have used all of them at one time or another.
14	Davis, Slaughter, Wm Cannon, 360
15	Slaughter/MoPac , MoPac/Bee Caves
16	Slaughter, Davis, William Cannon, 290/71, 360, Barton Skyway, 2244, Caesar Chavez
17	MOPAC at SH45 MOPAC at William Cannon MOPAC at Slaughter MOPAC at Hwy 71 / Hwy 290 West MOPAC at Davis Lane
18	Bee Caves Road (2244) to MoPac to northbound to 5th St. exit.

	Cesar Chavez to MoPac, Southbound to westbound 2244.
19	Slaughter Lane, William Cannon, 360
20	Slaughter and MoPac to head E/W on Slaughter, William Cannon to head E/W on William Cannon
21	La Crosse, Slaughter, 360, 290/71
22	Loop 1 and 71/290, loop 1 and William Cannon, loop1 and Davis
23	Davis and Cesar Chavez
24	MoPac/Slaughter and La Crosse Ave/Slaughter
25	Slaughter, William Cannon
26	Slaughter & MoPac Daily
27	Lacrosse/MoPac; Slaughter/MoPac; Cesar Chavez/5th/MoPac
28	Regularly: William Cannon, Barton Springs, Ben White Occasionally: Slaughter, Lacrosse, Southwest Parkway
29	Slaughter and MoPac William cannon and MoPac 290 and MoPac 5th/Cesar Chavez and MoPac Windsor and MoPac
30	Slaughter and Davis Lane
31	MoPac/290 William Cannon and 290 (Yikes)
32	La Cross & MoPac; Slaughter & MoPac
33	Lacrosse, slaughter and north to downtown.
34	Dear Lane to 5th Street
35	Southwest Parkway, MoPac feeder, Bee Caves, access to Barton Creek Mall, access to 360, access to Slaughter Lane and William Cannon.
36	Slaughter, William Cannon, 290, Cesar Chavez
37	NONE.
38	Enfield/MoPac Davis Ln/ MoPac Slaughter/ MoPac
39	William Cannon
40	Zilker Park, Barton Springs Road
41	MoPac S & William Cannon; MoPac S & Slaughter Ln; MoPac S & La Crosse
42	All intersections & roads
43	MoPac and US 290, Slaughter Ln, sometimes US 183.
44	MoPac & Slaughter, MoPac & La Crosse, Escarpment & Slaughter, Davis & MoPac
45	La Crosse, William Cannon, SW Parkway
46	All of them!
47	Work - 360/Lost Creek; School - Bowie HS; Shopping - 290/Loop 1
48	Slaughter; 290
49	SW PKWY/ MoPac/ 290
50	Bee Cave, Slaughter, La Crosse, William Cannon, 5th Street
51	Slaughter, Davis
52	Varies
53	Davis Lane, William Cannon (weekends); Slaughter (weekends)
54	William Cannon MoPac; Slaughter Lane Brodie; Manchaca William Cannon
55	Slaughter, Escarpment, Davis Lane
56	Slaughter, William Cannon, Southwest parkway, Barton Skyway, Bee Cave, intersection/ramp to Zilker, Cesar Chavez

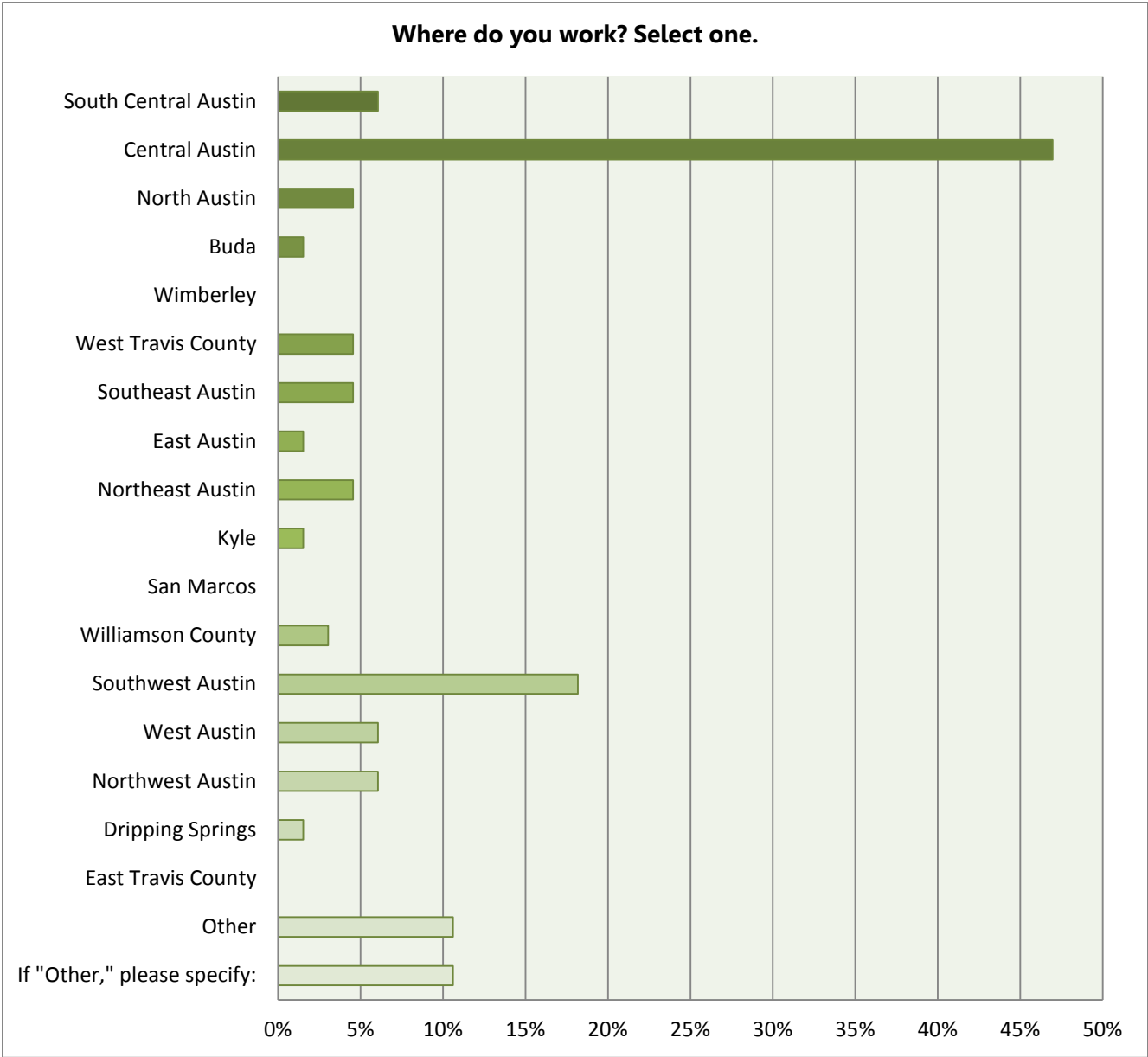
Question 22:



Other:

- Far South Austin
- Specified "45@FM 1826" for Southwest Austin
- Specified "Davis Lane" for Southwest Austin

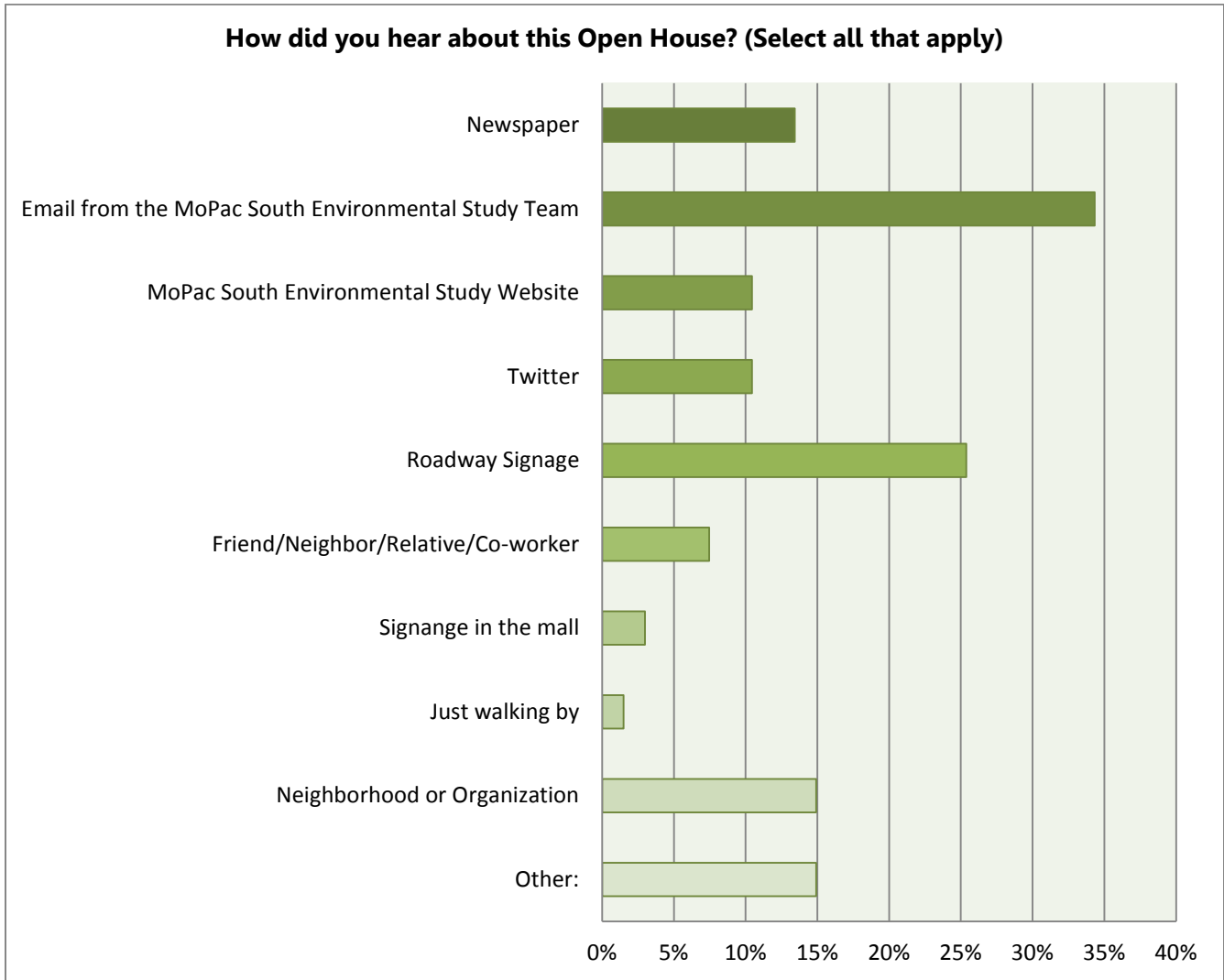
Question 23:



Other:

- None
- Bee Caves and MoPac
- Retired
- Specified "45@FM 1826" for Southwest Austin
- All parts of Austin as a realtor
- Specified "Dwtn" for Central Austin

Question 24:



Other:

- KUT!
- Consultant
- Radio News 590 AM

Comments:

- Great signage in the mall!
- Specified "Circle C" for Neighborhood or Organization

Question 27:

